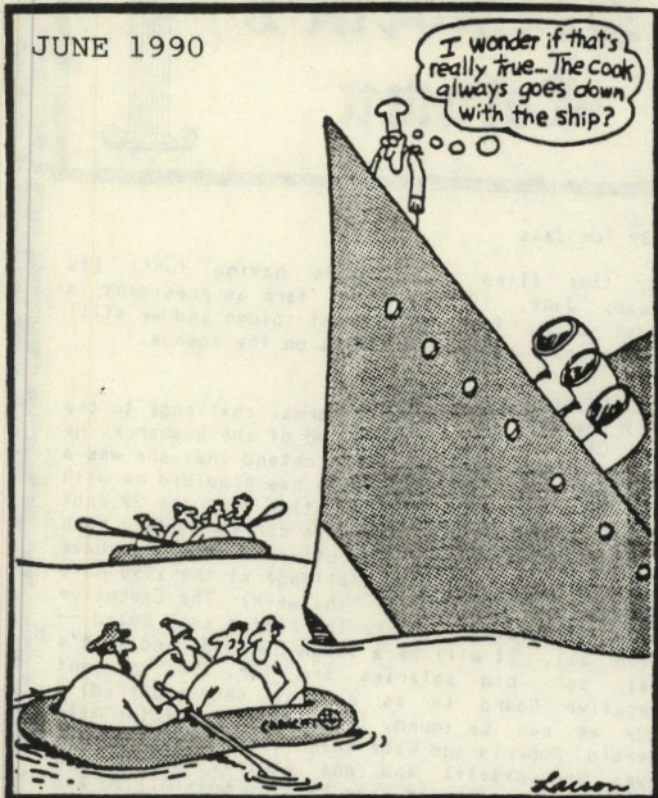


# HULL BUSTERS

JUNE 1990



## OFFICIAL RULE PROPOSAL

The rule proposal that was published in the February "HULLBUSTERS" was an early version, not the proposal that Marty, John, and I signed. Below is the version that we signed.

### Proposed Additions to the Turning System Rules

Ronald Thibault  
12/20/89

IN ADDITION TO THE EXISTING TURNING SYSTEM RULES THE FOLLOWING CLARIFICATIONS BE ADDED.

1. A Turning System may add no net thrust to the ship in forward, reverse, or standing still.
2. If all available shafts are used for propulsion then the turning system may only turn off, reduce speed (voltage), or reverse (from the direction of travel) one or more shafts. No increase in shaft speed or voltage over normal straight line full speed is allowed.
3. On ships with 3 (three) or more shafts turning systems may either turn off, reduce speed (voltage), or reverse propulsion shafts or turn on an even number of turning shafts. Any combination of the preceding may be used (ie. reverse a propulsion shaft and turn on turning shafts). THE TURNING SHAFTS MUST PROVIDE EQUAL AND OPPOSITE SIMULTANEOUS THRUST (ie. if two turning shafts are used one must provide forward thrust when on and the other must provide reverse (opposite) thrust). Equal thrust is further defined as the same size props with the same pitch and number of blades, the same type of motor driving both shafts with the same voltage applied to both motors, and the same shaft speed.
4. If the ship has an odd number of

shafts and the center shaft is not used for propulsion it may be used in the turning system. However if the center shaft is used one or more of the "regular" propulsion shafts must be turned off. A further restriction on the center shaft is that it must have the same size, pitch, and blade number as the "regular" propulsion shaft(s), and the shaft speed and voltage can be no higher than that of the normal straight line full speed performance of the "regular" propulsion shaft(s).

Fluegel said that he was confused by the proposal, so I imagine others might be too. Therefore, I will give a short explanation.

The intent of the original turning rules was to allow turning systems that did not effect the speed of the ship. Some turning systems in use now turn on a single outside motor or increase the voltage to a propulsion shaft to aid in turning. The argument is that because of the additional drag while turning this additional thrust does not increase the ship's speed. This would be true if the system only kicked in at the extremes of rudder movement. However, some ships are setup so that the system kicks in almost as soon as the rudder is moved. So while the ship's straight line performance meets the requirements, by travelling in a shallow "S" pattern the ship can run faster than it should.

The purpose of the proposal is to eliminate this, while still allowing turning systems to be used. The legalese in the rule is so that those people who build by the letter of the law not the intent can not cheat.

The basic intent of the rule is that a turning system can provide no additional thrust in the direction of travel. A turning system must either decrease the total thrust in the direction of travel or provide no increase in thrust in the direction of travel.

There are two ways to meet the above intent. The first way is to have turning systems that either slow, stop, or reverse one or more propulsion shafts (not increase the speed of same). The second is to have a turning system that turns on an even number of additional (to propulsion) shafts that provide an equal and opposite fore and aft thrust to turn the ship (ie. one shaft running forward and the other in reverse).

Now that I have explained the need and intent of the proposal, below is a short explanation of each part:

1. The turning system shall not add to the forward or reverse speed.
2. If only propulsion shafts are used then the shafts whose speed is changed may either reduce speed, stop, or reverse direction. This will cause a total reduction in the thrust in the direction of travel, but increase the rate of turning.
3. A. If dedicated turning shafts are used they must be used in pairs. each shaft in the pair must provide thrust in opposite directions. If the ship was sitting still and the turning system was turned on this would spin the ship around it's center without moving it from it's spot.  
B. The propulsion shafts can also be used but must follow number 2.  
C. This just excruciatingly details equal thrust.
4. Ships with three shafts may need two of them to run at speed. However the rudder may only be in the center and not washed by the

props. This greatly reduces the effectiveness of the rudder.

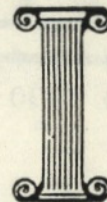
- A. This rule allows these ships to turn on the center shaft to increase the water flow over the rudder, but only if one of the regular shafts is turned off. This provides the same number of operating propulsion shafts.
- B. The remaining outside shaft can be run per number 2 if desired.
- C. In the past some people have rewound the motors in the turning system to increase their power over the stock motor, this part is to prevent this practice on the center shaft motor.

All the rules could be enforced, including shaft speed. There is a tach available for model aircraft that could be used to monitor shaft speed. However, the shaft speed can for practical purposes be estimated accurately enough by just listening to the shafts as the system is run. Any gross difference could be heard.

The intent of this proposal is not to penalize a person because his turning shafts differ in speed by 2 rpm, but to stop those who knowingly cheat to gain an advantage.

I hope the above explanation clears up any confusion about the proposal. I know that it is complex, but we feel that unfortunately it is needed. We like the idea of turning systems, but, I personally, do not like being unable to outrun a "26 sec" ship with my 24 sec cruiser. fi

# President's Column



By Tom Jass

Boy, time flies when you're having fun!! Its already June, 1990 and my term as president is almost over. This is my last column and we still have several unresolved issues on the agenda.

