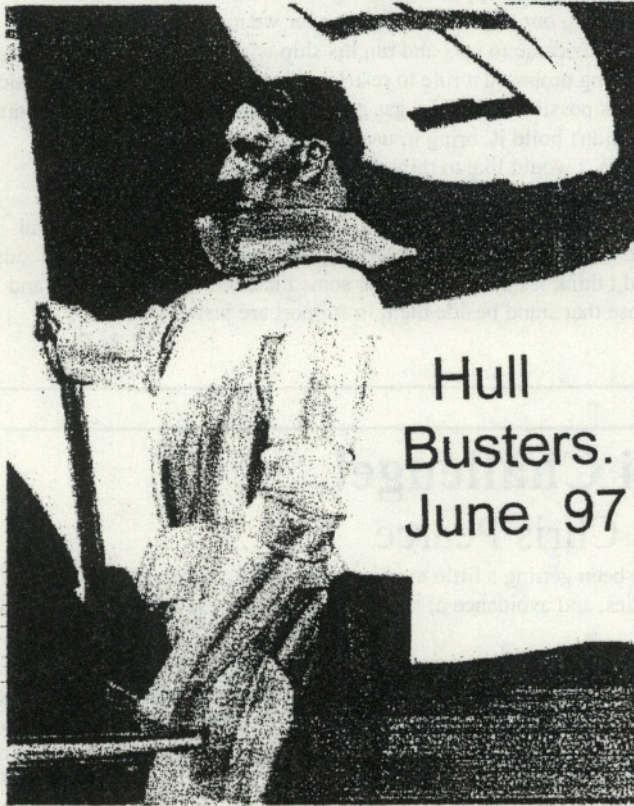


Top 10 Reasons to join the Axis fleet

10. Just can't get enough of those "Fascist Flakes".
9. You always did look better with that cheesy little moustache.
8. Your car has a David Duke for President bumper sticker.
7. Thought the "goose step" was a popular sixties dance.
6. One word: Henpecked
5. Like hanging around with other dysfunctional nut cases.
4. Heard about secret "Initiation rites" in the British fleet.
3. Love the smell of Ambroid as you patch, patch, patch.
2. Believed Fluegel when he said that the Axis were winners.
1. Mom always did like your younger, Allied brother best.

Wade Koehn has a new address, 2301 Edenborn, Apt # 1009, Metairie LA, 70003. Phone: 504-835-5979 (Block and Craven, call Wade.



**Hull
Busters.
June 97**

President's Column

by
Frank Pittelli

Well, that wonderful time of the year is soon upon us ... NATS. Marty Hayes has reported that over 30 battlers registered prior to the May 31st deadline for reduced rates, which means that we may be looking at the largest NATS ever. So if you haven't registered yet, you may be missing out on a major event.

As Marty stated in a previous NATS-to-You article, given a full registration we should easily meet our expenses and that means we should be able to provide a rebate to every captain. (More details as the bean-counters compile the actual tallies.) The turn-out at Spring Regionals has been excellent and everyone reports back that good battling and fun have been had by all. Springfield had 13 attendees, Michigan had 8 attendees, and Maryland had 14 attendees. Many new rookies have joined the hobby and they have exhibited that "staying power" that insures a long and lasting membership.

On the rule proposal front (an annual feast of opinions) the E-board has received 4 official proposals as follows:

- Adopt Freq Allocation Criteria as part of rules (Submitted by E-board)

- Clean up Offices and Duties section of rules (Submitted by E-board)

- Use three 50-shot units as two 75-shot guns (Submitted by Wade Koehn, et.al)

- Increase Bismarck to 7 units (Submitted by Wade Koehn, et.al)

Others have been discussed on the Internet and on various audio tapes, but they need to be submitted in writing to the E-board or Hull Busters to get first treatment at the rules meeting.

This year, we will provide each captain with a written copy of each proposal on the first day of NATS, so that everyone can wordsmith and debate them throughout the week. So, if you really want to get something passed, please submit it in advance so that everyone can give your submission proper treatment AND designate which rules are affected and the new wording for those rules.

