

# HULL BUSTERS

JUNE 1992



## Introduction By Fluegel

851

Welcome to the June issue of HULL BUSTERS. The diary of the magnificent obsession. Last issue was obsessed with CO2. The contributing authors this issue have maintained this theme.

I wonder were the articles on the S.E. reginals have gone? There absense has left me wondering what went on? It's as if they never happened. Was Bart that bad?

I am soliciting 6 prompt authors to serve as war correspondents at the 92 NATS. Please let me know if you would serve in this selfless task. Also, something we used to do was solicit "Best and Worst" articles about NATS. So, send me articles about your best and worst moments at the 92 Nats, and lessons learned.

I'm not sure about the following info, but Im told that the NATS lake is really big. We may desire to install some sort of sunken ship locating float system. The string attached to a floating smoke stack kind of thing. When the ship sinks, the stack serves as a marker. Another rumor is that we need to paint our freon tanks, in order to conceal our sins...? Maybe, maybe not.

Well, I think its time, relax, keep your BS shields up, and devour another splendid issue of HULL BUSTERS.

## Blow-by-Blow

### ██████████ = ● Battle Reports

#### Reports from the Front

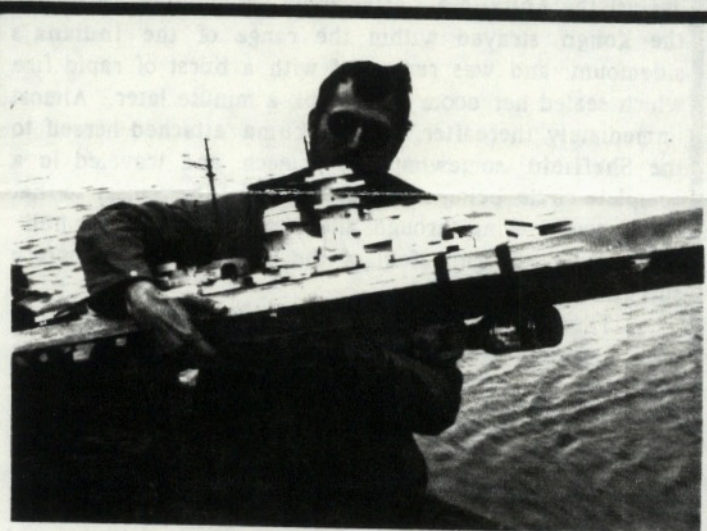
Texas Axis Besieged!  
By Chris Pearce

It all started on the First of January, as the Allies laid claim to Palos Verdes lake, and the Axis were last seen fleeing the field of battle. Three months later, as we Allies gathered to discuss strategies, transfer technology, and hone our fighting skills, we felt that we could safely conclude that the Huns, and their flagship, the Bismark, would not give us trouble for some time...

So it was, that on the first weekend in April, the Texas Allies swept upon the unprepared minions of the Japanese fleet in Fredericksburg and crushed them. Members of the raiding force included the following ships and captains:

**Jim Pate:** Jim's USS Indiana was, if the reader can believe it, vastly improved over the previous year, with totally electronic firing controls, and improved damage control. As our Admiral, Jim was expected to lead and dominate in the battle to come.

**Brian Craven:** Brian's USS South Dakota was likewise improved, with electronic guns, and more



reliable systems than she's carried in previous years. Brian was expected to be a key in any Allied victory.

**Chris Pearce:** Chris's HMS Queen Elizabeth was in much the same condition as before, boasting only a new pump and sidemount. Chris's battling savvy was expected to be more telling than his firepower in the upcoming engagement.

**David Mose:** Dave's USS Salt Lake City was incomplete upon his arrival, and deemed unready for battle. In a Lend-Lease arrangement, he was allowed to borrow the HMS Sheffield, a proven cruiser, in order that he might gain needed experience in this campaign.

Opposing these intrepid captains were the lead elements of the Japanese fleet. As was expected, the wretched Huns did not put in an appearance, no doubt licking their wounds in port. Thus, the only captains left to defend the Axis' honor, or what passes for it in these parts, were the following:

**David Haynes:** Dave's IJN Kongo was freshly rebuilt,



mounting two iron tanks on her beam, to increase her stability. Unfortunately, by forcing the battery into an awkward location, these tanks caused an additional pound or two of ballast to be necessary. Thus, the Kongo went into battle unprepared, and a little overweight.

**Gerald Roberts:** Gerald's IJN *Abukuma* was another refit, trading in a stern and bow gun for a single port 'cruiser sidemount' with 15 degree side angle and maximum down angle. Gerald's plan was to zip in on unsuspecting enemies and blast them quickly, escaping before they could defend themselves.

These, then, were the sides which gathered to do battle. The Allies were prepared and ready to inflict grave damage. The Axis, on the other hand, could only hope that their sacrifice would not be in vain, but that it would buy time for their Fascist friends to rebuild their courage.

**Fleet Battle #1:** In the first sortie, the plan was for the British squadron to circle behind the Axis ships and then force them on to the stern guns of the American battleships. As war was declared, this plan was successful, and the Kongo began to take hits immediately. Gerald's *Abukuma* was forced to come to the Kongo's aid, sacrificing her speed and maneuverability to protect her hard engaged comrade. At this point, the battling appeared to be *Indiana* and *South Dakota* against the Kongo, and *QE* and *Sheffield* against the *Abukuma*. After about six minutes of battling, the Kongo strayed within the range of the *Indiana*'s sidemount, and was rewarded with a burst of rapid fire which sealed her doom - she sank a minute later. Almost immediately thereafter, the *Abukuma* attached herself to the *Sheffield* somewhat like a leech, and traveled in a complete circle, being thrust sideways by the cruiser so that water was pouring through, and over the side of her hull. Disengaging, she ran afoul of the *QE*'s sidemounts before succumbing to the deep.

Thus ended the first sortie, and the first fleet battle with a score of 2600 (Allies) to 365 (Axis). Heaviest hit on each side were the Kongo, with approximately a hundred hull hits, and the *QE*, with a couple below the waterline hits received while pursuing the Kongo. The Allies were pleased with their strategy, while the Axis paused to patch, and regroup.

**Fleet battle 2:** For the second fleet battle, more of the same was planned. Feeling bored with the lack of opposition, *QE* was seen to fire a broadside at *South Dakota*, which was sitting in a convenient location. Chris was heard to say, "What's ten points going to matter???" With this confidence, the sortie began.

The action in this sortie was much the same, except that this time, the Axis had chosen to single out the *Sheffield* and attempt to sink her. A wise decision, since the cruiser would no doubt be our weakest link. However she proved a tougher target than expected, and the Kongo again took a great deal of damage from the American battleships before beginning her voyage to Davey Jones. After this occasion, the *QE* was seen in pursuit of the *Abukuma* next to shore and, to both captains' surprise, was catching up. Gerald chose this moment to take a risk and bring his ship close to shore in a very shallow area behind some grass in hopes that the Allies could not pursue. His hopes were for naught, as the *QE* charged through the grass and kept a careful look out for submerged rocks and other mines. After taking several broadsides and stern shots from



*QE*, the *Abukuma* found herself aground. Seizing the opportunity, Chris reversed his ship at full speed until she came to rest next to the *Abukuma* with the starboard sidemount brought to bear. In his over-eagerness, Chris emptied his sidemount completely before realizing that he had made a devastated mess out of Gerald's deck.