## BISMARCK SPEED CHALLENGE

Curly Barrett has issued a formal challenge to the Ship List concerning the speed of the Bismarck. He has provided sources that contend that she was a 30 knot ship. Dan Hamilton has provided me with equally voluminous documentation that the 29 knot figure of the Ship List is correct. After much discussion by your Executive Board, we have decided to rule on this challenge at the 1990 Nats (during one evening of the week). The Executive Board has decided to make the ruling as a Board -- after all, it will be a tough decision and that's what our big salaries are for. The present Executive Board is as neutral (not neutered) a body as can be found. It is composed of two Axis (Gerald Roberts and Wade Koehn), Two Allies (Marty Hayes and myself) and one neutral member (Bob Amend who has built and battled both Allied and Axis ships). If the Executive Board rules in favor of Curly's challenge, the Bismarck's speed will be changed to 30 knots as of January 1, 1991 -- the same as any other rule change. The Ship List is an official part of our club by-laws, and by-law changes have always been made effective on January 1 of the year following a club vote.

If you have any data on either the pro or con side of the challenge which you feel should be entered into the record and brought to the attention of the Executive Board, xerox a copy and send it to me. I will copy it and distribute it to the other Executive Board members. Speak now, or



I THINK I HAVE A SHORT CIRCUIT.

## Electronic Valves or Solenoids

Since I have been using electronic valves for my guns instead of Poppet valves for about six years, many people either write to me or ask me about them when I am out battling. Where can they be bought, how much are they, are they any good, etc.? So I decided to write an article to answer these and other questions.

The ones I presently use are made by KIP Incorporated, 72 Spring Lane, Farmington, CT. 06032 (203-677-0272) and I buy them from Winco Inc. 155 Terwood Rd. Willow Grove, Pa. 19090. Their phone number is (215) 657-4940. They are a distributor and seem to be very conscious of their territory - they, many times, refuse to sell outside of whatever is the limits of their territory. So you may have to find out who the distributor would be for your territory.

The part number of the valves I use is U271112-13 6 VDC. This is a non-standard valve which has teflon seats, 10-32 threaded inlet and outlet, a 1/16 th. inch opening, and 6 volt coil. I believe there were more decisions made in coming up with the part number but don't remember them all now. As I remember the valve is good to 400 psi and I have never "blown one out" in the past three years or so that I have used these valves. Remember the manufacturer is KIP. The price has increased over the past three years from near \$22.00 til' it is almost \$30.00 (including shipping.)

As far as using the valves, the standard 10-32 inlet and outlet fit nicely with the nycoil connectors and present no surprises. The valves will work in any position, and can be mounted by use of two mounting holes on the bottom of the valve body. One of the neatest mounts I have seen was in Dirty Dave's ship at Southeastern Regional, where he had made up some brackets which used the mounting holes and then bolted to the rim of his deck on the inside, leaving the valves to hang upsidedown in the interior of the ship. Another neat mounting job is Rick Schultz, who mounted them on the underside of the deck (near the guns) and ran coiled hoses to the expansion tanks from the freon tanks on the inside of the ship.

A few cautions may be in order for the user though - before mounting the valves to the tanks, make sure the tanks are clear of any chips or dirt. The teflon seats although very resistant to freon are susceptible to nicks or cuts due to material caught by the moving parts of the valve. Small pieces of dirt can be removed from leaky valves by connecting them in reverse for short bursts of freon. I think and have been told that the valves use more freon than poppets. I used 8 inches of 3/4" copper for two guns as the base formula but the tanks in the Warspite are even larger.

I hope that this article will be of benefit to the membership and will help you obtain valves of your own.

Marty Hayes, Captain of the soggy Warspite. fi

forever hold your peace. The evening meeting at Nats where the challenge will be ruled on will be an open meeting. However, comments and data will not be accepted from the floor. Any information you wish to place in evidence MUST BE SENT TO ME IN WRITING.

#### CASEMENT RULE PROPOSALS

The Executive Board promised you that we would discuss the casement gun issue throughout the year and propose a casement gun rule change which could be rejected or approved by the club membership. We have discussed this issue and have failed to arrive at a proposal which a majority of Executive Board members could support. We have four proposals for you to consider at Nats -- you can either chose one (they are mutually exclusive), reject them all, or develop a compromise using bits and pieces from these proposals. The Executive Board has failed to reach a majority position on this issue.

This issue is complex because it has several characteristics that cloud the issue. For example, a casement gun rule which would allow all casement gun cupolas to be constructed of hard material solves part of the question, but does not address the issue of which casement guns are considered to be part of the superstructure and consequently could be made hard for that reason. Keeping in mind all of the complexities, the following proposals are offered for your consideration.

#### Proposal #1

If the casement gun area falls below a line 1" above the waterline, the cupolas only may be made hard.

#### Proposal #2

Casement gun areas (both cupolas and flat sides) can be made hard if they meet at least one of the following criteria: Casements are 1" above the waterline; Casements are above the main deck level; Casements are inset at least 1/4" from the deck edge.

#### Proposal #3

If the casement gun area is below the forecastle deck level, the cupolas may be made hard. The hard areas around these cupolas may extend 1" on either side of the cupolas.

#### Proposal #4

All casement gun areas (cupolas and flat areas) below the "sinking deck" of the model ship must be made penetrable. All other casement gun areas are considered part of the superstructure.

Discussion of Proposal #4: The builder of each model must designate the deck level at which the model is considered sunk. On my HMS TIGER (and all IJN KONGOs) the stern weather deck (not the raised forecastle deck) is the "sinking deck" -- since all of TIGER's casement guns are above the weather deck they can be made hard. Conversely, on a flush

## Blow-by-Blow

## Battle Reports

Krazy Karl Sr.  
601 E. Shady Ln.  
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64701