Everyone in Maryland looks forward to hosting NATS this year and we hope that everyone can attend.

Classified.

Wanted: fiberglass Nagato/Nutsu hull.
Contact Dan McGuffin
88 Banting Crescent
Brampton, Ontario
Canada L6Y2K9
(He will be at Nats!)

Classified.

Wanted: USS California BB Hull
(modernized after Pearl Harbor.
Contact Buddy Friend
1-541-898-5171

Classified.

For Sale or Trade:
I-400 Jap submarine
complete, 2 channel radio,
Stand . Both tub Tested.
Contact Buddy Friend
1-541-898-5171

Hello combatants

By Mike

I would like to be dipped under water when a ship was underway but was above water while the ship sat idle. Well I recall several cannon designs in the past that one could be proud to have his name attached to such as the Foster breach cannon, the Geek breach cannon, and the Amend interrupter cannon. Wow I wish I had invented something for the good of the hobby like that. Oh well!

Back to the dipping cannon. As soon as I saw it I felt that this cannon that dipped under water was in fact illegal. I was very let down to hear that several allied captains stood behind the skipper of

these weapons supporting the legality of them. Well we are all entitled to our own opinion, however we must also consider this. Joe Kutz came to nats and ran his ship with friends and at the rules meeting proposed a rule to restrict all pumps to be electric and said it was possible to build a gas powered pump that would be awesome. He didn't build it, bring it, use it, and abuse the rules and his friends. I would like to think he has too much self respect, and because of that he also has my respect.

To make a long story longer. This was not just a matter of legal and illegal, but of right and wrong. We are all supposed to be friends and I think it's pretty sorry that some members abuse the rules and those that stand beside them in support are just as bad.

M.W.D.

Take the Musashi Challenge!

Challenge issued by Chris Pearce

Lately, it has come to my attention that certain Axis individuals have been getting a little too big for their britches, building ships they can hardly carry, much less battle. So, in the interests of public health, aesthetics, and avoidance of mass hysteria, I propose to reduce the threat of bloated Axis heads and egos by issuing the following challenge:

To Any Axis Captain who has the GUTS to battle a new Yamato class battleship in both Monday's and Tuesday's battles: If on Wednesday, you still have ANY GUTS LEFT, I hereby challenge you to a one-on-one TEXAS DEATH MATCH. I will personally battle your new Yamato with my puny, wimpy little USS NORTH CAROLINA, and it will personally pound your gigantic barge until it is on the bottom, where it belongs.

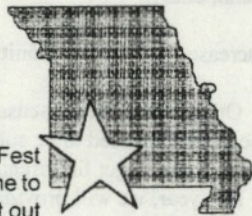
On Wednesday, I will approach those Axis captains who have battled their new Yamatos with this offer, that they may either choose to accept or deny this challenge. If you DARE TO ACCEPT, then preparations will ensue for the coming destruction.. However, if you CHOOSE TO REFUSE, we will know that YOU ARE A ROOKIE CHASING AXIS WHO WOULD RATHER RUN AND HIDE THAN BATTLE A SKILLED AND EFFECTIVE ALLIED CAPTAIN.

And so, the gauntlet is thrown - you can pick it up, or you can show us that behind all the posturing and bold statements, that under the scummy green paint you paint your battleships in, that your true colors are yellow. So, go ahead - what do you have to lose? What do you have to win? Well, you might just get to see me sink. You'd enjoy that, wouldn't you? Heh-heh. Well, if you don't try, you won't get to find out, will you.

