



INTRODUCTION

Editor, D.W. Fluegel

Its time to put a grin on and hide in a safe reading closet, its Hull Busters time. First thing, Curry and Amy have a new baby, its not named Fluegel so its not as good as Lief's baby, still congratulations Amy, and it's a relief to know your not all crippled up after this birth.

Another bit of social news, Francis Rogowski III is getting married! The massively important date is June 19th, and the bride's name is Lisa S Booth. Congratulations.

Enough of the real news, its time for Hull Busters stuff. Word is out that a large and powerful force is preparing to invade Texas in mid July. Axis intelligence has broken the allie's code, and intend to crush them at Houston. Hull Busters reporters will of coruse be there. Stan, Baker, and Curry are reported as no shows. Jim and Chris are reported as air heads, and I will report with a ship in my van and a grin on my face!

CHANNAL DASH.

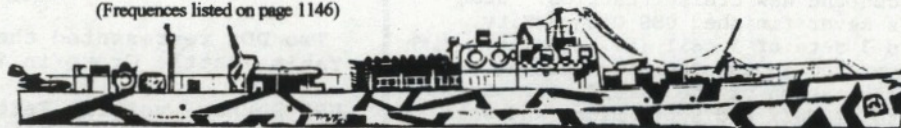
No, it's not the running of the German heavies toward open seas, but to the battlers in this hobby, it can be just as important. For a club member to show up at a Nats or regional event expecting to battle and discover that two other members are on the same channel as his prized warship is a frustrating situation because someone will have to sit out the battle, take turns using the channel, or find a hobby shop close by and purchase a new (hopefully on an open channel) radio. None of these options is pleasing, but in the past situations such as this have occurred. An effort to eliminate most of these situations from happening and as an aid to the contest directors, a Frequency list of club members will be compiled and kept up-dated so that anyone needing to buy new radio equipment can first find out from the Frequency Officer what channels are available. If you are a new member, or thinking of becoming a member, then contact with the Frequency Officer can save you some time and money. To help get the list together and insure your battling time, check this list below;

- 1) Your radio must be **Narrow Band** (excluding ham and 27Mhz bands)
- 2) The 27Mhz band is for convoy ships only, with frequencies A1 through A3 reserved for Axis ships and A4 through A6 reserved for Allied convoy ships
- 3) Contact the Frequency Officer if you are a new member, or are changing your current radio gear and need to know of open channels
- 4) If you have two or even three warships have them all on the same channel. It is much less expensive to have one transmitter with two receivers, than to have two complete radio systems.
- 5) If you have a wide band radio, check with the mfg. to see if it can be retuned to a narrow band. This is less expensive than buying a whole new system

Finally, with the help of all of you battlers, we hope to be in a situation in which no member is left sitting out a sortie because of a radio conflict.

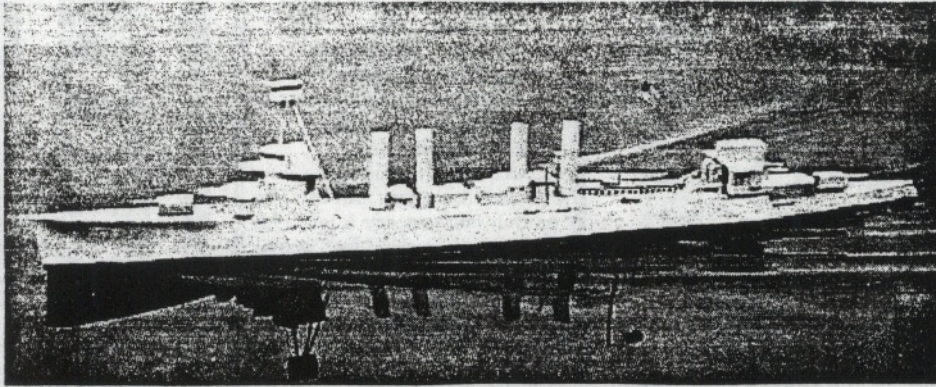
David Haynes
Frequency Officer

(Frequencies listed on page 1146)



OBSERVATIONS OF THE FOUNDING FATHER.

BY Stan Watkins.



Stan's USS Detroit working up to 23sec/100 ft. at Orlando, Florida, Sept. 29, 1991

USS Detroit (and Stan) sail Again

Dateline Columbus, North Carolina?:

On Saturday April 20, 1996 the USS Detroit with Stan Watkins at the helm entered R/C Warship Combat for the first time in 5 years. It was also the 18th anniversary of the first battle (April 20, 1978). It was also the 10th anniversary of the launching of the Detroit (April 20, 1986).

The Detroit began construction December 26, 1985 (during Christmas vacation) at my parents home in Ardmore, Oklahoma. Construction continued at Fluegel's house in Mesquite, TX. Much of the initial construction was video taped. In those days, cruisers were being driven from the seas by battleships.

The way Stan figured it, a ship could be a contributor to its fleet if it simply shot more holes in the other fleet ships than it received. You could never win a "Von Fluegel" with it, or even most feared, but you could contribute to your fleet. After all, if every ship in your fleet shot more holes in the enemy than they received, your fleet would generally win.

The Detroit was chosen as the project ship for development of a new tactic for cruisers which was then called the "snipe" ship. Only stern guns were to be used. These were fitted with elevation capability to attack bigger ships from outside of the bigger ship's down-firing gun range. The superior speed of the "snipe" ship, and her "bow away" orientation, would enable her to stay out of trouble by maintaining her distance from the more powerful battleships. After launching the Detroit had serious speed problems. She was rushed into service with inadequate speed. Since speed was her only defense against more powerful ships and the weather was too cold for her guns to work effectively, she was a dismal failure at the spring 1986 Decatur regionals. Fluegel took full advantage of her problems with his Lutzow. He had put several lethal holes in her and she was sinking. Just before she sank, he pulled the Lutzow in front of the out of control Detroit and allowed her to ram him.. Just before the Detroit went down the Lutzow went down. Fluegel's Lutzow had "ram rods" installed to prevent serious ram hull damage, but the Detroit had found the 3/4" gap between two sets of rods and had plowed deeply into the hull skin. That was the Detroit's high point of the regionals.