As the *QE* pulled off shore, and Gerald came off five, the *South Dakota* was seen to sail by and fire a sidemount into the *QE*'s hull. Both captains remarked, "What's twenty points going to matter???" Well, as it turns out, it mattered quite a bit, as the score was 2300 (approximately) to, you guessed it, 385.

With this, it was decided that the Japanese decoy move was effective and honor satisfied by Gerald and Dave's sacrifice. Besides, Chris was having too much fun shooting at Brian...

**Fleet Battle #3:** This battle featured *Indiana*, *South Dakota*, and *Sheffield* against *Queen Elizabeth*, *Kongo*, and *Abukuma*. The battle started with the *Abukuma* taking quick damage and sinking, apparently due to poor batteries. It wasn't long before *Kongo* was out on five, and *QE* was left to the attentions of the battleships. *Indiana* and *South Dakota* proved to be an effective team, one ship using stern guns to tie down the *QE*, while the other would attempt a flanking maneuver. Chris decided this was too much of a good thing, and tried to spend his sidemounts on a rather aggressive *Sheffield*. The sortie wound down with the two Americans chasing the Brit upstream on five.





DRAR ELI EGEL.

I JUST GOT MY COPY OF THE APRIL ISSUE OF HULL BUFFERS AND AFTER READING IT, I STARTED TO DO SOME FIGURING. WITH THE OUTLAWING OF FREON IN JULY, WE ARE GOING TO HAVE TO MAKE SOME MAJOR RULE CHANGES OR THE ONLY SHIPS WE WILL HAVE TO USE ARE THE BIG CAPITAL SHIPS.

I HAVE TALKED WITH J.C. WHITE IN CALIFORNIA AND GOT A COPY OF THEIR "BIG GUN R/C COMBAT" RULES. I THINK WE MAY HAVE TO INCORPORATE SOME OF THEIR RULES INTO OUR SYSTEM OR GO TO THEIR RULES. I PLAN TO BRING MY COPY TO THE NATS IN ORLANDO SO WE CAN KICK IT AROUND. BUT HERE IS SOME OF THE THINGS WE ARE GOING TO HAVE TO CHANGE IN OUR RULES REGARDLESS:

1. WE ARE GOING TO HAVE TO DROP THE WEIGHT LIMITATION ON THE SHIPS, BECAUSE WITH THE CO2 SYSTEM, THE ONLY SHIPS THAT CAN HANDLE THE WEIGHT OF THE SYSTEM AND STAY WITH IN THE CURRENT WEIGHT LIMITS ARE BATTLESHIPS AND BATTLECRUISERS.
2. WE MAY NEED TO ADOPT THE "BIG GUN" RULE, THAT ANY SHIP 10,000 TONS AND UNDER MAY BE BUILT WITH THEIR HULLS 3/8 OF AN INCH DEEPER THEN THE PLANS CALL FOR. OTHER WISE THE CO2 SYSTEM OR A COMPRESSOR SYSTEM WILL NOT FIT IN THEM AND THE SHIP STILL FLOAT AT THE SCALE WATER LINE. LEAD STRIPS PLACED ON THE OUT SIDE HULL DO NOT COUNT AS PART OF THE 3/8".
3. WE WILL PROBABLY NEED TO CONSIDER ONCE AGAIN THE NEED TO SLOW OUR SHIPS DOWN. THERE ARE A NUMBER OF REASONS FOR THIS. (A) THE INCREASED WEIGHT OF THE BOATS WILL INCREASE THE STOPPING DISTANCE OF THE BOATS AND INCREASE THE NUMBER OF RAMMINGS THAT OCCUR ALSO THE AMOUNT OF DAMAGE DONE BY A RAM. (B) THE INCREASE IN WEIGHT COUPLED WITH THE SIZE OF THE CO2 OR COMPRESSOR SYSTEM WILL LIMIT THE SIZE OF OUR BATTERY COMPARTMENT. AND IF YOU USE A COMPRESSOR THEY REALLY SUCK DOWN THE AMPS. BY SLOWING THE BOATS DOWN WE CAN USE SMALLER

BATTERIES.

(C) FURTHER MORE BY SLOWING DOWN THE BOATS IT WILL CUT OUT A LOT OF THE ROCKING THAT A BOAT DOES IN A TURN (AS POINTED OUT BY BRAD BROWN IN CANADA), AND CUT THE CHANCE OF HAVING AN ACCIDENT LIKE THEY HAD IN CALIFORNIA A FEW YEARS AGO. THEIR A BOAT WAS MAKING A TURN IN HIGH WINDS ROLLED WILE FIRING AND SHATTERED A CAR WINDOW PARKED NEAR BY. NOW THIS WAS ONE OF THEIR 1/4" BALL BARRING GUNS THAT DID IT, BUT ACCORDING TO J.C. WHITE, THE ANGLE, AND LOCATION OF IMPACT, A BB WOULD PROBABLY HAD THE SAME EFFECT.

4. ANOTHER POINT WHICH WE MIGHT WANT TO CONSIDER IS CHANGING THE NUMBER AND LOCATION OF GUNS THAT A SHIP MAY CARRY. THE CALIFORNIA RULES ALLOW FOR MAIN AND SECONDARY GUNS AS WELL AS TORPEDOES. NOW THEIR TORPEDOES ARE EXTREMELY SHORT RANGE, ABOUT 2 FEET, BUT ARE VERY EFFECTIVE. AND IN REAL LIFE THEIR WAS A NUMBER OF SHIPS IN WW2 THAT WERE CRIPPLED FROM TORPEDOES FIRED FROM DESTROYERS AS WELL AS SHIP BURN AFTER THEY WERE FOUND BY BOMB AND SHELL FIRE. IF WE ALLOWED THEIR SYSTEM TO BE USED WE WOULD SEE A LOT OF NEW AND DIFFERENT SHIPS BEING USED INSTEAD OF THE SAME SHIPS BUILT OVER AND OVER.

I WOULD LIKE YOUR IN PUT ON AS WELL AS OTHERS ON THESE POSSIBLE CHANGES TO OUR RULES. I HAVE NOT HAD A CHANCE TO TALK THEM OVER WITH ANY ONE YET, BECAUSE MOST EVERY ONE ARE AT THE S.E. REGIONALS THIS WEEK END. AND I HAVE TO GO OUT OF TOWN NEXT WEEK, SO IF ANY ONE WANTS TO SUPPORT THESE CHANGES LET ME KNOW AND I WILL MAKE A FORMAL PROPOSAL AT THE NATS.