MO Notes:

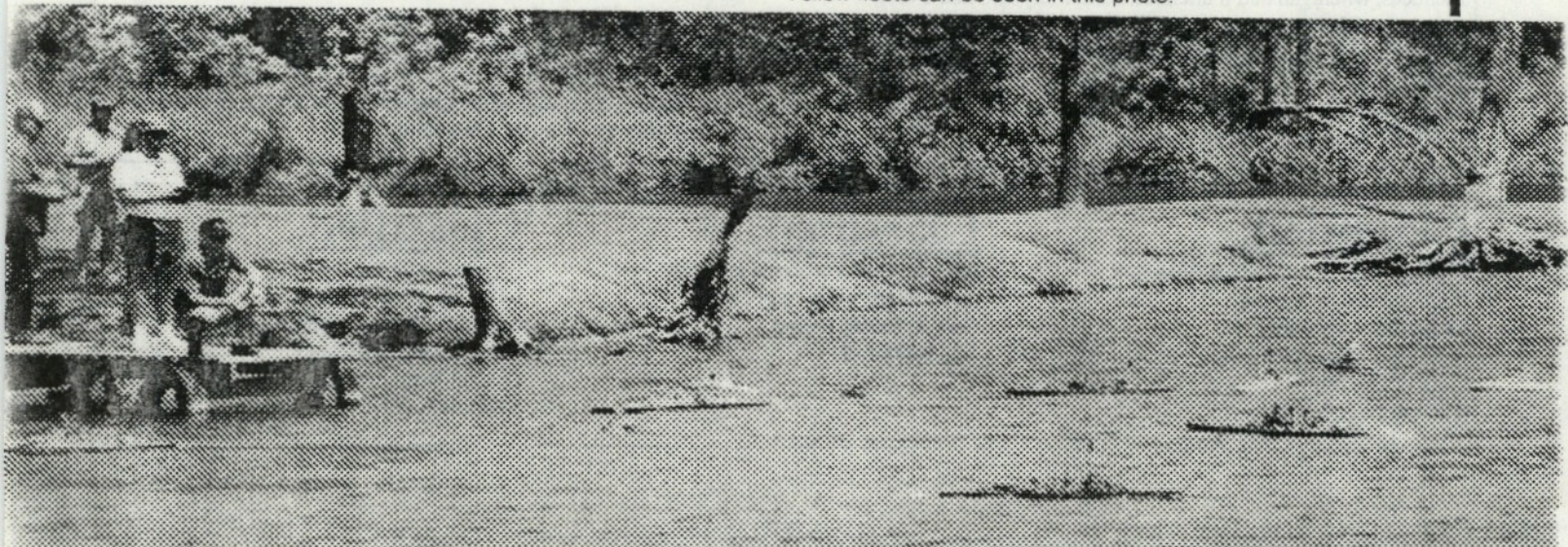
by Steve Milholland

This year's IR/CWCC Spring BB Fest in Springfield MO, May 17 & 18, was one to remember. Fourteen battlers duked it out in three, two sortie fleet battles during the two day weekend. The



weather cooperated nicely. In a spring that has been about 10 to 12 degrees cooler than normal, this weekend gave us partly cloudy skies with much closer to normal mid-day temps in the low 80s. There was a brisk breeze blowing on both days, which put a little chop into the water, but all the ships seemed to weather the rough seas with no trouble.

Ritter Springs Lake is the scene of a major fleet engagement on Saturday, May 17, 1997. Almost the entirety of the Red and Yellow fleets can be seen in this photo.



Nathan passed away.

Nathan Thibault passed away at 6:44PM on April 4, 1997. He died peacefully in his sleep while being held in his Mother's loving arms. He brought joy into our lives and will be sorely missed, until we meet him again in Heaven.

We plan to have a viewing here in North Augusta, and one in Baltimore where he will be buried next to his

Grandfather and Great Grandmother. We ask that instead of flowers, donations be made to either the Children's Miracle Network, or the Leukaemia Society.

1213

We thank you for the support you have shown during the course of his illness.

Ronald Thibault
North Augusta, SC

Nats to You:

Not too much new to tell. Some of the good news is it looks like we will have enough captains at Nats to allow us to give some of the fees back to the attendees. We have 30 registered at this point with still more who tell me the check is in the mail. Looks like Nats could come out to around 40 captains this year.