Stan had intended to use the Detroit and new tactics at the Nats in Springfield that year but clearly she was not ready. The Detroit simply could not carry enough batteries to maintain her speed for a battle. This was the same problem Stan had experienced with his Salt Lake City. Stan had to change to a ship that had more weight carrying capability to check out the new cruiser tactics. Stan dusted off the old hull of his never finished USS Oregon City. When fitted out she could hold 3 sets of 3 cell (6v.) X-Cells. With Power to burn the Oregon City proved in the "Running Gunning" tactics against the most powerful ships of the Axis fleet. She single-handedly sank the Yamoto of Jeff and Scott Lides and was able to stand up to attacks on James Foster's awesome Vitorio Venetto. She was fantastic. With confidence that the tactic was

HISTORY ?

A Ship is lost permanently.

By the Flugmaster.

Bart Purvis reported that Captain Shan Bishop had his ship sink in about 13 to 14 feet of water. Bart said the lake bottom is "trashy" and to make matters really bad, a large mother (with baby's) alligator resides in the sink area. The history is that no ship has ever been permanently lost do to sinking. Foster's ships burned in a house fire, but historically no lost ships do to sinking. Combatants encouraged Shan to hire a local scuba diver. This method of recovery has saved a ship in the past.

On the topic of lost ships, Lief found a ship by sonar at the first Houston Nationals. I think it was Bart's ship. About 10 captains had combed the shallow lake, and it was difficult to believe we had not located it. Lief had every body get out of the water and he stuck his head under the water. He came up and walked directly to the ship. Lief said he had done that before, "you can hear the motors if everybody gets out of the water".

Hopefully Shan has his ship and if not, well, it was just a French ship.

France

FIRST BATTLE OF THE BAKER BATTLE SQUADRON!

By Buddy Friend.

ON the morning of April 6 1996 in the small town of North Powder Ore. some heavy metal was rolling into do Battle! It was a some what of a breezy day as battlers from all over were gathering at the lake. Looking to battle with any that dared to appear.

The host for this first meet was myself and Mike Howell of Big Boys Toys of Baker City.

Ships representing the baker group was
 USS Oregon City --Heavy Cruiser Veteran
 FNS Glorie --New Light Cruiser Maiden Voyage

Two DDs represented the large Cal. Yakima Battle Group in 1/72 scale.

USS Benham--veteran-Keith Sargent.
 USS Ellett--veteran-Mike Collins.

Due to article in two local papers

sound Stan move down in size to a Cleveland class Cruiser (Oklahoma City). Actually two were built of plastic frames, superstructure, decks, and hull bottom. The old X-cells were getting tired and caused some problems. She was used until 1990. Then Stan decided to get the old Detroit out and try Ni-Cad batteries. Testing the Detroit at the Knoxville 1982 World's Fair Site (and 1989 Nats Site) lake on December 7, 1990, indicated that she now had adequate speed and endurance on four packs of 7.2 sub-C nicads. She re-entered service in September 1991 at Orlando, Florida. She had a successful regionals despite tangling with Will Montgomery's Jap CB and the Tri-Pack. This was Stan's last Regionals in until this SE Regionals in Columbus North Carolina. But she had to go through a major refit to be made ready for this one.

This whole re-entry scene was initiated when John Osborne of Knoxville got a Swampworks Houston Kit. Steve Milholland sent him my name as a contact. We talked over the phone and John came for a visit. I showed him the old TV news spots and Fluegel's "How to survive Your First Battle" tape. John stated that he intended to go to the April Southeast Regionals in North Carolina. I asked if I could ride with John. He said yes. The last ship I had used for Combat was my USS Detroit in Orlando, Florida in about 1991. I had already gotten a CO2 conversion kit but still needed to convert her to CO2. I had to get my radio converted to narrow band (a whole other story in itself) and get memberships with IR./CWCC and NAMBA (sanctioned battle). I also had to get the ship ready for battle. I worked in brief bursts of activity and got my NAMBA card on Thursday April 18. John Osborne (USS Indianapolis minus a pump) and I left Knoxville at about 2:30 PM on Friday April 19. We arrived in Columbus some three hours later. I had read portions of the rules of R/C Warship combat to John along the way and discussed Cruiser battle/survival tactics. No one was there when we got there. Shortly, Steven Milholland showed up and it was just like old times. The Marty Hayes, Steve Andrews, Frank Patelli, Will Montgomery and others showed up. The Maryland Axis guys loaned John Osborne a pump. Axis guys will do anything to get a rookie Allied Cruiser on the water.

My ships speed had clocked right on 23 seconds in Knoxville but knowing the difference in various waters, I was anxious to run a speed trial. Instead of going to the lake early enough to check out the ships, we went to eat lunch. We got to the lake just about dark. It looked like a good location. We went back to the Motel 6 to work on our ships and put batteries on charge and tell sea stories.

The next morning we got to the lake about 9:15 AM. I hurriedly put my Detroit in the water and checked her out. She went forward, backward, right, and left. A good sign. She was the first ship in the water. I loaded her guns and sent her out again. She was the first ship to fire her guns in the lake. Both guns worked but somewhat sluggishly. Not bad for the first time in 5 years.

We next did speed trials. The Detroit looked slow. Steve Milholland agreed with my assessment. The clock told a different story (19 seconds for the 100 feet). I had brought plastic with 1/8 inch holes in it for drag items to be secured on my outboard unpowered propeller shafts. I installed one and the speed fell to 22 seconds. The Axis (smelling blood) said that's good enough. Suspicious, I asked how fast the "Bacon Makers" were. They said they were slow but that was OK. John Osborne's new Indianapolis was slow. (26 seconds). He adjusted the rheostat for zero resistance and clocked in at about 23.5 seconds. The Axis getting even more ready for a feeding frenzy said that was OK also.

The teams were Allied/Axis.

Allies:

2 CLs (2.5 unit ships) Detroit (Stan) and French XXX (Steve M.)
2 CAs (3 Unit ships) Indianapolis (John Osborne) and Houston (Rick)
3 Piglets (4 Unit ships) South Carolina (George), Gangut (Francis R.) and Michigan (Doc Boring)
1 CB Invincible

Axis

X Bacon Makers YYY (Frank Petelli and ZZZ (Will Montgomery)

there was a lot of people turned out to watch, about 70! WOW!