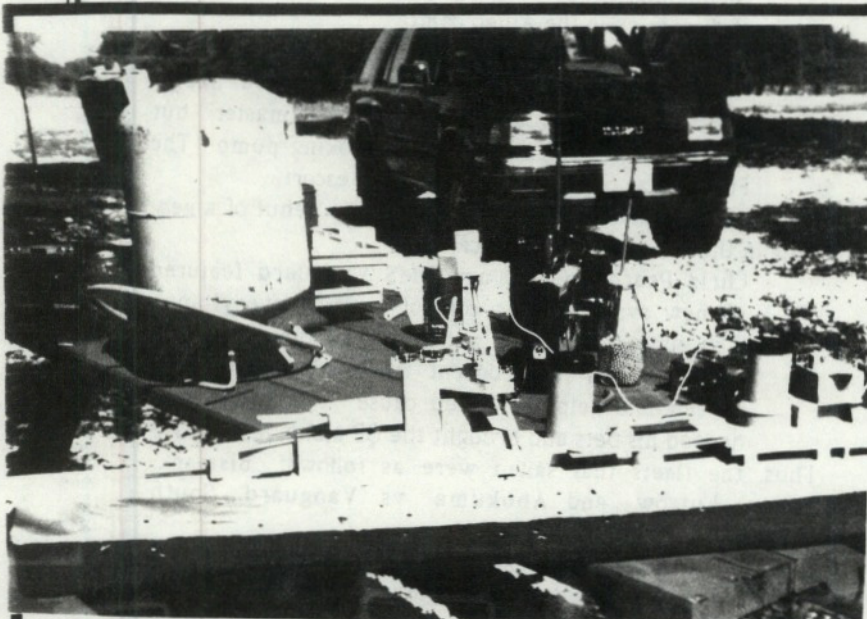
YOU CAN WRITE OR PHONE ME, MY ADDRESS IS:

GEORGE E. GOFF  
17330 S.W. 58th STREET  
FT. LAUDERDALE, FL.  
33331

HOME: (305) 434-2574  
WORK: (305) 536-4944

KEEP BATTLING,

*George E. Goff*  
GEORGE E. GOFF



Sortie two began with the Abukuma again on the water. This didn't last long, as Gerald again succumbed to mysterious problems. Kongo, meanwhile, was able to have a great deal of fun with the Sheffield as South Dakota and

Indiana concentrated on the "crippled" QE. Amazingly, the Indiana called five after bouncing several stern shots off the QE's hull. A chase ensued as Kongo and QE endeavoured to give Jim a little lesson in tweaking. Soon, the Sheffield and QE were the only ships left battling. The aggressive Sheffield fell afoul of sidemounts more than once before calling five and fleeing. Chris, sensing that the cruiser was hurt, put on a chase. Unfortunately, it was discovered that whenever the Sheffield would stop for a moment, the pump would immediately slow down due to lack of water. The sortie and battle ended with QE unable to inflict any more serious damage.

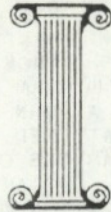
The score for this battle (having been forgotten) was somewhere in the 3000 to 1600 range. I think you can guess which side won. (Clue - it wasn't mine...)

After Saturday's battling, the Axis took time to rest and repair, and evaded battle the next day under cover of a rain squall. The Allies, however, were not disheartened and looked forward to the next confrontation, and the possibility of Axis reinforcements...

On the second weekend in May, the fleets once again gathered in Dallas, for the next leg of the Triple Crown. Each fleet differed somewhat in composition; Dave was unable to



# President's Column



COMMANDER'S COLUMN  
June 1992

Hello, you fellow combatants. Lots of things are going on in the wild wonderful world of R/C combat. Several regionals with record attendance will be held by the time you read this. SE, NE, and Texas have all had battles this spring. The freon gun system substitutes are coming out of the research labs and being used in ships. The "new" campaign rules are nearing their final revision, with much thanks to Ron Thibault for spearheading that effort.

Well, I went down to Bart's for the Southeastern Regionals and had a wonderful time. Maryland Attack Group is sponsoring the Northeastern Regionals next weekend (May 30-31) and we are expecting about 20 combatants. I can remember many regionals in the past when we only had four combatants. At SE we had about 23 combatants. Attendance at Texas was down slightly from what I heard of their first one but maybe their second made up for it. R/C combat continues to grow.

Freon is going to be much more difficult to obtain,

and almost a social disease to use. As of July 1992, it will be illegal for at least some of our members to use, if not all. But all is not lost. At S.E. regionals, there were several combatants using CO2 in their ships. It seemed to take a bit more space and weigh a bit more but it did fit and work well. I took the time with Mike Elledge to look over his ship, the Sevastapol and can report that with planning, CO2 should fit in any BB currently operating in R/C Combat. BC should be able to fit in a system also. I wish I could tell you part numbers, exact weights, etc. but we have been unable to get these details yet. (Bart, please send!) The S.E. (FLA.) system uses a spring regulator set for 100 PSI and a paint ball tank. The fittings go together without modification unlike the system from the west coast described in the U.S. Ship and boats article. From then on it's your standard gun fittings (Although, Mike had one of those high flow poppets that the west coast uses.). Since the fittings on the high pressure side are not modified and the tank has a safety blowout, the safety of this system seems to be greater than freon. Some safety rules will be developed (in fact are in the planning stages) but the greatest one seems to be that if we use only commercial fitting on the high pressure (CO2) side, safety is built in.

Another alternative to freon is compressed air, and I understand from Fluegel that some steps have been taken by Skunkworks to try out this avenue. Fluegel tells me that there may be a cruiser at Nats. which uses a electric compressor (tire pump?) and fires at a rate of one bb a sec. The day of freon is fast coming to an end, and one or both of these methods seem to be the answer to our problem.

The new campaign rules are in what should be the last revision. The "E" board's charter with respect to the campaign rules was to "clean them up". It has been a source of some debate what "clean them up" allowed us to do. So what happened is that Ron has reorganized them, and correct some spelling, etc. with inputs from the rest of the "E" board. along the way. Ron is now receiving the last



attend with his Salt Lake City, and the Axis received the following reinforcements:

**D.W. Fluegel:** Fluegel's DKM Bismark arrived to carry the flag of the Axis fleet. Her damage control was improved, with an extra pump and water channeling, but her unproven reliability was an object of discussion in the Allied camp.

**Wade Koehn:** Wade's DKM Lutzow was in its usual (ugly) form. Wade's drive system looked like it belonged on the business end of a "Mixmaster", but the ship had guns and a serious looking pump. The Fuhrer was proud to have her as an escort.

On the other hand, the Allied fleet saw the debut of a new ship, in the hands of a veteran captain:

**Chris Pearce:** Chris's new HMS Vanguard featured all new systems: guns, controls, pumps, everything. Five guns, two pumps and a rotating turret, plus 24 second speed and decent maneuverability were expected to help the Allied cause. Chris, however, hedged his bets and brought the QE along, just in case.

Thus, the fleets that sailed were as follows: Bismark, Kongo, Lutzow, and Abukuma, vs. Vanguard, South Dakota, and Indiana.

**Fleet Battle #1:** Saturday's first battle started out with trouble for the Axis, as Bismark's rudders became stuck hard to starboard. Fluegel was kept busy for five minutes by Indiana and South Dakota, while Vanguard attempted to keep the Kongo tied up (or vice versa). The cruisers nibbled at the edges, and all too soon, the Bismark came in off her five out of control. This done, the Allies concentrated their attentions on the Kongo, chasing her



of the "corrections" and should be able to send new copies to all combatants about the end of June.

Another topic which will be of interest to the membership is narrow band frequencies. Buddy Friend called me and told me that a new member had bought a narrow band radio on an odd frequency. This is both good and bad. A narrow band radio will take out both even frequencies (each side of it) unless those frequencies also have narrow band radios. What we need to do is buy these odd frequencies only in concert with others who buy narrow band radios on the neighboring frequencies at the same time. For example, I have a narrow band radio on channel

90. So if someone else buys a narrow band on 88, this opens up 89 as a narrow band slot which will not interfere with anyone.