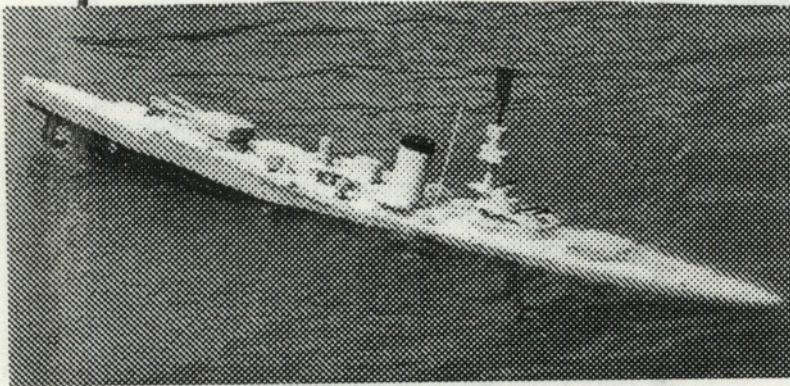
The lake was pretty good at our regionals. The size is 300 foot across the bottom of the sock shaped pond, and 200+ foot up the back of the leg. The bad news is that it is a wide open lake with no place to hide, or sneak around. The hill seems to be quite high enough to protect the spectators, although care should be taken when heading down hill at a fast gate, or you will launch more than just your boat.

The hotel seemed pretty standard to me, and the restaurants need some more scouting when we get there. The trip from

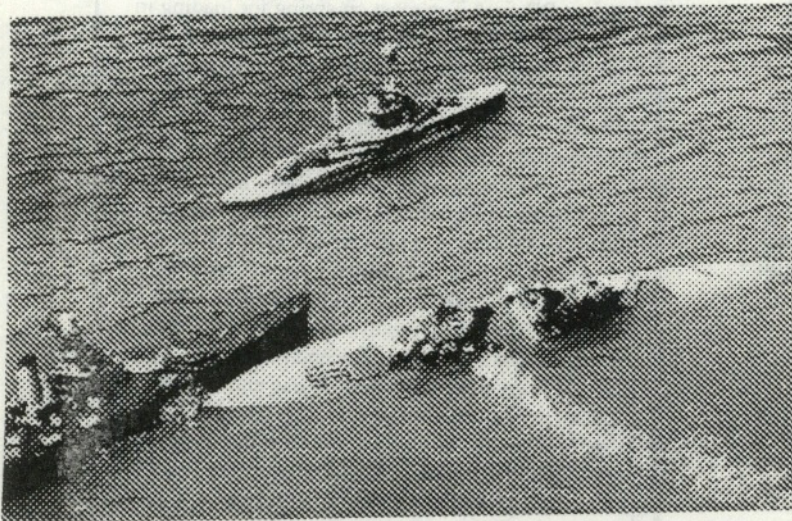
the lake to the hotel (or vis-a-versa) is about 8 miles on RTE. 40 (the old hwy through the mountains). This road parallels the new road RTE.70.

I am trying to get the "official" state map to send to each of the combatants who have signed up for Nats. which will give you a good idea of the location of the event. That's all for now folks, see ya' at Nats.

Marty Hayes
XZ



Randy Heuton's DKM Lutzow goes down by the bow.



Chris Au's HMS Howe, Red fleet, rolls to starboard and sinks as the Yellow fleets USS North Carolina comes in for a final broadside. HMS Reveng, also Red, is in the background.

Most of the Captains in attendance were veteran battlers, but we had three newcomers to Springfield events. Tim Beckett has battled with the brothers Au in Michigan and I believe had participated in the GLAS event held prior to the contest here. Chris Groissant has been battling in the Denver area with two other Captains, but has never been to an IR/CWCC sanctioned event before. Troy Young, of Lebanon MO, was attending his first battle of any kind. Good luck to experienced and rookies alike.