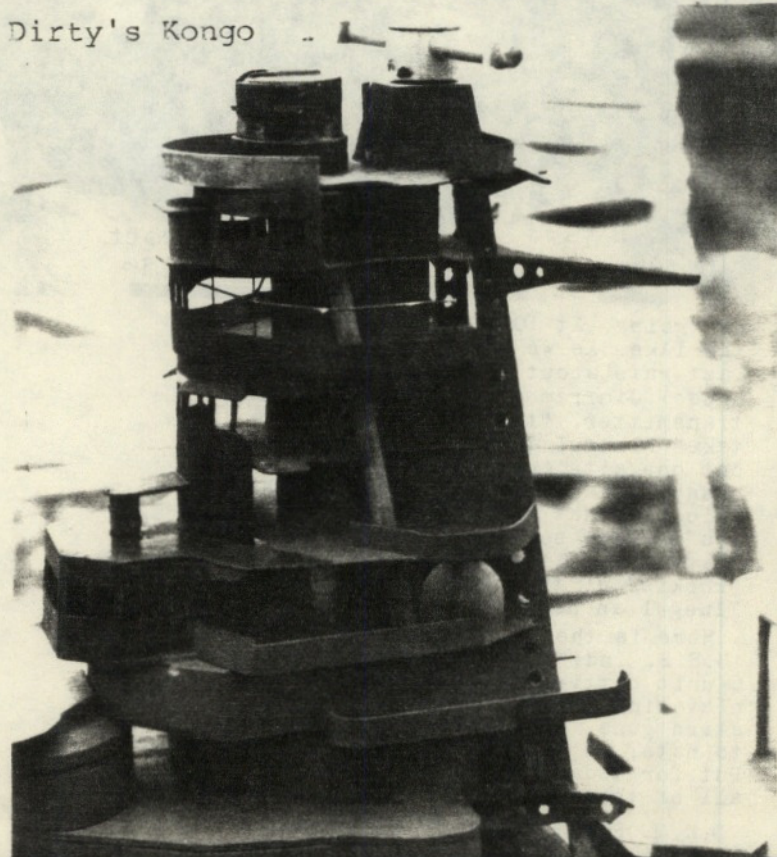
It has been a long time since Nats and I missed S.E. Regionals. Just entirely too long to live without battling. For the last two months I had been thinking the first round of the Texas Triple Crown was going to be held in Tulsa. I still think I got this rumor from Fluegel. But I soon found out it was Fredricksburg Texas, near Austin. (Tulsa would have been a lot closer.) And by-the-way, what is with you guys in Tulsa. My last conversation with Steve Mulholland I got the story you-all had bought good guns and pumps and were ready to come out fighting. I haven't seen nothing but strutting and talk come out of Tulsa yet! Take that as a challenge fellas. (my lake or yours.)

Thursday night I told my Bride I was going even if it was so far-away. 7:30 A.M. Friday I call Scott and get directions 5:30 P.M. I am heading South from Kansas City for two days of the kind-of-stuff that makes life worth-wild. After driving all night I get in a little after 8A.M. and am worrying about missing the first battle(I

would have if Stan had been runing it!) Late, ha! Everone is still a sleep, except for Gerald, who is cooking breakfast. I must say a couple of things about our host, Jim Pate, who was gracious enough to put up this wooly crew of ours. His home is a one of kind subtrai nian that is buitiful. We saw wild turkey and deer all over the place.

I told them "I didn't drive this far to shoot the bull, so let's

Dirty's Kongo



32 decked ship like the VIRIBUS UNITAS or the ARIZONA, those casement guns which are below the deck must be made soft (however, a stringer can be used). On the VON DER TANN, the captain can chose to make the hull casement guns hard, but then the deck at the bottom of the casement guns will be considered the "sinking deck" for that ship. If he choses to make the casement guns soft, the "sinking deck" will be at the top of the casement guns. On a VDT you can have either hard casements and poor damage control, or vice versa.

The idea of a "sinking deck" may also be applied to other ship models. For example, on my HMS BELFAST (CH), the stern deck is my "sinking deck"; applying the above definition all hull area above and forward of the step in the deck could be considered superstructure and built hard. This interpretation penalizes ships with flush decks, and perhaps the "sinking deck" rule could only be applied to ships with casement guns.

ANOTHER SPEED PROPOSAL

Dan Hamilton and Marty Hayes have proposed another speed rule change which I strongly support. Their proposal would make all BBs over 720 feet in length 24 second ships -- same for all BCs over 600'. All post-1922 CHs would be 24 seconds also. Post-1922 CLs would be allowed to make 23 seconds.

The proposal contains several other changes, but these are the main ingredients. I think this is an excellent political solution to the problem of long BB models that no one will build. Their proposal would give each major navy at least one 24 second Class I or II BB. This is a good compromise. WWII CHs would maintain their 2 second speed advantage over most BBs (except the long BBs). I personally support this proposal and urge you to give it careful consideration.

1990 NATS

I hope to see many of you in Annapolis in July. Now is the time to complete one last physical check of your ship model prior to coming to Nats. Check your model for:

- Correct weight
- Correct length and beam
- Correct rudder area
- Correct number of ribs
- Correct speed
- Correct waterline
- Correct hull hardness
- Singleshot guns

Forewarned is forearmed!! We will be checking ships at Annapolis.

Thanks for all your support and help during the 1989-90 year. We have had a good year and the hobby is prospering and growing. BATTLE SAFELY!!



Jeff Lide Carl Schafer Scott Fluegel Scott Lide

The Shonnie is all dried-out after last summer. This tried and true veteran is sporting Port & Starboard side mounts now and other than needing a little paint looks meanin'g as ever.

I. J. N. Kirishima- Jeff Lide, twin stern guns and in my opion the mean est side mount afloat makes this veteran warrior always a contender.

I. J. N. Hiruna- Gerald Roberts. The



Jim Pate Rookie of the Year?

get going. At 10:30 we head out to the lake. As we were going out the last gate (about 3 miles from the house) Jim remembers he forgot his transmitter. "typical rookie mis take" Fluegel quips. After checking out one site and deciding it is too mossy, we drive 25 miles to another. It looks great and we unload. Would you believe someone else forgot thier transmitter? Yep, the oldest "Rookie" of them all. It took Fluegel an hour to get back!

Here is the ship list.  
U.S.S. Indiana- Jim Pate. A hi-teck 6 unit battleship with a rotating & elavating 2 gun B turret and twin stern guns. And fellas, if Jim comes to nats, he will win best-of-scale. But for today, can a rookie handle all of this power?

D.K.M. Scharnhorst- D.W. Fluegel,

Green-Hornet is back and looking good. Sporting twin port side mounts. Mr. C.D. come look! Well the Grand Admerial said he wanted more side mounts.

I.J.N. Kongo- Dave Hains, Well Dirty brought #3 of the first Jap battlecruisers and more side mounts. The Kongo has the neatest hand-laid deck I have ever seen.

I.J.N. Maya- Scott Lide, another well tested Jap ship out of west Texas. Always a menace to straglers or an enemy on "5".

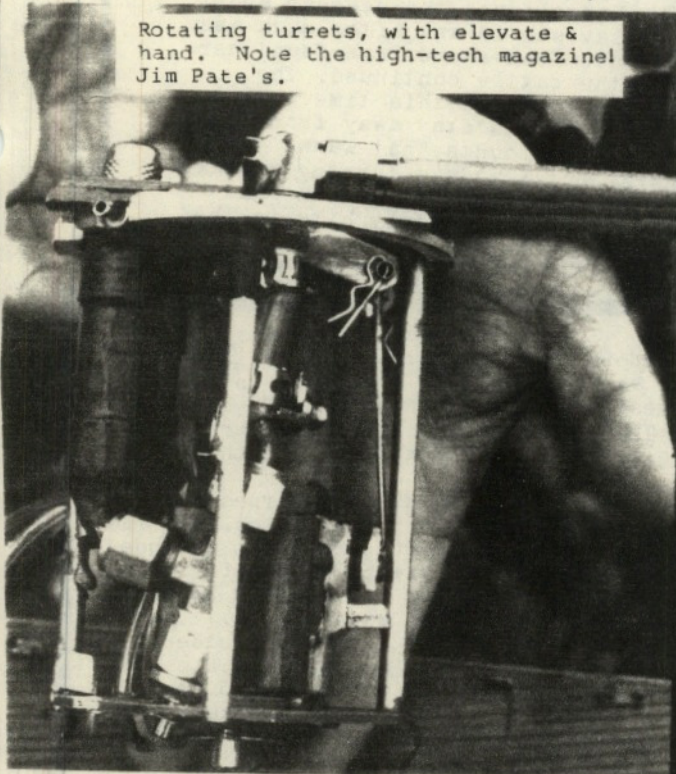
D.K.M. Lutzlow- By the dust accumulation on this Ol warrior I can tell she was worked on all winter. Am I talking about your ship or girlfriend? (at least one of them was pretty)!