Florida will soon be the site of the Nationals for 1992, and we are looking forward to a great time together. Although Freon will still be a primary propellant - let's keep that fact low visibility. If Florida can find another less visible lake in the vicinity for this year, which we have asked they try we might be better off.

Marty Hayes  
Captain of HMS Warspite.

down a long, narrow (18') channel, where she sank after some more sidemount attention from Vanguard and Indiana



Sortie 2 saw the two German ships sail to meet their destiny. Gerald withdrew because of mechanical difficulties. This sortie quickly became interesting as Vanguard ran onto a shallow bar while chasing Bismark. Lutzow came in close to take advantage of the target, and was greeted with sidemounts. Wade soon backed away to play with someone else. While attempting to protect Vanguard, South Dakota caught a baggie, leaving only one Allied ship mobile. The Japanese captains were heard moaning that they couldn't be there to take advantage of the ample targets.

While all this was happening, Fluegel moved in to sidemount South Dakota. Just as the Bismark was getting lined up, Wade called a ram on Jim. Fluegel thought that Brian called the ram, and proceeded to sit there for no apparent reason. After Wade was satisfied that Lutzow is undamaged, Jim approached to shoot Fluegel, who then complained that he was on a ram check. Apparently everyone then sorted out who rammed who and why, but Fluegel still didn't shoot Brian; in fact, Bismark managed to get caught on the same baggie, and the two ships drifted like Siamese twins. What was clear is that Jim *could* shoot Fluegel, which he did repeatedly. Soon, everyone was on five, and relaxing when the Bismark sank. It seems that

Fluegel forgot to turn his pump on while he was talking on a tape.

All in all, this sortie was a bizarre end to a battle, as the Allies who should have taken a pounding got off rather light. In fact, the grounded ships turned out to be the least damaged as the scores were:

Indiana:	(17-3-6)	545
Vanguard:	(23-0-2)	330
South Dakota:	(6-0-0)	60
Total:		935

And for the Axis:

Bismark:	(114-4-11 + 1000)	2790
Kongo:	(51-1-5 + 800)	1585
Lutzow:	(54-3-3)	765
Abukuma:	(3-1-0 + 300)	355
Total:		5495

After a rough score tally, the Allies were heard to speculate that the "Rat Pack" could never hope to approach such a lopsided 5.9:1 scoring margin. The Axis, meanwhile, were busy patching (and drying). So it was that both fleets prepared for battle 2, and further carnage.

**Fleet Battle #2:** This battle saw the same fleets at it again; the Axis were hoping to do better, the Allies were hoping for better navigation. The Allied target of choice was the Kongo, which quickly received attention from all three battleships. While engaged in close in action, however, the Vanguard was seen to shudder as the Kongo's stern was nearby. Being no fool, Chris called ram, and upon inspection discovered a two inch long hole extending from the gunwale to a half inch below the waterline. While this was happening, a barely in control Bismark was skulking off to a remote place to wait out her five. This left the two cruisers to occupy Indiana and South Dakota. Vanguard was soon patched, and re-entered the battle. Dave, however, slipped, and pushed Kongo under the water as he was setting her back in, and she soon sank. Abukuma quickly followed her, with a clogged pump. This left the Allies chasing the Lutzow as the sortie wound down.

With Gerald and Dave out, the second sortie was beginning to look like another wipe out. As an act of mercy, we decided to let David call the Kongo's sink a withdrawal; it didn't seem quite fair to us to call it a combat sink, even though he had taken heavy damage. When Fluegel decided to withdraw because of radio problems, we were ready to call it a day, but Wade decided to defend the honor of the Fatherland, and with a little encouragement began the second sortie with three battleships in pursuit. It started like this: Vanguard chased Lutzow onto the stern guns of Indiana, then moved in for a little sidemount action. After an encounter with South Dakota, Lutzow ran close ashore





# NATS

## To You !!!

NATS TO YOU -- JUNE, 1992

"And the days dwindle down to a precious few...." July in Orlando is just around the corner -- is your ship ready?

In spite of some rumors which are floating around as a result of Spring Regionals in Baxley, Georgia, WE ARE PLANNING TO HOLD 1992 NATS IN ORLANDO, FLORIDA AT DAVIS LAKE. The map of the Orlando area that appeared in the April HULLBUSTERS accurately shows where the lake is in relationship to the motel and the freeways in the Orlando area.

The date of Nats is the week of JULY 27 - 31 (Monday through Friday). Plan to be there on Sunday at the latest to go through speed testing and ship testing. You will not be allowed to battle until your ship has been speed tested and your ship also checked for general

adherence to the construction rules. We will assign R/C frequencies also on Sunday evening -- so be there!!

The Florida hosts have made arrangements at the ECONO-LODGE on Lee Road; call the motel on (407) 644-4100 to make reservations. Tell them that you're associated with "the model ship guys". Xerox the map that appeared in the April HULLBUSTERS and take it with you to Nats for a reference.

Send your reservations to

Greg Wilson  
466 Weathersfield Avenue  
Altamonte Springs, Florida 32714  
(407) 774-8666

Entry fee for Nats is \$20 for a week of fun and ship sinks if you pay Greg prior to Nats; if you wait and give me the money at Orlando -- IT WILL COST YOU \$25 TO PLAY.

Do not forget to bring your club membership card and your NAMBA 1992 Membership which signifies that you carry valid insurance. WITHOUT YOUR 1992 NAMBA CARD YOU WILL NOT BE ABLE TO BATTLE!!

See you all at Orlando in a few weeks!!

Tom Jass

small tank pumped up with a Bicycle pump to 100 psi. They are allowed to reload and reentry the battle.

These are points that we are going to have to deal with.

There are 2 oz disposables but the weight comes again.

Buddy Friend

Fall SouthEast Regionals 1991 Tapes are Finally available! They are 900. Plus long Send \$12.00 to

Buddy Friend  
7309 Kaha St.  
Orlando, Fla. 32822  
407-380-0313

### By Buddy Friend

We are more than likely going to have to use rules developed in Calif. One such rule is that with the weight of regulators that it puts most 3/8 unit and lower way over their limit.

The only way is to do a way with it and require that all ships must float on their water line measured down from the deck.

To allow room for the tanks is to allow these classes to deepen their hard area 3/8 of an inch.

For small ships (DDS, CLC) they use torpedoes. These fire a small round, out of a double or triple manifold, they have one of these on each side. They use a

and got squeezed out of a three battleship crunch, then began to run while taking sidemounts from Indiana. Fluegel called five for Wade, and Vanguard caught a pumping (and slowing) Lutzow for a little more sidemount punishment. Lutzow headed for a channel to escape, but a wary Indiana was ready for the maneuver, and proceeded to sidemount the cruiser until she sank next to shore. It was a bold and gallant move by the Axis, but it did not help their cause as the scores were as follows:

Vanguard:	(32-1-2)	445
Indiana:	(26-2-2)	410
South Dakota:	(12-0-0)	120
Total:		975

And for the Axis:

Kongo:	(94-7-10 + 400)	2015
Lutzow:	(56-7-7 + 700)	1785
Bismark:	(32-0-0 + 500)	820
Abukuma:	(13-1-0 + 600)	755
Total:		5375

Counting the ram against the Kongo leaves a score of 5375 to 775, or nearly 7:1. The Axis hopes were dashed, as it seems that their reinforcements were less than sufficient.