First sortie was to be between the Oregon City and the Benham, due to both ships having some problems it took some time to get the battle going. War was declared and both ships engaged in a twisting turning war. They were evenly matched! But Murphy struck, first the Benham developed intermediate radio control problems, then the front gun on Oregon City missed fired and jammed. The battle moved away from watchers as both ship and captains struggled to engage the other then we battled back to in front. Many hits were exchanged and the waters were ching and awing. All ammo spent both ships limped back to shore pumping. Many people gathered around to see the damage but all were surprised to see little because most hits were supersturtuce! Damage as follows

Oregon City	-One above -10 points
	One below -50 points
Benham	-3 above -30 points
	-One below 50 points

The second sortie pitted the Ellett against the Glorie on her first battle! Seconds after war, Murphy struck again this time the Ellett with main Battery problems. This left Glorie to move and shoot at will, pumping BBs in to her opponent all the while staying out of reach of those Big Guns! But after a short time being a good Allied Capnt. I gave Mike and his ship a change to redeem themselves by parking the Glorie in gun range. As before the crowd ate it up! Eventually a cease fire was called to allow the Ellett to make shore safely. Damage was as follows

FNS Glorie	-1 above -10 points
Ellett	--20 above -200 points
	-2 on 50 points
	-1 below 50 points

The Ellett had not fared as well as the Glorie. Glorie performed very well on her first voyage!

At this time the battlers broke for lunch and talked with the many people that wanted to know more about the hobby. The lunch was prepared by Debbie Friend and family. It was fantastic! All kinds of goodies even Apple pie!

Due to CO2 problems there was not a afternoon sortie with the Yakima Battle group. So we used the time to let the new people a chance to try out a warship and see how they handle and shoot a few rounds.

Ribbons were given as follows

High Point Battler-Buddy Friend
Maneuvering Skills-Keith Sargent
Gun Skills-Mike Collins

Comments

Keith--The weather was good, the 1/144 boats and guns were impressive especially the Glorie with the Zebra

1 CB Steve Andrews
1 Fast BB Nagato (Marty Hayes)

Clearly the Axis fleet had the ships to kill the Allied Cruisers if they ventured too close or had any problems.

The Two sortie battle ended in the Axis favor. The USS Detroit had received no hits and had given some hits. She probably was a net contributor as planned. Steve Milholland had done very well with his French Light Cruiser. The Axis were whining that they never saw the Detroit. Strange that they had been hit with some of her BB's.

The next Battle was a "choose your fleet battle". Stan and Steve Milholland were the choosers (Admirals). Our Fleet had the 3 Cruisers, the Japs, and Frank Petelli. The other Fleet had the rest of the Bacon Makers, and Piglets and Steve Milholland's CL. Frank was in ecstasy as the only class 4 ship on our fleet.

In the first sortie the Detroit took a hit below her "A" turret. The winds picked up and the waves began to really heave. I did not know it but the Detroit pump was not working at all. With such seas she was taking on water quickly. John Osborne was having trouble with his batteries running down quickly. Then a heavy rain began to fall. Stan noticed that all the other battles had taken their ships out of the water. He brought the Detroit in and retrieved her. She felt very heavy (with water). Stan realized that something was wrong with her pump because she was not pumping at all. The second sortie was canceled as the rain continued. This partial battle was also a victory for the opposing fleet.

That night (with the help of Frank Petelli, who loaned/gave me a servo/receiver connector, and John Osborne, who gave me the wire I needed and let me use his solder and iron) I got the manual servo operated pump switch and automatic pump turn on system working.

On Sunday the 21st, things looked better. Fleets were again rearranged. This time with more confidence in her performance Stan would get more involved. In the first sortie she took 0 hits again. There was not 1 drop of water in her hull at the end of the first sortie. That was not normal. In the second sortie the Detroit became more hostile and engaged several ships but was also stricken herself for 2 hits. But her pump easily took care of the incoming water. Some of the captains said that something had "snapped" in Stan's head for him to act so aggressive. I felt so ashamed. Two hits, I must apologize to the Admiral. When counting those two holes, I noted that one of them had actually gone through the exact same patched area of the hole that I had taken the day before. It must be some flaw, some weakness in my tactics. I'll have to work on that.

All in all it was a great re-introduction to my hobby. I thoroughly enjoyed it! Thanks for taking good care of it while I was away. Now about the 1996 Nats? I don't know, things at work are getting pretty busy and I have the Qualification process to get done by then. I can't say yet. The Detroit is ready though.

Thanks again, God Bless you all and Let's Battle!

paint schem. We needed more boats but still had a lot of fun! Food was great definitely want to do this again!

Mike-- The Glorie really had me when the drive batteries started to die out. The guns of Swampworks that Buddy used can really do some damage! The agility of both ships is hard to deal with.

We made some new friends and got some people to sign up with ordering ships. We would like to thank everyone for being a part of this event. I really want to thank Mike Howell of Big Boys Toys for helping to put this whole thing together, my wife Debbie for the help and great food she put together. With this event the birth of a new group has come into being. Hopefully with the new members we will continue!

IR/CWCC VERSUS BIG GUN BATTLE IN INDIANA Sponsored by the midwest Battle group.

We are getting some level of interest for the proposed IR/CWCC and Big Gun battle to be held later this year. My thanks to those of you that have responded to my notices and who have been communicating with Randy Kerr on the internet. It would now appear that the best date is the weekend of August 24 and 25, 1996.

All are welcome, but this battle meet is by invitation only. I would appreciate hearing from those of you that plan on attending. Please contact myself (Phil Sensibaugh) and confirm your reservation. This advance notice is necessary so we can arrange the necessary facilities and make motel reservations. Full facilities will be available. I have a frequency listing of our ships available upon request. Notify me and I will send you a copy so you can make frequency arrangements.

As for cost, the total cost will be accrued and divided by the number of players present. Last year this came to \$15.00 per player and I would expect that the cost of this year's meet will not exceed \$20.00 to \$25 per player.

In the spirit of fair play all IR/CWCC skippers should be advised that the Big Gun skippers are sharpening their boarding sabers so be prepared for a close-in battle. This meet is guaranteed to be a lot of fun and to be good for business, at least if you are in the business of selling balsa sheeting, silk span, steel balls or BB's.