D.B.M. Gorizia- Carl Shafer Sr. Could a new ship with a new alegence, gawdy red & white bow stripes, with the two best Yank guns, (salvaged from the Indiana) and an all lexan constructed ship be susesfule?

#### 1st. Battle

With only one Allied ship we had to choose up sides. It looked pretty even on paper. Fleet A: Indiana, Haruna, Kongo, and the Lutzlow. Fleet B: Scharnhourst, Kirishima, Gorizia, and the Maya.

Rotating turrets, with elevate & hand. Note the high-tech magazine! Jim Pate's.



At the start of the battle I was going to try to suck them in to a trap. I charged out and then cut speed then mumbled, a few unprin tables, and cried for help. what happened? No takers. O.K. where is that big rookie battleship? I find him, man this is almost as much fun as girls! But good things can't last forever. Here comes the Kirishima and hogs me out. It takes Jeff under 2 minuts to emty his side mount Our rookie had got a good dusting by now, but it wasnt over The Sch arnhourst was zeroing in now. Ol Fluegel had that happy camper look

# OFFICIAL RULE PROPOSAL

submitted by Tom Jass, Marty Hayes,

Curley Barcott, and Dan Hamilton

## To Turn or Blast Your Guts Out A Rule Proposal?

For some time now its become apparent that Cruisers are becoming more and more unsurvivable ships in Fleet Battles. But Cruisers are our least complicated ships that are fun to build and battle. They are the perfect ships for beginners in the hobby as well. However they are fast becoming the underdogs of R/C Combat. If we want them to stay in the hobby and for the future of our hobby we should, Then something must be done. What has happened with the advent of the super turning systems is that Cruisers are now the losers in this game. This is not normal because in real life ships slowed down in a turn. They did not go just as fast or speed up. But our ships especially the Battleships and Battlecruisers are doing just that. Cruisers are the victims in this because they don't have the space or the weight to carry the extra batteries, big motors, larger props, and switches to activate all of this. As a result they lose out a little more all the time. The Big Battleship Captains are not willing to give up their turning systems though because they need an edge and they should have one. Their real problem is not so much the Cruisers as it is the smaller 4 unit Battleships. Small Battleships are very difficult to hit because of their target size and they can turn on a dime. Put the same turning system in the smaller Battleship that the big Battleship has and they still turn the same amount better even if both had no turning systems at all. So whats a Captain to do.

The main problem with the small Battleship vrs. the big Battleship is that both have the same number of side mounted guns and in case you haven't noticed thats the Battleships killer weapon. So in other words if a four unit Battleship goes side to side with a big Battleship they slug round for round. This is'nt right at all! The big ships had much larger guns and could and would have trained them on the broadside making the small Battleship into chopped liver.

So how do we solve the problems of the Cruisers and the Battleships when they seem so opposed to each other. Well they are actually not. We simply get rid of all turning systems except for rudders period. This would help out the Cruisers greatly because they will gain back lost ground and their natural acceleration out of turn will also take over. The can also do away with all the junk they did have to have before. This would make the Cruiser a Great ship for beginners again. But the big ship Captains scream how does this help me. What we do then is to say that 4 unit Battleships can have only one broadside gun on the ship and it can be placed in either broadside quadrant, 5 unit Battleships can have two broadside guns one in each broadside quadrant, 6 unit Battleships can have three broadside guns two in one quadrant and one in the other quadrant, and finally 7 unit Battleships (the Yamato) can 4 side mounted guns two in each quadrant. Think about it no Cruiser Captain or small Battleship man in his right mind would want to be up beside a big ship now. So let the Big Battleships have their big guns as they should have, a fair compromise for doing away with turning systems.

Another problem is casemates, how to solve it and be fair to everybody. Two possible solutions come to mind. Number one have all hull areas more than one inch above the waterline be hard. Number two let all casemate hull cupolas (the part that rotates) and the barrels be hard and count any hit above the water line as a five point hit.

As we are beginning to find out high hull hits do not sink ships. Most people don't even patch high hull hits in Campaign Battle. They just go on fighting. So water line hits should count 5 times as much as hull hits and hits below the water line should count 10 times as much. This would be the exact ratio if hull hits were reduced to 5 points. Either way ships with high freeboard would not be penalized.

Another topic for discussion is Convoy ships. Submarines and other converted Warships should be able to act as Convoy ships. Its historical, the Americans did it in the Philippines, the Japanese in the Solomons, the British at Malta, and the Italians in North Africa. The problem is under our present rules they can carry just as much supplies as our present small Convoy ships. Not too realistic. Converted Warships should only be able to carry 5,000 tons of supplies. Fleets should be able to convert a Warship to a Convoy ship if that Fleet Admiral informs the other Fleet Admiral and the Converted Warship abides by Convoy ship rules such as speed, rudder size, and the ability to carry 5,000 tons of supplies. This would make ships such as Light Cruisers perfect for Conversion if the Battle is going badly, for instance if all your Convoy ships have been sunk. Light Cruisers already have the right size rudders, are small targets, and all they have to do is meet the speed requirements of conversions. On existing rule proposals many people like the small ship end of the 1/2 unit rule but not the big ship end. They feel it might make big ships too complicated to built. One idea here is to leave the small ship end as is and have the large ship end changed to, the only way big ships defined as ships with 3 units (Class 3) on up can use the half unit is to add 25 BB's to an already existing magazine and there can only be one such 75 (unit an 1/2) magazine per ship. In addition many people feel that the German Battlecruisers Moltke and Seydlitz should not be 24 second ships and the 24 second Battlecruisers should start at 55 inches 660 feet instead of 50 inches 600 feet. This idea comes from the Germans themselves as they feel that the Hindenberg should be the smallest fast Battlecruiser. They could be right, it does sound like a better cut off point. Other wise most folks like this speed proposal as it is, much more simple and workable both in the political area and reality. The above rule proposal si submitted by Tom Jass, Marty Hayes, Curley Barrett, and Dan Hamilton.

on his face! The Indiana is on 5 by now and being chased to the far side. When they come back around the big battleship is runing bow-down, with water coming over the deck. She gets off 5 and a good pump saves her. Jim gave out a sigh of relieve. I notice the Lutzlow riding low in the water and head in her direction. The Huruna slides in and cuts me off, too late, the German slips under. ( somebody for got thier interior armor)

I figur Ill save my batteries for the second sortie and use my B.B.s now. The Haruna has the same idea too. After a couple of minuts She goes on 5 and dosnt want to play any more and goes and hides behind a rock! With my stern gun emty I will try out my new elevating bow toy. It doesnt work bad at all. I was getting about one out of three through. Gerald, come out from behind that rock! O.K. Ill come in there with you. Without any manuvering room I ran aground and called 5.