The Japanese captains had yet to survive a sortie. It was with thoughts of vengeance, and very little sleep, that the Axis began Sunday's battle.

Fleet battle #3: This battle began without Lutzow, as Wade was having radio problems. This time, the Allies had a different strategy. Having done enough the the Japanese fleet, it was decided to concentrate on the Bismark and destroy the flagship of the Axis fleet.

The first sortie began with a general pursuit, as the three battleships rushed after Fluegel and began the pounding. Indiana, with her electronic fire control, emptied



## CO2 RULE PROPOSAL

Frank Pittelli  
Will Montgomery  
Nathan Blattau  
Mike Blattau

Marty Hayes  
Tom Jass  
Steve Baker  
Paul Broring

Given the increased number of captains who have expressed an interest in switching from Freon to CO2, and its high pressure, it is important that the entire hobby adopt construction and procedural rules that decrease the possibility of personal harm. Although many people believe that they will never be hurt, if just one person is injured, we run the risk of losing our insurance carrier. If that happens, the likelihood of our hobby surviving as we now know it would be small.

The following rules are suggested as a basis for governing the use of CO2 within the hobby. Although the wording is as accurate as possible, we don't expect these to be adopted without changes. Rather we offer them as a starting point for discussion and we encourage all captains to consider them thoroughly and be prepared to discuss the topic at NATS '92. Note, anyone who can't attend NATS '92 should write down their comments and send them to an Executive Board member so that they can be conveyed to all members at NATS '92.

### Construction Rules

- 7  
C1) All CO2 tanks used on-board ships and as land-based storage containers must be commercially manufactured and certified for use with CO2 and may not be modified in any manner.
- 8  
C2) All CO2 systems must have a manufactured pressure regulator set to no more than XXX psi. The pressure regulator must be connected to the tank using only manufactured hoses or unions rated for CO2. The regulator serves to divide the system into a high-pressure side, consisting of the CO2 tank and pressure relief valve, and a low-pressure side, consisting of a distribution manifold, poppet valves or solenoids, and conventional R/C BB cannons. Items on the low-pressure side of the regulator NEED NOT be manufactured or certified.
- 9  
C3) All CO2 systems must have a manufactured pressure relief valve (eg. rupture disk or equivalent) located somewhere on the high-pressure side. Adherence to this rule satisfies the existing rule that requires at least 2 inches of 250psi (max) hosing somewhere in the system.

- C4) All CO2 systems must have a 10/32 threaded hole on the low-pressure side that allows the CD to measure the pressure being delivered to the guns.

### Procedural Rules

- 11  
P1) The CD, or a person appointed by the CD, is responsible for certifying that all CO2 systems adhere to the construction rules. Systems that are in violation may not be used during the event.
- 12  
P2) The CD, or a person appointed by the CD, is responsible for weighing all CO2 tanks prior to their use. Tanks that are found to contain an excessive amount of CO2 will be vented immediately and a safety chit will be written.
- 13  
P3) The CD, or a person appointed by the CD, is responsible for monitoring the filling of all CO2 tanks at lakeside. A captain who fills a CO2 tank at lakeside without supervision will be immediately banned from the remainder of the event and the captain's name will be forwarded to the Executive Board for further review.
- 14  
P4) The CD, or a person appointed by the CD, is responsible for measuring the pressure of the low-pressure side of the CO2 system whenever it is deemed necessary or when requested by another captain. A system that exceeds the maximum allowed pressure will have its regulator adjusted immediately and a safety chit will be written. If a captain's ship(s) exceeds the maximum pressure more than once in an event, then that captain will be banned from participating during the remainder of the event and the captain's name will be forwarded to the Executive Board for further review.
- 15  
P5) The Executive Board has the authority to review all violations of CO2 construction or procedural rules. If they feel that a captain has shown a pattern of CO2 rule violations, then they have the authority to ban the captain from participating in all club events, for as long as they deem necessary. Furthermore, the Executive Board may review the actions of a CD with regard to the CO2 rules if requested by a captain in writing. A CD who did not properly adhere to the CO2 rules may be banned from acting as a CD in future club events, for as long as the Executive Board deems necessary. Such actions require only a simple majority vote on behalf of the Executive Board.

her magazines into the Bismark in amazingly short time. The fracas was so intense that Vanguard left the scene for less crowded waters, choosing to engage Kongo instead. The Axis seemed to be putting up a spirited defense, and soon Fluegel called five and hauled out of line. Feeling clever, Fluegel sailed the Bismark onto a shallow mud flat, which was too shallow for the deeper draft Allied battleships to cross. Shortly after Bismark left the scene, the Kongo ran over Abukuma, which sank immediately. Gerald didn't have time to call the ram. Kongo attempted to pursue the Indiana, which was on five, but Vanguard was catching up, and South Dakota was not too far behind as Dave entered the channel. Remembering what happened in the channel yesterday, Dave elected to turn around and follow Fluegel onto the shallow mud flats. Just coming off five,

Fluegel was counting down the seconds as Vanguard rushed by and released some parting shots. Frustrated at the lack of targets, Vanguard headed onto the flats and at a crawl proceeded to dig her own channel out to the Kongo. The sortie ended with Vanguard skipping stern shots toward the Kongo. Who knows, maybe one of them even hit.

The next sortie saw the addition of the Lutzow, and the re-appearance of the Abukuma. The plan was to again concentrate on the Bismark, but after taking some damage, Fluegel again managed to slip out onto the mud flats and evade the sink. Vanguard, meanwhile chased a pumping Kongo to where she appeared to run aground in the same place where Vanguard had run aground the day before. Not feeling too foolish, Chris returned just in time to watch



Fluegel's escape. Surprisingly, Indiana's pump appeared to slow down and quit, and she became the first and only Allied sink of the weekend. South Dakota proceeded to occupy herself with the cruisers, while Chris saw the Kongo appearing to drift. Vanguard rushed to the scene, and began to sidemount the battlecruiser. This was not without cost, as Kongo was seen to retaliate with several well placed shots. While trying to line up stern guns, Vanguard suffered the same fate as Fluegel the day before, and yes, got caught up on the same baggie as the Kongo. Slowly the two ships drifted ashore, and when Dave came off five, he was nice enough to remove the baggie from the Vanguard's props. As she returned, pumping, to the main battle scene, South Dakota was chasing the last target, the Lutzow, on five. After some brief maneuvering it became a parade with the Lutzow leading the two battleships, and pulling away on the downwind journey. Soon, however, she ran out of channel, and had to return upwind - and evade the two battleships. This proved tough, as she lost a lot of speed. Vanguard caught Lutzow easily, and in her eagerness to line up a poorly placed sidemount, pushed Lutzow aground, and ran herself aground. Lutzow was able to pull off in time to catch South Dakota's last round, then everyone was on five. As we all returned to base, the two Allied battleships made a majestic sight steaming at full speed into the waves.