Please contact me at the following:
Phil Sensibaugh, 3434 S - 400 E, Albion, IN 46701,
telephone: 219-693-6402, or 219-693-6579



Nations is an Allied victory (?).

By Pinch Hard.

"I think its a cake walk! Pass that on. Bart thinks its going to be a cake walk!" Bart, is still in search of being significant, but he is "feeling his oats" after harassing Lief's Bismark at a recent Georgia battle. Lief confirms Barts performance at the battle, he says "Barts going to harass you, and there is nothing you can do. He stops on a dime and accelerates and turns fast." I'm sure our admiralty will contemplate the (in)significance of Bart and plan appropriately. A fast little ship with twin stern guns and a disciplined captain can be unbeatable, and Bart has a confident swagger as he refers to the Axis as "Foul demons of another world".

PRESIDENT'S COLUMN; APRIL, 1996

By Tom Jass

Greetings from cold northern Michigan -- where spring has been as hard to come by as an Allied victory at Nats in Springfield in 1995!! We have had a long winter up here this year; snow has been on the ground since early November and, while its gone now, the temperature still hasn't warmed up to bring any spring weather. The long winter has been hard on the wildlife in the area. In the past several weeks we have had deer feeding on the shrubs and bushes in our yard during the evening hours -- its been fun to watch them, but our foliage has surely paid the price. But spring is here as witnessed by the dredge which is at present clearing the channel between Lake Michigan and Lake Arcadia (our small local inland lake); the dredge is being positioned by means of lasers that also set the depth measurement for the operation. Quite high tech for this area!

If you remember my column in the past issue of HULLBUSTERS listed some of the reasons I felt that supported my contention that we would have more FUN in our hobby if we lowered the emphasis that we presently place on Axis vs. Allied battling. (Hopefully this issue of HULLBUSTERS will contain several pro and con articles from club members; Fluegel already had his chance in the February issue to include his comments on my proposal.) I would like to remain on the soapbox I mounted in February and list several more reasons why I believe Red vs. Blue battling will provide more fun for more club members than Axis vs. Allied battling.

We all know of club members who have been severely discouraged from building a particular ship because their fleet mates do not feel that ship would be an effective battling vessel -- whether due to speed restrictions, gun locations, ship length, etc. For years Mike Deskin has wanted for example to build a HOOD and battle her, but he has been discouraged by his Allied team mates since most (me included) have felt that the HOOD is simply too big a model to justify the effort Mike would expend to build her. I have also heard through the club grapevine that similar events have happened in the Axis fleet to other captains. I think these feelings are foisted on the offender because the members of a fleet know that an "undesirable" ship will always be on their fleet in the Axis/Allied format and if the ship does turn out to be a "dog" that ship will always be a liability to them. If we would use a Blue/Red fleet format such a ship could be assigned to either side and not always penalize only one fleet. I strongly feel that captains should be able to build any particular ship they desire without undue pressure from any portion of the club membership. If we are truly in our hobby for FUN rather than winning, then any captain should feel free and able to build any ship he desires.

Another definite advantage that Blue/Red format has is that if we as a club do create a "super ship" with our rule changes neither the Axis fleet nor the Allied fleet will benefit from that particular ship's characteristics -- since captains on either fleet could build and battle that ship if they feel it is unusually effective due to a rule change. In the past several seasons there has been some Axis complaining that the NORTH CAROLINA has been legislated into a "super ship" due to the speed increase she was awarded -- even though the club moved some Axis BBs into that same speed category in an attempt to offset the Allied advantage. Several years ago we were worried that the entire Allied fleet might be composed of QUEEN ELIZABETHs and ALABAMAs since most Allied captains felt those two ships were the most effective BBs -- that feeling has probably been dispelled as the MICHIGANs seem to be popular during the past battling season. James Foster has correctly summed up the bogus "super ship" situation several years ago when he said, "There are no super ships, only super captains." That statement is as true today as it was when he uttered it.

If we stop the emphasis on Axis and Allied fleets we can each stop publishing our separate newsletters and those articles can be shared with all club members in HULLBUSTERS where they belong. We have published 21 issues of the Allied newsletter since it was started; at eight pages per issue that totals more than 160 pages of information shared with Allied captains only. Granted, about 40 % of the news might have been of interest to Allied captains only, that still leaves almost 100 pages of articles that were not sent to Fluegel for publishing in HULLBUSTERS and sharing with the entire club. As publisher of the Allied rag I am the most guilty of ignoring HULLBUSTERS with my contributions. I am convicted in this case of thinking as an Allied captain first, rather than a club member.

I will summarize my arguments why I feel that using a Red/Blue fleet format rather than our present Axis/Allied format will be advantageous to our club and increase the amount of FUN individual captains realize as we battle each other:

A. Fleet members will not always be Axis or Allied; I will be able at times to be on the same side as Fluegel, David Haynes, Frank Pittelli and other captains who have usually had Axis ships. This will increase our feelings of friendship rather than opposition.

B. Captains will be able to build ships that they want to build without feeling pressure from their Allied or Axis team mates that particular ship is not a good choice.

C. Captains will be able to "change fleets" (build any particular ship they desire) without being labeled as traitors or turncoats by their former fleet captains.

D. Rookie battlers will be split between fleets to

balance out their effect; they do not have to be assigned by the ship type they built. Most of us recommend that a rookie builder start out with a LUTZOW as their first ship because of the characteristics (hull space, gun allotment and speed), but then force the captain to be an Axis for the remainder of his life (unless he turns out to be a marginal captain).

E. Fleet composition can be easily changed during an event (regionals or Nats) to balance out the sides if the battles turn out to be extremely one sided. During the past two years the battling at Nats has not been even but we were "forced" to maintain the fleet composition as we stayed in an Axis vs. Allied format. I don't feel that one sided battling is good for our club; in my opinion we minimize the FUN when one side is dominant (whether at Nats, in Texas or Maryland).

I'll get off my soap box now and listen to your comments in future HULLBUSTER issues. I am not advocating that we eliminate Axis vs. Allied battles in the future, but that we battle in that format only one day at Nats and let regional battling follow whatever course most of the battlers vote for. SEE YOU IN TEXAS IN JULY!!