The second sortie didnt last long. I gave the Indiana a curtisly call and left her in the able hands of the Schanhorst and Kirishima. I went looking for the Kongo and just as I got there she went down. (Dirty had a stoped up pump inlet) The Kongo found the deepest spot to play sub in and after much assistance from shore Dave found her and the battle continued. The Haruna found me this time. all I had to do was stay away from the twin side mounts. That wasnt too hard, but I made a turning mistake and forgot about his stern gun. The price was my only hits in the battle, 2 below.

Quality! Great job Steve and your sub contractors! I look forward to building it soon. On Friday May 25 I dropped in (by Southwest Airlines) on Fluegel. He had been working on the Scharnhorst's Superstructure (again). That's a lifetime job in this hobby.

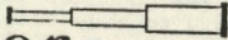
From the Decatur Regionals we learned that cruisers need some help in the rules. We are still employing an old rule that was designed as a speed limit. It was the 2 sorties per set of batteries rule. This rule should be changed to allow fresh batteries each sortie. That would help just a little. Really cruisers need either another 2 seconds speed or battleships and battlecruisers need to be slowed down 2 seconds. Also there is an unfortunate lack of small fast battlecruisers for the Allies to build (especially American). The Alaska is such a huge target it would be suicide to try to use it. Maybe as Dan Hamilton suggested certain large Heavy Cruisers (like the Demoines) should be given a third unit. They are very large targets so they would not have the advantages of a Kongo class. Clearly this imbalance is beginning to really exert itself.

Well, I hope to see you at Nationals in Maryland in July.

Let's Battle!

*Stan*  
Stan

## Observations of the Founding Father



By Stan Watkins 5/25/90

The Decatur Spring Regionals of 1990 was LARGE and action packed. There were some 26 Battlers there with 22 ships battling during one battle. This was a new record for most ships in the water at one time even surpassing all previous Nationals records for most ships on the water at one time. Wow! If you can't attend a Nats you ought to make a Decatur Regionals. It was also Allied Vs. Axis! The Axis seemed to have won the regionals.

I visited the "Skunkworks" on Tuesday May 23 (the day after my first ever Root Canal, ouch, \$325!!!!). Steven Milholland stated that from receipt of order to shipping of a kit can now be as quick as 2 or 3 weeks! I have received my Brooklyn kit and was very impressed with the



Carl Schafer, Author, Italican, Number 3.

The results, Fleet A: Indiana 1,105 Haruna 525 Kongo 1,130 and Lutzow 720 Total 3,480

Fleet B. Echarnhorst 450 Kirishima 440 Gorizia 100 Maya 185

For the afternoon battle we chose Xs & Os with the 4 Jap ships coming out together. It turned in to be just a normal Texas free-for-all. The Indiana got a little breather this time, I got to tangle with the Kirishima this time. My Gorizia was giving as much as she was taking as long as I stayed off of that d\_\_ side mount. (Santa, can I have a side mount for Christmas?)

The second sorty was more of the same. The hi-lite was Dirty withdrew the Kongo, sorry, I dont remember why. And the Kirishima ram-sank the Lutzow.

The results: Fleet A Kongo 510 Kirishima 330 Huruna 270 and the Maya 270 Total 1,420

Fleet B. Scharnhorst 485 Indiana 295 Gorizia 325 Lutzlow 80 Total 1,185

## OFFICIAL RULE PROPOSAL

This rule proposal submitted by Dan Hamilton, Marty Hayes, Gerald Roberts, and Tom Jass.

### Speed

There has been a lot of talk in the Hobby in the last couple of combat seasons about Speed. The speed rule we have is pretty good and has served us very well but it has a few problems to it. First of all some ships get a raw deal due to the fact that they are right on the breaking point for the next highest speed, a lot of ships have some documentation to support higher speeds but not completely, and some ships that are big are doomed to being big slow targets that were good ships during the wars. Is this right? All of this has caused not a few disagreements among both sides (Axis and Allied). What is really needed is a rule that is still simple to enforce but fair to both sides.

How can such a rule be done? We could do like the Skunk works Club and have one speed but we seem to all want a more scale approach. We have seen that the breaking down of the speeds further into one second intervals just causes more classes, makes more ship less likely to be built, and adds more enforcement difficulties. No matter where you make the break in speeds still leaves the same problems and disagreements. The smaller the speed breaks the worse it gets.

After talking with several people about this problem there has to be some better solution to the problems, we would like to make the following proposal. That the ships speed be based on the length of the actual ship. Why length? Well for several reasons, if both sides (Axis and Allied) get the same speed for the same length ships, how much more fair can you get. Also more length gives a faster ship in reality due to the beam to length ratio increasing and the greater room for high speed turbines and boilers. In other words these ships went faster due to their greater length. So this is very scale like with the new rule conforming closely to our present speed rule. It provides one speed for a all homogenous class for all Heavy Cruisers including the Lutzow, as all Cruisers fall within 15 inches of length of each

other. The same pattern is followed for Light Cruisers. Most all Light Cruisers were a half knot or so faster than the Heavies and also fall into one Class.

This would end the disagreements as you may not know the exact war time speed of a ship but you do know its length. So its simple to figure your speed just look at your scale length and your class and wa la you have it. The rule is therefore completely fair to both sides as any ship in that length goes the same speed. Also as we've said this is very close to scale as well. What we need in every rule is a healthy balance of scale and playability. Please read the rule carefully you may be pleasantly surprised with it.

All Battleships over 60 inches scale length (720 feet Actual length) = 24 seconds per Hundred Feet.

All Battleships over 50 inches scale length (600 ft. Actual) to 60 inches scale length = 26 seconds.

All Battleships 50 inches or under scale length (600 ft. Actual) = 28 seconds.

All Battlecruisers over 50 inches scale length (600 ft. Actual) = 24 seconds per Hundred ft.

All Battlecruisers 50 inches or under scale length (600 ft. Actual) = 26 seconds.

All Preadnought Battleships = 28 seconds per hundred ft.

All Heavy Cruisers after 1922 = 24 Seconds per hundred feet.

All Armoured Cruisers (Heavy Cruisers) before 1922 = 26 seconds per hundred ft.

All Light Cruisers after 1922 = 23 seconds per hundred ft.

All Protected Cruisers (Light Cruisers) before 1922 = 24 seconds per hundred ft.

All Destroyers over 25 inches in scale length (300 ft. Actual) = 22 seconds per hundred ft.

All Destroyers 25 inches or under scale length (300 ft. Actual) = 23 seconds per hundred ft.

All submarines = 28 seconds per hundred ft.