So it was that we ended the last battle. The damage went like this:

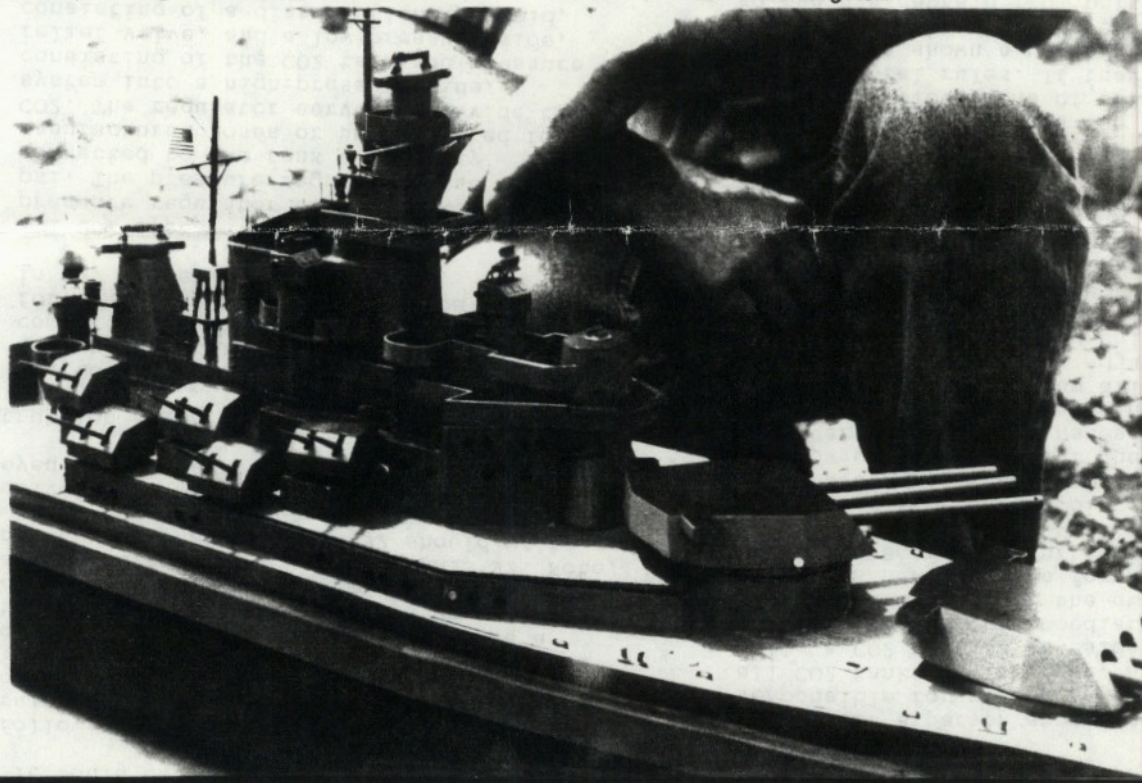
Indiana:	(27-5-9 + 1000)	1845
Vanguard:	(27-5-9)	845
South Dakota:	(10-1-0)	125
Total:		2815

And for the Axis:

Bismark:	(148-13-9)	2255
Kongo:	(62-12-17)	1770
Abukuma	(18-0-4 + 600)	980
Lutzow:	(17-1-0)	195
Total:		5200

Interesting that the Indiana and Vanguard received exactly the same amount of hits. The Axis were heartened by Jim's sink, and by the fact that most of them survived this battle. The Allies, however, looked at this as a victory over a more effective, determined, and even wily opponent.

And thus ended the second of the Texas Triple Crown battles, with Allied domination of the lake. Will the Axis recoup their losses? Will the Allies become overconfident? Will Fluegel repair his ego? (The Bismark is beyond repair...) The answers to these and other questions will have to wait until September, leg three of the Texas Triple Crown. Until then, see you at Nats - we Allies will be looking forward to some fresh targets...



\* A P.S. TO MY FIRST LETTER ON CHANGES \*  
 BY GEORGE GOFF  
 5-22-92

DEAR FLUEGEL,

I HAVE TALKED WITH SOME OF THE OTHER GUYS IN THE AREA AND WITH THE CALIFORNIA CREW AND HAVE SOME OTHER POSSIBLE CHANGES I WOULD LIKE YOUR INPUT ON.

1. IF WE DROP THE WEIGHT LIMITS ON OUR BOATS, WE NEED TO REQUIRE THAT ALL SHIPS STILL FLOAT AT THEIR SCALE WATER LINE AND THIS WATER LINE BE MEASURED FROM THE DECK. THIS WOULD KEEP THE SCALE APPEARANCE OF OUR SHIPS WHILE THEY ARE ON THE WATER. IF YOU HAVE TO EXTEND THE HULL DEPTH TO GET EVERYTHING IN AND STILL FLOAT AT THE SCALE WATERLINE, SO BE IT.

2. SINCE THE CLASS 1 AND 2 SHIPS WILL BE TOO SMALL TO CARRY A CO2 SYSTEM, HOW ABOUT ALLOWING THEM TO CARRY A TORPEDO SYSTEM RATHER THAN GUNS. WE WOULD HAVE TO LIMIT DESTROYERS TO ONE SALVO OF 3 TUBES PER SIDE AND CLASS 2 SHIPS TO 2 SALVOS OF 3 TUBES PER SIDE. WE COULD REQUIRE THAT THE TUBES HAVE AN ELEVATION OF NO LESS THAN 10 DEGREES DOWN ANGLE AND NO MORE THAN 20 DEGREES. THAT WAY TO USE THEM A SHIP WILL HAVE TO GET RIGHT UP NEXT TO ANOTHER SHIP.

3. ANOTHER THING I WOULD SUGGEST IS THAT WE DROP THE LIMITATION ON THE NUMBER OF GUNS THAT A SHIP CAN CARRY. CHANGE IT TO WHATEVER THE PROTOTYPE HAD. BUT LIMIT ONLY THE MAIN AND SECONDARY GUNS. IF A PERSON CAN COME UP WITH A WAY TO DO THIS AND STAY AT THE WATERLINE LET HIM. THE ONLY GUIDE LINES COULD



MAIN GUNS MAY BE ROTATING  
MAIN GUNZ LIMITED TO 1 GUN PER GUN  
SECONDARY GUNZ FIXED AND LIMITED TO 15 SHOT MAG  
SECONDARY GUNZ MAY BE POINTED PORT OR STARBOARD  
IN THE AREA OF THE DECK WITH ALL MAIN GUNZ FORWARD  
OF SUPERSTRUCTURE. SECONDARY MAY BE POINTED AFT

NOTE: THIS WOULD MAKE IT HARDER FOR A DESTROYER TO  
MAKE A TORPEDO ATTACK

4. IF WE WOULD KEEP THE GUN RULE WE WOULD NEED TO ADD TO  
THE RULE THAT A SHIP HAVE ONE UNDEPENDENT QUADRANT  
THAT A SHIP MAY HAVE ONLY ONE GUN IN A QUADRANT.

5. I ALSO RECOMMEND THAT ALL SHIPS BE LIMITED TO ONE  
PUMP. IT GETS DISORIENTING WHEN A SHIP THAT HAS A  
DECK ALMOST AWASH CAN PUMP ITSELF DRY IF A CEASE  
FIRE IS CALLED FOR TO COME ONE HAVING TO RECOVER  
A SHIP.