THE 1996 NATIONALS

By Jim Pate

Well June is here and this will be the last article before the Nats in Houston. It seems that it will be here before you know it. In the last hullbusters I gave every one the motel info. But here it is again. It will be the brand new SLEEP INN. The Phone number is (713) 442-7770. They also have a fax number (713)590-8969. Be sure to tell them that you are with the R/C warship combat club and that you want a first floor room. They will need to know this for you to get the rate we negotiated with them. It is \$39 a night for our club. For Sunday thur Friday that comes to \$269.10 including tax. I have sent out the Nats info to those who have .sent their entry in .If you have sent an entry in anytime before the May 31st and have not got your info pack by the June the 14th it would be a real good idea to call me to see if I got it. Either I did not get it or you did not get the Nats info I sent back. Give me a call so you can find out what's up. Figure about two weeks from the time you send your entry in to getting your info. Well enough of that. My number is (210) 669-2441. If you are sending in your entry after May 31st remember that there is a \$15 late fee .Sorry about that. I am getting the trophies worked out. This year we will not have the ship models on them but they will look pretty good inspite of that. There is one thing I need help with this year. I am looking for someone with a Laptop computer who can do the scoring for the week. It has just come to my attention that the person who would be able to do that might not be at Nats. If so I need someone to fall back on. So what good person will step forward and offer his services for that .Let me know. For those who might be wondering about the lake here in Texas with all the drought talk, dont worry checked with Wade and they are able to adjust the lake level by adding water if need be. Well, I think that about covers it for now. Remember ,be narrow band ,on CO2 ,and have your club and Namba membership with you. See you at Nats

1996 NATIONALS REISTRATION

Captains Name: _____

Street: _____

City: _____

State: _____

Zip: _____

Phone: _____

#1 Warship Class: _____ Channel: _____ Freq: _____

Name: _____

#2 Warship Class: _____ Channel: _____ Freq: _____

Name: _____

#1 Convoy ship : _____ Channel: _____ Freq: _____

Name: _____

2# Convoy ship: _____ Channel: _____ Freq: _____

Name: _____

#1 Warship Class: _____ Channel: _____ Freq: _____

Name: _____

Need CO2 Yes _____ No _____ (check one)

CO2 Fee \$10 for Heavy Cruiser or smaller

CO2 Fee

\$15 for Battle Cruiser or bigger

Registration Fee

\$115(Before May 31st)

\$15 Late fee added after May 31st

Entry Fee _____

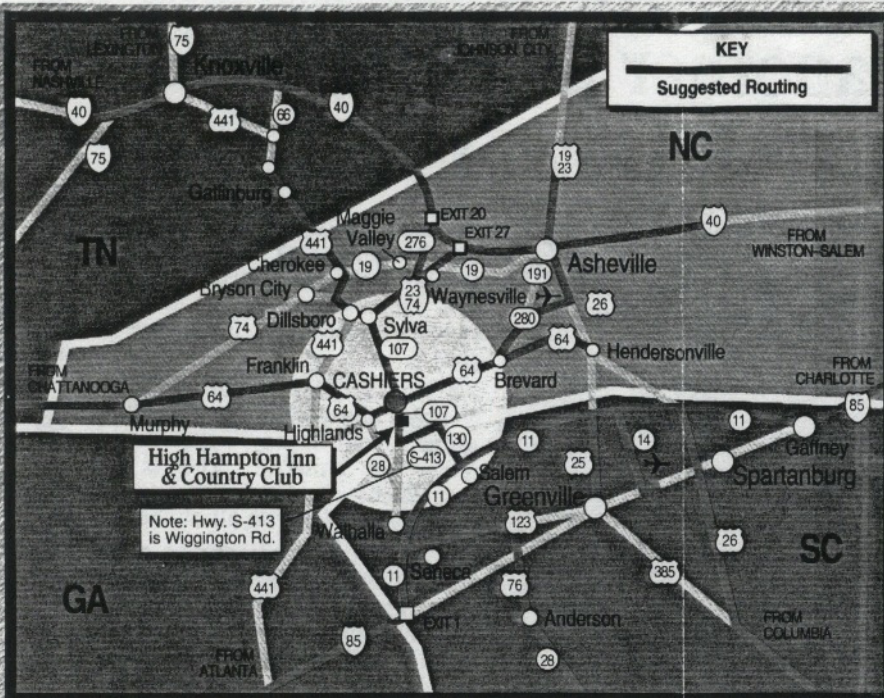
CO2 Fee _____

NEW BATTLE SIGHT?

By D.W. Fluegel

Two of the three Texas triple crown battles were canceled this year do to battle sight problems. It seems that finding a location is getting harder. Are the lakes getting worse? Are we getting pickier? Who knows. The locations of "the Nationals" is also getting to be a more difficult issue. So with this in mind I was pleased to get a letter from a new subscriber and Swampworks customer who has a lake to offer. I will call him "Tim" as I haven't asked him if I could share this information yet. Tim works at the "High Hampton Inn and Country Club" in the pretty Appellation mountains of North Carolina. Tim suggested a three page article on "how to run a battle". Well Tim, I think that's an interesting topic and hopefully the title of a future article. Anybody interested? Thankfully Tim, your in a very good area for R.C. warship combat. In fact, so good that I wish we could stay at the Hampton next year during the Nations! Maryland, and Texas are on the current boundaries of this club, geographically, and we need a location more centrally located, like Cashiers North Caraina. The problem with your location is that it's so attractive that the families will want to come, and all thought there welcome, combat is a selfish, all out commitment, and the family sort of gets in the way. Amarillo Texas was good for being unattractive, so is Bart. Well Tim, go to a battle in Maryland or Georgia, or Florida. To host a battle is not that difficult, still, it is a responsibility that deserves a combat experience.

In the mean time, lets groom Tim as a possible battle host, and even a possible Nationals host. He thinks his lake is fine, and I think his location is very fine. Are their others out there that could host a battles? Lets find a way to locate and enable these people.