All Aircraft carriers conform to the speeds per

Sunday.  
For the last Battle we flipped a coin. 5 heads and 3 tails. sounds fair to me. Scott desides the Maya isnt up to it, that evens it up a little. In the wind and light rain the fleets are like this.

Fleet A. Indiana Kirishima Kongo and the Lutzlow.  
Fleet B. Scharnhorst, Haruna, and Gorizia.

As the battle begins I pay my regards to the Indiana. But I use a little more caution this time as Jim is starting to get the hang of his rotating gun. Also the Kirishima has me singeled out. I am be gining to figuar out these fast Jap ships. (But I wont tell, there mig ht be some Allied Scuz-balls read ing this!)

In the last sortie my transmitter batteries went dead and I had to call 5 out of controle. After a Quick change I was a little surprised to find I was still afloat! Jeff had noticed me and was bearing down when I regained control. This time Jeff was more determined than ever. His persistence payed off and I meet Mr. side mount. My pump lite up. I could tell something wasnt right (balsa in outlet) so

I called 5 and we went on a long chase up river. The hi-lite of the day was the haruna raming the Kongo and the fast thinking and moves of Gerald going in and grabing the Kongo befor she sank! I also miss ed seeing the Lutzow sink again.

The score Fleet A. Indiana 430 Kirishima 210 Kongo 535 Lutzlow 975 Total 2,150

Fleet B. Scharnhorst 625 Haruna 350 Gorizia 210 Total 1,185

Indivigal scores for the week-end.

|             |       |
|-------------|-------|
| Scharnhorst | 2,289 |
| Gorizia     | 1,635 |
| Indiana     | 1,248 |
| Haruna      | 1,132 |
| Kirishima   | 1,094 |
| Maya        | 1,010 |
| Kongo       | 900   |
| Lutzlow     | 655   |

In closing, I think all had a good time and look forward to meeting in Dallas.

Also, if there are any aspiring, dizzyheaded Alied captains around, my Indiana is for-sale (minus guns and pump) with a good World Expert 7 chanel radio for \$250 (a rookie will get 10% off)

the Battleship lenght tables.  
All Gunboats = 28 seconds per hundred ft.  
All Convoy ships = 40 seconds per hundred ft.

This is a very balanced proposal for each side and gives some reason to build a larger ship rather than a smaller one. The following is a ship list done by that fantastic Tom Jass showing how the entire list comes out. But here now is the out standing changes to the Battleships and Battlecruisers or Capital ships as we often refer to them. That way you don't have to hunt to find them. You'll find they're really are only a few changes that make both sides very equal.

Germany  
Battlecruiser Class Moltke = 26 to 24 seconds per hundred ft.  
Battlecruiser Seydlitz = 26 to 24 seconds per hundred ft.  
Battlecruiser Hindenburg = 26 to 24 seconds per hundred ft.  
Battleship Bismarck = 26 to 24 seconds per hundred ft.  
Heavy Cruiser Lutzow = 26 seconds to 24 seconds per hundred ft.

Britian  
Battleship Agincourt = 28 to 26 seconds per hundred ft.  
Battleship Iron Duke = 28 to 26 seconds per hundred ft.  
Battleship Revenge = 28 to 26 seconds per hundred ft.  
Battleship Rodney = 28 to 26 seconds per hundred ft.  
Battleship King George = 26 to 24 seconds per hundred ft.  
Battlecruiser Lion = 26 to 24 seconds per hundred ft.

Japan  
Battleship Fuso = 28 to 26 seconds per hundred ft.

Battleship Hyuga = 26 to 24 seconds per hundred ft.  
Battleship Nagato = 26 to 24 seconds per hundred ft.  
Battleship Yamato = 26 to 24 seconds per hundred ft.

United States  
Battleship Pennsylvania = 28 to 26 seconds per hundred ft.  
Battleship New Mexico = 28 to 26 seconds per hundred ft.  
Battleship Tennessee = 28 to 26 seconds per hundred ft.  
Battleship Maryland = 28 to 26 seconds per hundred ft.  
Battleship North Carolina = 26 to 24 seconds per hundred ft.

Chili  
Battleship Almirante Latorre = 28 to 26 seconds per hundred ft  
Russia  
Battleship Gangut = 28 to 26 seconds per hundred ft.

Turkey  
Battlecruiser Yavuz = 26 to 24 seconds per hundred ft.

In addition all of the above ships were in the middle to the high range of their old speed Classes and had good cases for moving up any way. As you can see all Light Cruisers are one second faster than the Heavy Cruisers. This is because almost all Light Cruisers are at least a 1/2 knot faster than their Heavy Cruiser counter parts but heavy weather conditions could often cancel this out. Destroyers now become the fastest ships on the water as they should be. This should provide a good political as well as scale solution that we all can be happy to live with.



88 SPEED: IF 88/720, SPEED=24 SEC.  
 IF 720/88=600, SPEED=28 SEC.  
 IF 88/800, SPEED=20 SEC.

| CLASS | STANDARD | ARMOR | CLASS | SPEED | BUILT | CLASS | SEC/100 | SEC/100 | SEC/100 | EXIST | NEW | CHANGE |
|-------|----------|-------|-------|-------|-------|-------|---------|---------|---------|-------|-----|--------|
| USA   | 1        | 1     | 1     | 24    | 24    | 1     | 24      | 24      | 24      | 24    | 24  | 0      |
| USA   | 1        | 1     | 1     | 24    | 24    | 1     | 24      | 24      | 24      | 24    | 24  | 0      |
| USA   | 1        | 1     | 1     | 24    | 24    | 1     | 24      | 24      | 24      | 24    | 24  | 0      |
| USA   | 1        | 1     | 1     | 24    | 24    | 1     | 24      | 24      | 24      | 24    | 24  | 0      |

**A Rookie's View Of Nats**  
 Ron Thibault  
 9/18/89

I would like to start out by thanking everyone at Nats for the enjoyable time I had and the camaraderie shown by everyone. Also my last name is pronounced T-Dow not however Fluegel was mangling it.

About 2 weeks before Nats it looked like I would not be able to come due to a lack of a ride, everyone's vehicles were full. However the local members managed to verbally reshuffle the loads so I would have a space. As it turned out however because of some last minute dropouts I was able to ride down with Marty Hayes with a minimum of problems.

We started out early Saturday morning in caravan with Dan Schultz in his \$200 wonder car (wonder how it ran). Having caught a local bug the day before we left I was not much help driving on the way down, the previous night was not spent sleeping, so Marty got to drive the whole way. Other than that and Dan's occasionally misbehaving car we had an uneventful trip.