6. ANOTHER CHANGE SHOULD BE THAT SHIPS CLASS 3  
AND BELOW BE ALLOWED TO CHANGE BATTERIES AFTER  
EACH SORTIE.

7. I WOULD LIKE TO SEE US ALLOW CARRIERS TO FIGHT  
HOW ABOUT LETTING CARRIERS HAVE ONE GUN FOR EVERY  
10 AIRCRAFT THAT IT COULD CARRY, THESE GUNS TO BE  
MOUNTED, FIX, FOR OR AFT UNDER THE FLIGHTDECK. IF  
A CARRIER CARRIED GUNS 6" AND ABOVE THEY MAY BE  
ROTATING. IE: LEXINGTON.  
ALL 3 TO 5 INCH GUNS MAY BE FIXED, POINTED PORT OR  
STARBOARD. THIS WOULD HELP KEEP ANOTHER SHIP FROM  
COMING UP ALONG SIDE AND FIRING POINT BLANK INTO  
A UNDEPENDENT SIDE OR A TORPEDO ATTACK.

8. WE MIGHT WANT TO CONSIDER ALLOWING SHIPS THAT  
WERE STARTED OR APPROVED BY THEIR GOVT, BUT  
LATTER CANCELED AND NEVER COMPLETED BE BUILT.  
IE: MONTANA CLASS BATTLESHIP, "H" CLASS (H39 THRU  
H44) GERMAN BATTLESHIP, CONSTITUTION CLASS BATTLE  
CRUISER (CC-1 TO CC-3), HMS LION CLASS, SOUTH DAKOTA  
CLASS (BB49).

9. IF WE GO WITH THE TORPEDO RULE, WE NEED TO LET  
CONVOY SHIPS CARRY A LOW VOLUME PUMP, 1 TO 2 PINTS  
PER MIN. LIKE THE EDMUNDS TYPE. THIS WILL GIVE THEM  
A FIGHTING CHANCE.

10. AS I STATED IN MY LAST LETTER, I FEEL WE NEED TO  
CHANGE THE SPEED OF OUR BOATS. BESIDES CUTTING DOWN  
RAMMINGS, CONSIDER THAT IT CUTS DOWN THE AMOUNT OF  
WATER FORCED INTO THE BOATS FROM HOLES IN THE BOW.  
I FEEL THAT THE SHIPS SPEED SHOULD REFLECT THE SHIP'S  
ACTUAL SPEED RATHER THAN IT'S CLASS.  
I HAVE COME UP WITH A SPEED CHART THAT DOES THIS; THE  
SLOWEST SPEED BEING 40 SECS SINCE A BOAT GOING SLOWER  
THAN THAT CAN'T MAKE ANY HEADWAY IF THERE IS ANY WIND.

ANY SHIP WHOSE SPEED IS SLOWER THAN 15 KNOTS WILL TRAVEL  
AT 15 KNOTS.

ACTUAL SHIPS SPEED KNOTS	SECONDS
15-18.....	40
19-21.....	38
22-25.....	36
26-29.....	34
30-32.....	32
33-35.....	30
36-38.....	29
39-41.....	28
42-44.....	24
45 P.....	22



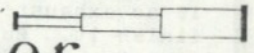
IT IS HIS FAD WHEN YOU HAVE THE SMS LUTZOW, WHOSE ACTUAL SPEED  
WAS 6 KNOTS, DOING THE SAME SPEED AS THE U.S.S. OREGON CITY  
WHOSE SPEED WAS 33 KNOTS, OR AN OLD BATTLESHIP LIKE THE U.S.S.  
CONNECTICUT (BB18) WHOSE SPEED WAS ONLY 18.5 KNOTS, BEING ABLE  
TO FLAT OUT RUN A CONVOY SHIP LIKE THE HMS QUEEN MARY WHOSE  
SPEED WAS OVER 30 KNOTS. THE ABOVE SPEEDS FOR ALL SHIPS WOULD  
HELP EVEN OUT THE ODDS IN A BATTLE.

WOULD LIKE YOUR INPUT ON THESE TABLE PROPOSAL.

KEEP BATTILING,

*George E. Goff*  
GEORGE GOFF

# Observations of the Founding Father



By Stan Watkins, 5/8/1992

Greetings Combatants! No Fluegel did not lose a  
last column. I didn't send it. This one will  
more than make up for it, in both size and  
controversiality. Well the environmentalists are  
going to finally end war by outlawing our  
propellant! Don't hate them, some of them even  
mean well. Pray for them especially for the  
beginning of some wisdom concerning the needed  
balance of benefit versus cost to the world of  
their actions. Rumor (?) has it that the Nats  
may need to be moved to Georgia to remain legal.  
Is that right? If the state of Florida outlaws  
activities required for our Nats we will have to  
consider the alternatives. It is not right to  
sneak around and break the law. Let's do what we  
have to do. Looks like the end of an era. But  
it is also the beginning of another and probably  
ultimately better era. It will cause hardships  
for a while and maybe some will have to leave th

## A PROCLAMATION OF ALLIED ATTITUDE CHANGE

WE, THE UNWILLING, LED BY THE UNQUALIFIED,  
HAVE BEEN DOING THE UNBELIEVABLE FOR SO LONG  
WITH SO LITTLE, WE NOW ATTEMPT THE IMPOSSIBLE  
WITH ABSOLUTELY NOTHING . . . WE HEREBY PRO-  
CLAIM THAT LAKE DAVIS WILL BECOME AN ALLIED  
POND IN 1992.





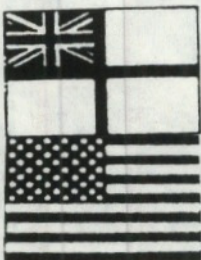
hobby because of increased expense and difficulty. I know it is sure a strain on me. But it sounds like the old creative juices are really beginning to flow to allow us to continue to fight the good fight. The gun was originally developed using another propellant. What? Read my "Exhaustively Boring" book on the history of the hobby (when it is completed) to find out. It is so exhausting and boring that I can't seem to finish it. But I will some day, and I already have two standing orders for the book when finished. I assure you Freon 22 was an improvement. I wonder what refrigerant the new cars are using. You may not be able to use your home or auto air conditioner in a few years unless it uses compressed air CO2 or my mystery propellant. I remember a simpler time when Cokes were a nickel, car engines had their valves in the block and pointed the right direction, headlights were round, the sun was your friend, the solution to pollution was dilution. The glow of the vacuum tubes in radios gave a warmth and security that things were all right. Other characteristics of those days were that the average American went to church (and prayed in school), the Bible was the "good book" to model your life after, Jesus (not Datsun) saved, VD was virtually eradicated, most kids had two parents (the same ones all of their lives). Women loved and treasured their baby's lives more than their own. And it was wrong to buy foreign cars, lie, steal, be homosexual, and kill unborn babies. America was the greatest industrial power on earth and every generation could look forward to having a good job and better standard of living. I believe some of these things are related. Let's improve, whether it means admitting some old things were better and returning to them or moving on to something truly never and better. Pray for our sadly straying Nation. Maybe that time (that the Bible speaks of) when the folly of following Satan will be revealed is upon us. Yes, the new rights to "sexual freedom" and alternate (unnatural) homosexual gay? couples (clearly disobedience to God's precious word) has enabled Satan to bring us his "good" gift of Aids. Clearly "the new morality" is not as good as the old morality. But many are defending their rights to their deaths. A modern day Patrick Henry says "give me promiscuity or give me death! Now in ever increasing numbers, Aids cases hit our young people as they practice the "safe" sex that TV and movies preach. And we can't test them often because that might cause them to be discriminated against. Their "rights" to privacy have to be preserved, even at the cost of the lives of their numerous unsuspecting sex partners. What about that most basic of rights,