Distance in Miles

Asheville.....65	Columbia, SC.....180	New York City.....790
Asheville Airport.....49	Gatlinburg.....90	Orlando.....540
Atlanta.....150	Greenville, SC.....70	Palm Beach.....675
Augusta.....178	Highlands, NC.....10	Raleigh.....285
Birmingham.....295	Jacksonville.....400	Richmond.....450
Charleston, SC.....275	Knoxville.....127	Sarasota.....620
Charlotte.....140	Lexington.....287	Savannah.....280
Chattanooga.....134	Louisville.....353	Tampa.....575
Chicago.....663	Mobile.....509	Washington, DC.....530
Cincinnati.....358	Nashville.....305	Winston-Salem.....195
Cleveland.....601	New Orleans.....610	



'I cannot love another as I love you'

Countless women wrote passionate letters to Adolf Hitler

By **MARTIN BENSLEY**
Scripps Howard News Service

HAMBURG, Germany — Hanna G.'s letter was passionate, but her love was destined to be unrequited.

"I cannot stop thinking about you every day, every hour . . . I cannot love another as I love you, please let me come and see you in Berlin!" she wrote on June 19, 1941.

The object of her desire was Adolf Hitler.

Like countless other women who poured out their hearts in letters and postcards to the "Beloved Fuehrer," Hanna, of Elsflathersand, did not receive a reply.

Hitler was never shown the correspondence, which was filed away by aides. Were it not for an American GI who found the letters in the ruins of the Chancellery at the end of World War II, the letters probably would have been lost forever.

"We used to visit Hitler's Chancellery and walk through the bombed rooms littered with documents," recalled William C. Emker. "They told us the Russians were only after the sturdy filing cabinets, so they had just emptied the contents on the floor. I picked up a few papers addressed to 'My beloved Adolf' and put them in my pocket."

In the weeks that followed, Emker went back regularly to the ruins. He gathered up thousands of letters, poems, drawings and diary extracts and sent them home to New York.



Adolf Hitler in 1933

He waited 50 years before allowing a small selection to be published in Germany by Helmut Ulshoefer, a Green Party councillor in Frankfurt. The book contains facsimiles of the originals to show their authenticity.

The letters offer a fascinating if often pathetic insight into the lives of women willing to go to extraordinary lengths for a token of recognition from Hitler.

"I love you so much I could gobble you up . . . Do you know, my darling I could kiss you a thousand times and not realize I'd done it," wrote Maria from Berlin.

Miele baked Hitler a cake and told him: "I always look at your pictures and lay them out before me, then I kiss them, yes, yes my dearest, sweetest Adolf, love is as true as gold."

Friedel S. of Hartmannsdorf made no bones about what she wanted: "A woman from Saxony wants you to father her child . . . This is my greatest wish and one whose fulfillment I yearn for with all my heart."

All the letters, photographs, paintings and embroidered cushions sent to Hitler by his admirers were rubber-stamped and labeled by Chancellery staff. But not all the correspondence went straight into heavy steel filing cabinets.

Nazi officials suspected some of the persistent writers, like Anna W. of Berlin, of being mentally ill and recommended they be sent for "treatment," a euphemism for deportation to a concentration camp.

"For several years now Anna W. has been sending letters to the Fuehrer, the content of which implies that the writer is not in possession of all of her mental faculties," a senior chancellery official wrote to Berlin police headquarters. "I am sending you the latest correspondence addressed to the Fuehrer and request you to try and put a stop to this nonsense."

A month later, Anna W. was sent to a mental hospital at Wittenau, where she remained until 1943. She narrowly escaped being deported.

CALANDER

(disk Bismark, file calander)

1996 1996 1996

March 23-24? Unsanctioned, Houston TX

Call Brian, 713-537-1435

✓ AXIES VICTORY.

April 20-21 Sanctioned, Columbus N.C.

Call Rick, 704 863-2169

✓ AXIES VICTORY.

April 27-28 Unsanctioned, Fredricksburg TX

Call Jim, 210-669-2441

✓ AXIES VICTORY.

June 1-2 Sanctioned? Abilene TX

Call Pate 915-673-5130.

Hc 64 Box 21

Fredericksburg TX 78624

✓ AXIES VICTORY.

July 15-19 Nationals, Houston TX

Call Pate, 210 669-2441

✓ AXIES VICTORY.

July 19-20 Unsanctioned. Savannah

Georga. Call Pete 912-355-6134

AXIES VICTORY.

Sept. 7-8 Sanctioned! Missouri.

See "MO Notes: p1131 HB

AXIES VICTORY.

News from

SWAMPWORKS



HELLO again to all my long time battling friends in the IR/CWCC. Things are still cooking right along here at SWAMPWORKS. The weather has finally warmed up to the point that I can work in my shop as much as I want/ need to. Due to some unfortunate circumstances which arose last fall that resulted in rendering non-functional the insulation in my workshop and the unusually cold winter we had, my "hands on" shop time was cut to the bone. I was unable to do much of the R&D work that I wanted to because my heat source was just unable to keep the shop warm enough to work in for extended periods. Most of the time spent there had to go toward keeping orders moving so that customers could be kept satisfied.

My major "Must Do" project for this summer is to completely remodel my workshop, finishing it out to a true "all weather" configuration, complete with better lighting, improved heat, and air conditioning. This will negate the possibility of another bad winter keeping me from coming out with new products for our hobby.

In spite of last winters problems, I did manage to complete a couple of projects. Since my last "News From SWAMPWORKS", I have completed molds for fiberglass hulls for the HMS King George V class British battleship and for an American LST campaign ship. Both are available as a "hull only" at this time. As this is being written, I am just finishing up the mold for the SMS Moltke class German battlecruiser. It will be available as a hull only by the time you read this. I plan to have complete kits of the Moltke available just as soon as I can make patterns for the superstructure and internal parts. Moltke will make a fine ship for rookie or experienced battler alike.

PRODUCT CHANGE UPDATE:

In the last "News From SWAMPWORKS" I related that a running change was being made to the BB cannons that we supply. All cannons are now being produced with a magazine pressure bypass to improve their feed characteristics. Another change is now being made as well. In addition to a pressure bypass, all newly made BB cannon assemblies will have a piston return spring installed. Our BB cannons have always been reliable, and now the combination of a pressurized magazine and a spring loaded interrupter piston make the SWAMPWORKS BB cannons just as fast and reliable as the best out there.

If you have some of our BB cannons made prior to these changes, we can supply you with interrupter piston springs for your cannon assemblies that will bring them up to spec. Springs are \$ 1.25 each. No shipping charges apply IF you send a self addressed stamped envelope with your order, otherwise a \$3.50 S&H charge applies to each order less than \$65.00 net.