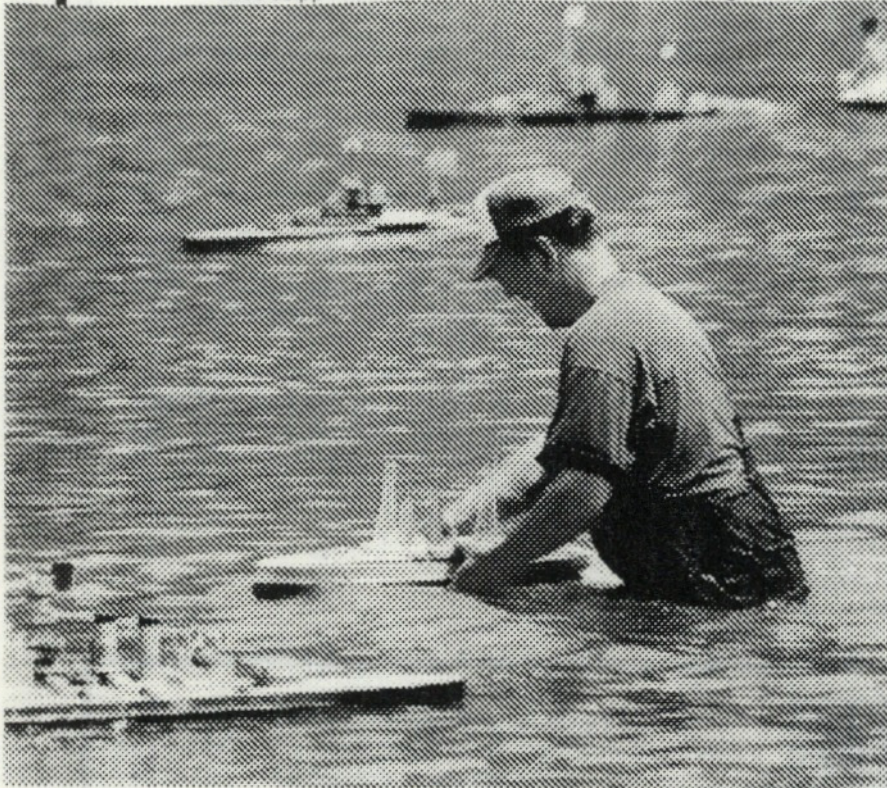
The first order of business on Saturday morning was to elect two Admirals. Chris Pearce and Chris Au had the honors. The results of Fleet Battle # 1 are as follows:

Captain	Ship	Damage
YELLOW FLEET		
Chris Pearce	USS North Carolina	610 pts.
Frank Whitsell	USS North Carolina	2095 (sunk, sortie 2)
Brian Eliassen	USS Tennessee	1215
Bob Eakin	HMS Valiant	630
James Foster	SS Sverige	0
Chris Groissant	USS Savannah	645
Willard Adams	DMB Volta	0
RED FLEET		
Chris Au	HMS Howe	2765 (sunk, sortie 2)
Dave Au	HMS Revenge	970
Tim Beckett	HMS Lion	1575 (sunk, sortie 1)
Randy Heuton	DKM Lutzow	2164 (sunk twice)
Troy Young	USS St. Louis	1145 (sunk, sortie 2)
Jim Pate	USS Gearing	0

It appears that the Red Fleet was plagued by pump problems in the first battle, giving the Yellow Fleet a victory.... 8619 to 5195.

Saturday afternoon, Fleet Battle # 2. For this event, Admirals Au and Pearce stepped down and turned command over to new Admirals James Foster and Jim Pate. The two new commanders also shuffled the fleets a bit to see if it made things any more interesting. The battling gave results as follows:

Surrounded by the fleets, Willard Adams recovers his USS Mississippi from the shallow bottom of Ritter Springs Lake.



YELLOW FLEET

Chris Pearce	USS North Carolina	1560
Bob Eakin	HMS Valiant	870
Dave Au	HMS Revenge	1045
James Foster	SS Sverige	250
Randy Heuton	DKM Lutzow	810 (withdrew)
Willard Adams	USS Mississippi	710 (sunk, sortie 1)

RED FLEET

Chris Au	HMS Howe	2125
Frank Whitsell	USS North Carolina	1420
Brian Eliassen	USS Tennessee	1565
Tim Beckett	HMS Lion	420
Chris Groissant	USS Savannah	1275 (sunk, sortie 1)
Troy Young	USS St. Louis	1020 (sunk, sortie 1)
Jim Pate	USS Gearing	50

In Fleet Battle #2, the Yellow Fleet again comes out ahead with a score of 7575 to 5245.