the right to life? And the sight of supremely selfish (and deceived) women standing screaming for the "right" to kill their unborn babies must truly grieve God (who still loves them, both mother and child). You've come (fallen) a long way baby! Women in the Bible weeped and wailed when their babies were killed. In the old America they did everything they could to save a baby's life and it was good (even heroic). Today (in the new warped America) those heroes that try to save the unborn baby's life are often beaten and sent jail. But it is beginning to be obvious to even the most hardened hearts and blind eyes that something is seriously wrong. I heard them tonight on TV saying that something is wrong. They don't know what it is yet, but they know something is wrong. The Bible tells us what's wrong. It's a kind of old thing though and Ted Turner says the Ten Commandments are obsolete. Sorry Ted, I believe God in any disagreement between you and God. The Bible wisely says "My people perish for lack of knowledge." And we are going to see millions perish simply because they did not have the knowledge that their sex partner had Aids. And the myth of "safe sex" will be exploded. They will eventually proclaim that God's way (faithfulness, sexual relations within a marriage) is the only true safe sex. How many have to die first. We are a stubborn and stiffnecked generation. Yes, it is human nature to try anything rather than obey God. After all, you might be expected to give up your "right" to do gross sin. Even the Liberal News media is beginning to talk about "family values" as a good thing. I know one thing is true, God is the ultimate authority. If you go against him you are exactly wrong! If you do what he says, he gives you what you want. He wants to give the truly good gifts. But the rules are these, Obey God and be blessed, Disobey God and be cursed. But he longs to forgive us as individuals and as a nation, and he will, if we will just ask him to and believe him to do it (as he said he would). But you might have to change your life style. He will not refuse you your right to go to the lake of fire (Hell) if that is what you really want. He will not force you to spend an eternal life with him in heaven. With God you have the "Right to Choose". Please choose life and that abundant life he wants to give you.

God bless you and America and let's battle!

Stan

*Stan*



Although skilled with their pillow arsenal, the Wimpodites were favorite targets of Viking attacks.





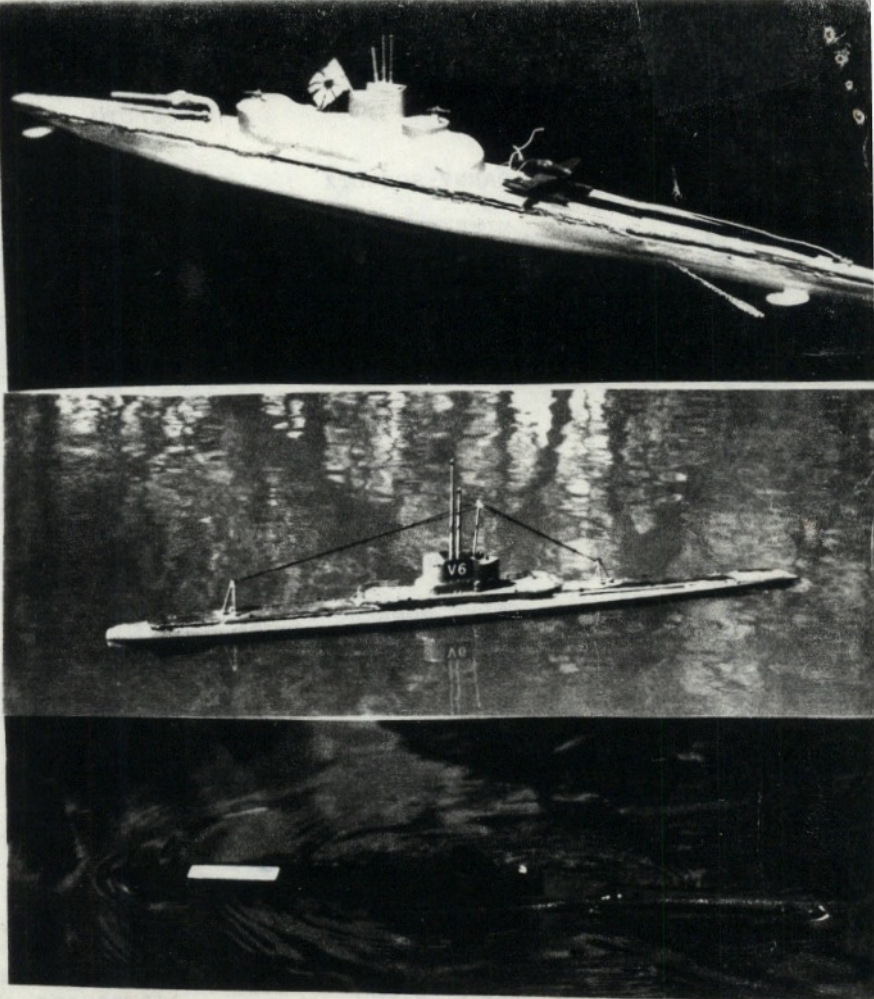


Conclusion  
By Fluegel

By the time you receive this, it will only be a month until the Mother of All Battles. If you haven't joined NAMBA, it's probably too late. Join now!

In a spirit of detente (What, Fluegel using French words??? - Chris), I will be rooming with Bart. He says he's going to try to convert me into an Ally. I ask him what kind of drugs he's taking. I do know that the opposite team is always packed with good friends. I encourage you to make some time in your NATS schedule for the other team. They are good people and make for a good carpool, roommate, supper buddy, etc. You are endangering the hobby to do otherwise. The ships got me into this hobby, but it's my friends that keep me in it!

Love & Kisses,  
Gross Admiral Fluegel

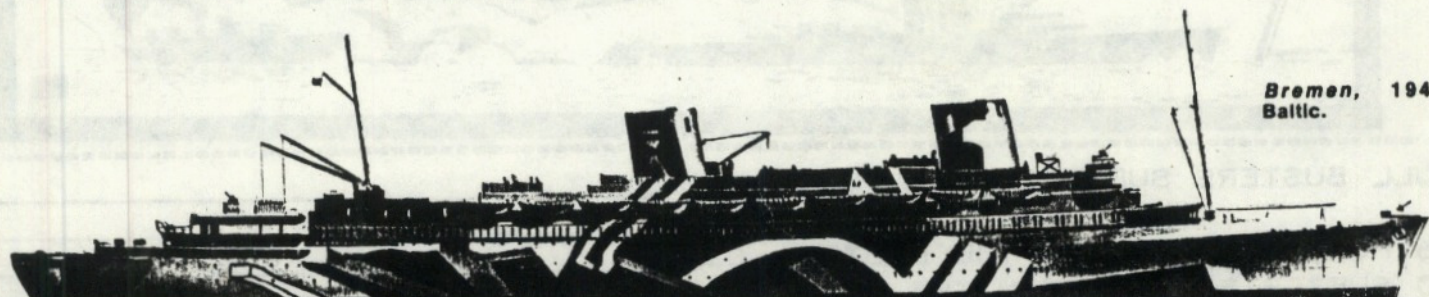


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