We found the hotel with no problem, unloaded some stuff, and headed for the lake, or at least tried to. We managed to just miss Stan at the Pavilion, and were locked out. We did find another parking lot, and finally found the lake. Except for my initial, unfounded, worry about trying to recover my ship if it sank under a bridge the lake looked very good. The best part being the shallow depth and clear water. However I could tell even with my limited experience that there was going to be no place to run if (when) I got into trouble. The other thing that impressed me was the carp in the lake. These fish ranged in size up to, no kidding, two foot. Both sides spent a good amount of the limited spare time trying to devise methods of using these U-boats, I was Axis after all, against the other side. The Allied idea of making the Axis glue tacos to

| SPEED   | CLASS 1 |        |        | CLASS 2 |        |        | CLASS 3 |        |        |
|---------|---------|--------|--------|---------|--------|--------|---------|--------|--------|
|         | 24 SEC  | 26 SEC | 28 SEC | 24 SEC  | 26 SEC | 28 SEC | 24 SEC  | 26 SEC | 28 SEC |
| FRANCE  |         |        |        |         |        |        |         |        |        |
| GERMANY | 1       | 1      | 1      | 1       | 2      | 2      | 4       | 3      | 3      |
| ITALY   | 1       | 1      | 1      | 1       | 1      | 1      | 3       | 2      | 1      |
| JAPAN   |         |        |        | 2       | 1      | 1      | 1       | 1      | 1      |
| USA     | 1       | 2      |        |         | 8      | 1      | 1       | 3      | 3      |

The data is sorted three ways to show the number of changes, by Fleet l.o.a., and by l.o.a. all Fleets combined. Cruisers are not mentioned because the only Cruiser increasing in speed would be the Lutzow.

the bottom of their ships for visual identification won out over any Axis plans I heard for equipping the U-Boats with miniature torpedoes.

After viewing the lake we headed back to the hotel and found some of the other combatants at the restaurant across the street. These included the missing Stan. I still can not figure out why he would want to take a break, from waiting for us to straggle in at all hours, to eat. After dinner we all headed back to the lake to unload.

The American Pavilion, the "shop", was cavernous (huge, wet, dark, and moldy). Knoxville should be ashamed of their poor maintenance. We left our stuff and returned to the hotel for some much needed sleep.

Sunday was spent meeting more people and testing my ship. I can not emphasize enough to anyone who has never come to Nats to bring everything!!! I brought every hand-tool, spare piece, and anything else that was not bolted down; and used most of them. I have another ship that I am working on as well as the Zara, and I brought most of the mechanical parts from it including it's radio. I therefore had two radios, plus 3 additional sets of crystals, spare servos, and three extra motors. This was fortunate as, because of frequency conflicts, I ended up using the second radio. In addition, because of the conflicts, Jass borrowed one of my crystal sets. During the course of the week I also lent out my other radio to Dan Dees when his died, and a radio receiver switch to someone else. I also had to replace one of my drive motors during the week, as it was causing radio interference problems. So all the equipment came in handy.

Also I would recommend that you bring your stuff in a plastic tool box. During The Thunder Storm Wednesday my steel tool box leaked thru the seams on the bottom damaging some of the contents. Also bring a copy of the rules and READ them before hand so that you can reference them if a dispute arises.

Back to Sunday. After testing the ship to see that it still worked, I headed for the main lake. Do not send your ship under a steel beam bridge while standing on it!! There were many interesting tricks performed by everyone's ships during the week due to this. Some of the more interesting ones were: Gerald Robert's? cruiser making a 90 deg. turn and running full speed into the cement wall, breaking the deck rim about 2 in. from the bow and bending it up at 45 deg.; and someone's ship going under in one direction making a 180 and coming out the same side, while he stood on the opposite side wondering where it was.

Monday, finally, and the battles started. First battle, first sortie. Neither Will Montgomery nor I recall exactly how it came about, but I do remember, vividly, watching the South Dakota backing into and over the Zara. He stopped and pulled forward, but it was to late, the Zara had been turned on its beam-ends and filled rapidly thru the hollow stack. I stood there in shock for a moment, then brilliantly, and uselessly, turned on the pump, as the entire ship from stern to foredeck settled under the waves. About this time it occurred to my numb brain that it might be a nice idea to get into the water. I managed to reach the Zara just as the tip of the bow slipped under. Not the best of beginnings, for either Will, it cost him any chance at repeating the Championship, or me, this dunking was the start of my rudder control problems due to the previously mentioned motor. No structural damage was done and the water tight boxes held so I was ready for the next sortie.

I started to develop the rudder problems at this point but not bad enough to stop me for the next battle

However it was during the first sortie of the second battle that I discovered the main disadvantage of this lake, Radio Interference in the largest part of the lake. This discovery limited me to the middle section and to opposite end the rest of the week. A local RC type had warned us of this Sunday but the extent of it was a surprise.

The surprise came in the form of my poor innocent Axis ship going out of control running right between two South Dakotas, and stopping dead, literally. By the time I managed to regain control the vicious Allied captains had given me 11 belows 4 to 5 ons and lots of aboves!!! You haven't had fun until you run the length of the lake and back with your constantly pumping cruiser, with three battleships in hot pursuit! Amazing everyone, including myself, I stayed afloat for my five minutes.

What to do now, I have a Swiss cheese boat and one more sortie? I decided the ship had already sunk once so that was over with so why not go out again. I did and I expended all my BBs and still stayed a float. The Zara may be old (I bought the old hull from Rick Shults), ugly, and lack about half the normal amount of ribs, but it can pump, its a good thing to.

Before the third battle in testing my ship the rudder problem came on full force. Everytime I turned on the drive motors the rudder kicked over full throw. I isolated it down to one motor and replaced it. The problem disappeared, I thought.

The third battle was uneventful enough, compared to the previous two, that I don't



remember anything specific about it.

We found out Monday that, instead of lugging all our equipment the quarter mile from the Pavilion to the lake and back each day, we could pull up in the cars unload and then go park by the Pavilion, so the ship went "home" with me each night thereafter.

On Tuesday, disaster, the rudder problem resurfaced with a vengeance. Not the best way to fight a battle! So for two sorties I called five right away.

Despite the help of many people I could not fix the problem at the lake. I therefore was unable to run the Zara for Convoy, and acted as the Convoy Commander instead. This probably was a blessing considering the rate that Axis ships were sinking in this battle.

Tuesday night I went to work on the rudder problem. More caps and grounding everything helped, but didn't cure the problem. Finally, while testing other motors, I found that when the motors were on test leads the problem disappeared. Not being one to argue with the fates (good Italian Gods), I simply lengthened

the motor leads on the offending motor by 18 inches. Not the most elegant, or satisfying solution, but it worked for the rest Nats and is still working.

I have since had a similar problem with the pump motor. This was cured by replacing the motor, the shaft got rusty and caused enough vibration to upset the brushes.

Wednesday came, and I was ready to battle again. I was challenged to a one-on-one by Leif. He wanted a one sortie battle at first but changed his mind after the sortie. We went out and I got several hits on him, including a beautiful hit about an inch below the water line went he turned at just the right (wrong?) time. His bow gun was real weak, so he either got none or one hit on me I don't remember which.

It was during the second sortie that I disgraced my Axis heart. Fluegel I'd send the blackboard with "I will be an vicious Axis slime." written on it a thousand times, but the Post Office won't accept an envelope that big.