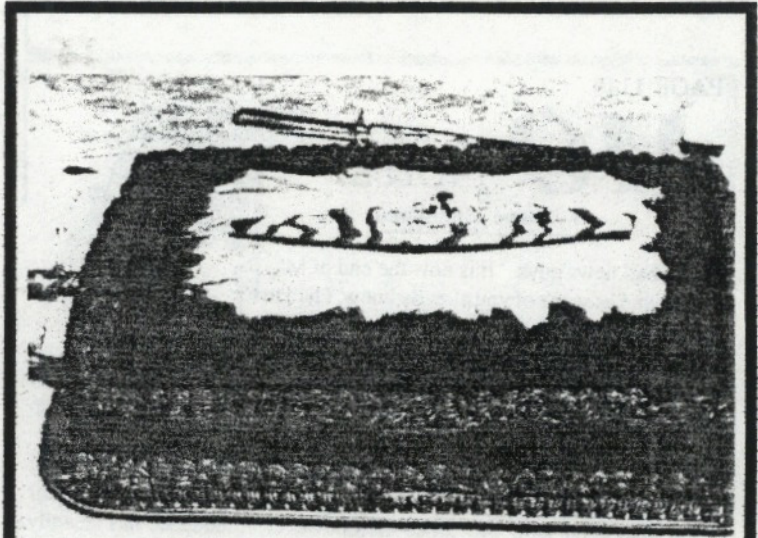
Later.....

Steve Millholland

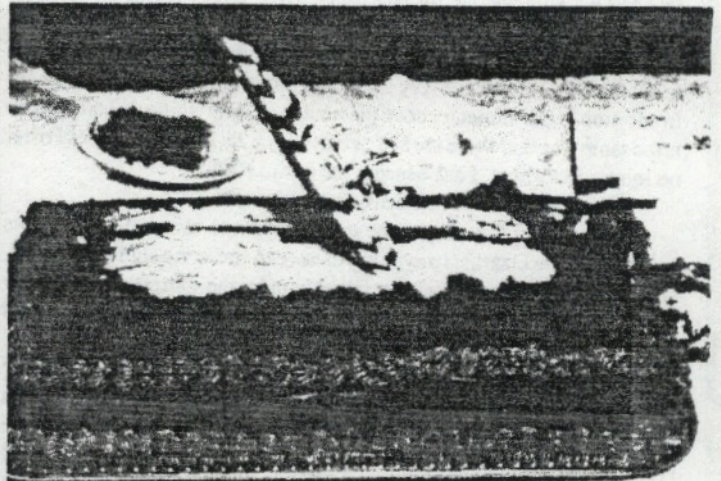
ALL HANDS ON DECK, NOW HEAR THIS.

By Pete Demetri

On July 19th and 20th come on up, down, or over to Savannah Georgia for an unsanctioned battle. Contact Pete at 608 Highland Dr, Savannah Georgia, 31406. 1-912-355-6134.



BEFORE



AFTER



Allied Scum Part II

Well, when last we spoke I told you of a tale of woe regarding my groom's cake. I said there'd be pictures and here they are. As you can see, some cowardly Allied Captain, (are there any other type?) sabotaged my cake! In my infinite mercy and grace (as are all Axis Captains) I will promise, if the criminal comes forward, a quick, fair trial and a hanging.

Yours etc. Peter K. Demetri
DKM Lutzow (Zebra)

MO Notes:

by Steve Milholland



Sad news guys. It is now the end of May 1996 and as some of you already know, I had to cancel the Spring Regionals event that was supposed to be held here on the weekend of May 4 and 5.

This is not something I enjoyed doing, but due to the inability of some regulars to attend and apathy from others, I was unable to come up with a quorum of battlers who were committed to attend.

When James & I first started hosting regionals here in the spring of '93, we had a great turnout (18 captains & ships). The fall event that year was also good with 14. Since then however, attendance has steadily declined from 12 at Spring '94, to 6 at Fall '94 and 6 at Spring '95. I cancelled the Fall '95 event because of a lack of entries.

At Regionals D-minus 7 days, I had received only 4 confirmed entries for the May 4-5 contest. In order to break even on expenses (NAMBA insurance, fee for lake usage, CO2, cokes, ice, & etc.), I must have at least 9 paid entries. I don't mind occasionally soaking up some of the cost in order to battle in my own home town, but I cannot afford to eat the expenses after every event like I have for the last year & a half. In addition to the monetary cost, the time to set everything up and prepare is the same whether there are 5 of us battling or 25, and since James Foster no longer lives here, I am bearing the entire load.

I'm sorry, but I just can't do it anymore.

If battlers in this part of the country want to see continued events held here in the Ozarks, I am going to have to see some sign of renewed, committed interest and support from them by their attendance. If they do not want to come here, by all means, they should find a lake and schedule some battles in their locale. I will be glad to attend.

At present, the Fall event scheduled for Sept. 7-8 '96 is up in the air. I will still go to the trouble of putting it on, but ONLY if I have a minimum of 9 paid entries IN MY HANDS before August 1, 1996. I have to pay the lake rental fee by the first week of August, and if we don't have 9 committed captains at that time, the reservation for the lake will be cancelled.

As in the past, entry fee for an Ozarks regionals is \$12.00 in advance, late entries (after Aug. 1) and lakeside entries are \$18.00.

In the event the contest is cancelled due to lack of necessary advance entry fees, all advance fees will be returned. If the contest IS held, no entries will be returned, even to paid no-shows.

I guess that this is going to be the "test event" to see if there is enough interest in this area to keep scheduling contests. If we do have a good turnout for fall regionals this year, I will consider the continuation of our Spring / Fall schedule. If, on the other hand, we have to cancel out due to a lack of interest, I'm afraid that I will bow out of the Contest Host role and not schedule any further events here in Springfield until such time as interest in this area is demonstrably renewed.

Remember, this is the last HULL BUSTERS you will see before the entry deadline of Aug 1. If you want to come to a Fall Regionals here in Springfield on the 7-8th of Sep, don't forget to send in your entry fee and registration by the due date.

See ya' at Nats,

Steve Milholland

longtime battler and
member IR/CWCC



THE JOURNEY BEGINS.