About 5 min. into the second sortie Leif's ship started to list badly to port, so I stared to shoot at all the nice red showing on the starboard side. This was fun! A couple minutes later Leif lost control of his rudder and called five. Now it was only halfway thru Nats and Leif was a fellow rookie, and was having enough problems of his own. So rather than take advantage of his troubles and tear up his ship, I told him to go ahead and take his ship out of the water. Thus Flegeul's comment about "some grey in his heart", whatever that means.

Night battle was different. It was both frightening and exhilarating. Before the battle started I was getting increasingly nervous about running my ship when I could barely recognize it, let alone any other. This lasted thru the first few minutes, then it started to become fun. Unfortunately at about this time the Zara's guns stopped firing. The lake had cooled down considerably since the afternoon, and I had not left the ship in the water long enough for the tanks to cool before I tweaked the guns. I had lots of BBs but not enough uumf to shoot them.

I only remember one of the battles Thursday, I believe it was the second. In the first sortie, while trying to maneuver away from two South Dakotas, I lost forward propulsion. After another period of being pounded with side mounts, I regained intermittent forward. I ran around on five, while being chased by Dan Hamilton. After pulling my ship out I noticed that my throttle trim was in full reverse. Dumb, dumb, dumb. At least now I know to check the trim more often. Fortunately? the Dakotas had been to close during the pounding and had not given me nearly as many belows as Monday. However they had really torn up my superstructure, as well as giving me enough holes to worry me about the next sortie.

Mike Deskin's Jean Bart had a big hole in the bow, and the Kirishema was chewed up. All three of us were willing to go back and fight the second sortie. Fleugal decided however, that we should call five and run, as we were ahead in points and could win this battle if we didn't lose to many ships.

So the second sortie started and Mike and I called five and ran. The sneaky Allies however had launched a couple battle ships on "our" side of the lake. Dan Hamilton chased the Jean Bart and the Zara while, I assume, the others concentrated on the Kiresheema. I figured that I would try to stay between Dan's QE and the Jean Bart, while trying to avoid being shot of course, as the Jean Bart had a lot of holes as well as the big one. I didn't think I was in terrible danger of sinking and could take a

"few" extra hits if it might save the Jean Bart. Also if I sank it was a lot less points than the Bart. Mike probably didn't need my help, but I'm that kind of guy. Unfortunately while trying to maneuver between Dan's QE and the Jean Bart, I rammed Dan's ship, and put a hole in the bow above the WL. At least it was the only time so far this year that I've damaged someone (by ramming). After he patched the hole we resumed. The Jean Bart had left so Dan concentrated on me, for some strange reason. He followed me into the back lake and we got into a circling match with me on the inside. Dan was trying to hit me with his side mount, and of course I was trying to avoid it.

The night before someone, I think Dan Dees, had said that was a lot of crud in this part of the lake so I was hesitant to go in it. The lake was not too bad, however I did spot a plastic bag floating in one part. I assumed Dan had seen it also, so at first I just tried to avoid it. As we were circling I noticed that at times Dan got very close to the bag. It dawned on me that he hadn't seen it, and a nice Axis idea formed. I circled a little wider on the next pass and just missed the bag. Dan who was on the outside ran right over the bag and stopped dead in the water. This was GREAT, this was FUN, for me. Dan didn't seem as please at my maneuver as I, who was rolling around on the ground laughing and shouting "I did it, I did it!". He was a good sport about it though, he didn't hit me with any suitable blunt objects. After I recovered my composure, and ship, Gerald Roberts came over and congratulated me on running the British into the mine field.

The Jean Bart and I had done as ordered and survived. The Kirishema however had not and sank about 7 or 8 minutes into the sortie. The loss of this ship and at least one heavy cruiser put us over the top and we lost this battle. O'well I had fun at least.

It was at dinner that night that a certain British "gent" informed me that, as I hadn't been sunk by gun fire yet that week, my "a\_\_\_ was grass" on Friday. See if I lend him any more silkspan. Now considering the condition of my superstructure after two close encounters with Dakotas, the prospect of being mobbed Friday was not all that appealing. However after the initial case of shakes wore off, I decided that, as an Italian, if they going to sink me my ship might as well look good going down. I therefore spent a couple hours Thursday night repainting my ship to cover all the yellow splotches. This exercise while not only being an act of defiance, also helped stop my hands from shaking. Rick Schultz had also been told

the same thing, but being more experienced, had told them to go ahead and try.

Friday morning arrived and the battle

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710  
started. I spent a great deal of this battle being chased by Dan Hamilton and British "gent" Bob Amend, along with a variety of supporting players. The Zara survived, barely. The Doria (Rick) had not however. Rick having a Battle Cruiser had stayed in the thick of the fighting, while I practiced the hit 'em while you can and stay away otherwise routine better suited to a Cruiser. This left me the only Axis ship not to sink due to gunfire during Nats.

Dinner Friday night was fun. We had a section reserved at the restaurant but they started sitting other people there any way. The majority of Axis showed up in uniform and about the time that the Axis leaders stood up to present the Allies with a sword we looked around, and we were alone again. I would like to thank Will Montgomery, the Allied admiral, for realizing the superiority of the Axis side and signing the surrender papers even though they won.

I was deeply honored to receive the Brian Spychalski award; and plan to keep it forever, you can't have it back, ha ha.

When they talk about taking No-Doze to the rules meeting they are not kidding. I think we got out about 2 o'clock in the morning. It was good to be at however. Two things I think should be changed are: If someone has a huge rule change proposal he should be made to present it (written copies to participants) at least a day or two before the meeting so it can be studied, and a mechanism so that explanations of changes could be sent out with the ballets, if the person brings a copy. The first would have allowed us to catch the typo excluding some Battleships entirely from the large class change rule. The second would reduce the load on Fleugal to get explanations out in "HULLBUSTERS" before the dead line, and give some of the changes a fair hearing before

most of the ballets are already in.

Saturdays trip back was uneventful. I wasn't sick this time and was able to relieve poor Marty of some of the driving chores.

I've had the Zara out a couple of times since Nats but had the pump motor problem. I've mainly been concentrating on finishing my USS Louisville however and will have her ready for Regionals next week. I'll bring the Zara along as backup, she hasn't been reskinned so may take a lot of damage if used.

See you all next year at Nats here in Maryland!

### A NOTE FROM THE EDITOR

I have four unofficial rule proposals that I decided not to publish. I want non-political articles: How-to's, Battle reports, consumer reports, battle dates, cartoons, treaties, lies, etc., etc. Rule proposals are an important part of the Hobby and Hull Busters is pleased to publish official rule proposals. In the future, please send me only official rule proposals. To be official it needs the signature of three club members who have battled in a sanctioned event within the past 24 months (Article IV B). I think the president and the C.D. should also be able to publish proposals that are unofficial, but informational. I wish I would have had more room for the four unofficial proposals. Sorry.

# HULL BUSTERS

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