By Bill Jackson, Lubbock Texas. (806) 745-8393

January '95 - I found a Swampworks ad in *Sea Classics* magazine. Remote control battleships! This looked like a good hobby for a father and son. Quality time...HA! That meant two boats. It's only money, right?

We chose the Houston cruiser and the German Lutzow. The kits arrive, so let's start. It's mid February. Maybe we can make the June battle in Abilene. Working nearly every night, I have them almost ready the week before the battle. I might have been faster, but my job kept getting in the way. It wasn't that bad....we only had trouble with the hull, deck, guns, CO2 lines, radio box, and wiring. The paint job was a piece of cake, or so I thought. D. W. Fluegel and David Haynes did not like the paint job on the Lutzow.

Abilene battle day finally arrives. The US Houston was sailing at legal speed! But the guns had no power. I checked the instructions, but there's no trouble shooting section. The German Lutzow also sails...but has no guns or pump. I have two boats in a battle, but nothing to fight with. Who outlawed ramming?!

While I work on the Lutzow, the Houston sinks with my son as captain. As the day ends, I realize that I never got a shot in.

Spring '96 - The Lutzow has been repainted battle gray. My son decides he wants to sail the German Cruiser, so I inherit the Houston. We are still trying to get ready for Abilene. No guns yet!

Friday, May 31 - We arrive in Abilene, but the lake is low. The battle has been canceled. Everyone was called...but us. Fluegel and Haynes are making final adjustments, David makes some modifications on the Houston for me and I have one gun working. After a year and a half, I might be able to battle with one gun.

Saturday, June 1 - We start. The battleships maneuver toward each other. Haynes goes by my Houston and fires. My step-deck on the Houston is not tied down and the deck is knocked three inches to starboard causing a severe list. The pump fails. (It worked on the table!) The Houston sinks with one hole above the water line. Is this fun...or what?!

The Lutzow is firing for effect - no power My son and his ship last through the battle.

Sunday, June 2 - Sunday's battle. No Houston because the gun servo fails. The Lutzow has one final battle with a Japanese cruiser captained by Garrett Haynes. The battle is short but enjoyable. The Lutzow lost a drive shaft and the pump, but it didn't sink.

With perseverance, the Houston will fight before summers' end.

TECHNOTE

by Peter K. Demetri
DKM Lutzow(Zebra)

Not too long ago I was working for Lockheed. AVSCOM (AViation Safety COMmand) came out with a warning about WD-40. Yes, the blue, red & yellow canned silicon spray. Now some of you may, or may not know, that WD-40 is not only a lube but a solvent as well. That's the problem. AVSCOM reported that WD-40 can affect teflon. I don't know if there is much teflon used in our hobby, but it's a little bit of info that might come in handy.

FREQUENCY LIST FROM Ron Hunt / Dirty Dave. 4/15/96.

IR/CWCC	Frequency	Ust	Region
Channel	Frequency	Captain	Region
12	72.030	Terry Keef	
13	72.050		
14	72.070	Nathan Blattau	NE
15	72.090	Tim Curtis	
16	72.110	Danny Schultz	NE
17	72.130	Frank Whitsell	
18	72.150	Mike Deskin	
19	72.170	David Haynes	SC
20	72.190	Sec	
21	72.210	Sec	
22	72.230	Sec	
23	72.250	Sec	
24	72.270	Nicholas Craven	
25	72.290	Matt Purvis	SE
26	72.310	Eric Noble	N
27	72.330		
28	72.350	Justin Craven	
29	72.370	Karen Deskin	SC
30	72.390	Ron Hunt	SE
31	72.410	Cameron Hunt	SE
32	72.430	Steve Baker	SE
33	72.450	Gerald Roberts	SC
34	72.470	Jim Pate	SC
35	72.490		
36	72.510	Austin Keels	SE
37	72.530		
38	72.550	Paul Broring	NE
39	72.570	Rick Whitsell	
40	72.590	Brian Craven	SC
41	72.610	Don Cole	SE
42	72.630	Curly	N
43	72.650	Sec	
44	72.670	Sec	
45	72.690	Sec	
46	72.710	Chris Pearce	SC
47	72.730	Jay Edwards	
48	72.750		
49	72.770	Chris Au	
50	72.790	Sec	
51	72.810		
52	72.830	Wade Koehn	SC
53	72.850	David Au	N
54	72.870	Steve Andrews	NE
55	72.890		
56	72.910	D.W. Fluegel	SC
57	72.930		
58	72.950	Jud Waverly	
59	72.970	Ken Kelly	
60	72.990		
61	75.410		
62	75.430	Will Montgomery	NE

63	75.450	Sec	
64	75.470	Sec	Stan Watkins
65	75.490	Bob Eakin	SC
66	75.510	Francis Rogowski	SE
67	75.530		
68	75.550	Paul Fluegel	SC
69	75.570	James Cory	
70	75.590	Willard Adams	SE
71	75.610	Steve Millholland	Larry Dahl
72	75.630	James Foster	
73	75.650	Sec	Robert Smith
74	75.670	Sec	
75	75.690	Sec	

76	75.710	Jarret Dorough	Tim Curtis
77	75.730		Tim Curtis (sec)
78	75.750	Frank Pittelli	NE
79	75.770	John Bacon	
80	75.790	Tom Jass	
81	75.810	Ron Thalbault	SE
82	75.830	John Osborne	Steve Smith W
83	75.850	Randy Heuton	
84	75.870	Mike Blattau	NE
85	75.890	Dave Lewis	NE?
86	75.910	Andy Ray	Kurt Lewis
87	75.930		
88	75.950	Joe Kutz	SC
89	75.970	Brian Ellason (Lief)	SPACE
90	75.990	Marty Hayes	NE

Reserved for Convoy (Bylaws I.F.2)

A1	27.???	Axs	
A2	27.???	Axs	
A3	27.???	Axs	
A4	27.???	Allied	
A5	27.???	Allied	
A6	27.???	Allied	

Ham frequencies

H1	53.100	Bart Purvis	SE
H2	53.200	Danny Boyd	SC
H3	53.300		
H4	53.400	Mike Elledge	SE
H5	53.500		
H6	53.600	Sec	

frequencies marked with Sec are reserved for use in resolving conflicts and for secondary ships

Not on the list?

Then Contact:

David Haynes
Frequency Czar
1141 Santos
Ablene, TX 79605
915-673-5130

**1996
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