On Sunday morning, Admirals Foster and Pate again do a bit of minor shuffling. Yours truly elected to battle on Sunday with Fosters Sverige, while he fell back to his French cruiser. In a repeat of last falls event, Brian Eliassen had to withdraw before the start of battle due to an "un-fixable" mechanical problem inside the USS Tennessee.

YELLOW FLEET

Chris Au	HMS Howe	480
Bob Eakin	HMS Valiant	2000
Dave Au	HMS Revenge	2820 (sunk, sortie 2)
Chris Groissant	USS Savannah	830 (sunk, sortie 1)
Randy Heuton	DKM Lutzow	2125 (sunk twice)
James Foster	FS G. Leygues	375
Willard Adams	DMB Volta	10

RED FLEET

Chris Pearce	USS North Carolina	2075
Frank Whitsell	USS North Carolina	2270 (sunk sortie 1)
Tim Beckett	HMS Lion	830
Troy Young	USS St. Louis	965
Steve Milholland	SS Sverige	220
Jim Pate	USS Gearing	70

Fluegelize Your Fleet

by Curly Barrett When I first got involved in this hobby in 1984, I heard of unreliable ships and hours of struggling on get them on the water. I also heard of a great thinker-a world leader-who would drastically change the course of the hobby which he helped to start. That man was D.W. Fluegel, and he conceived of a master plan for putting fun into the hobby. Fluegelize the fleet. Webster's Unprinted Dictionary describes Fluegelize as: the act of improving towards total efficiency; the act of perfecting; striving for convenience.

Fluegelizing a fleet is done ship by ship, and it is the responsibility of each captain to Fluegelize their boat. The goal of "total Fluegelization" is huge, but when attacked individually, it is achievable. The concept of Fluegelizing a ship is simple: fix, change or rebuild any system, area or device that is inconvenient in the slightest. The great Fluegel himself once counseled me to keep a notebook or post-it pad handy at the dockyard to make a note of every little thing that was inconvenient, time consuming or otherwise detracting from the fun of the hobby. Then, when I return to the dockyard, I had a list of the things that bothered me so much that I wrote them down. I fixed or attempted to fix these things before going back out to the pond. This made my life and my hobby much better. Each time I went, I had a list. Each time I went, the hobby was noticeably more enjoyable than the previous outing. And my ship got reliable as I went. Here are just some of the things I wrote down as I Fluegelized the Lutzow: * New deck-latch-down system-eliminate the 12-screw method* Add foam padding to the boat box to lay boat on* Radio on/off switch accessible from the exterior of hull* Wrap gun magazines with protective rubber* Radio on/off switch protected against BB fire* Top mast on spring for loading in Chevette* Magazine fill ports accessible from gun turret* Poppet valve test button in turret for each gun * Protective screening for pump* Remember to fill BBs at home before battle* Posts in hull to keep battery from sliding* Add weed-proof wire in front of props* Remove weed-proof wire in front of props* Add one-touch deck-latch-down system* Add quick connection for all wiring* Get basting bulb for water removal* Get extending magnet for BB removal.... Each day at the lake produced at least four items to fix. The Lutzow had a total of 92 items addressed over the course of a year. The end result was a boat that was easy to prepare, easy to use and easy to fix up later. The Lutzow became fully Fluegelized in June of 1990 and served me well for four more years with little to no work! I had a cruiser that was easy to use, fun to battle and had no quirks or problems that I felt needed to be fixed-Fluegelizing works!

So take notes, find problems and above all else-Fluegelize your ships!

Curly Barrett

Continued

This time the Red Fleet managed to come out the victors. The score was Red 8640, Yellow 6430. Rookie Troy Young was ecstatic that his cruiser survived both sorties of the last battle of the event. This because he had discovered late Saturday night that his bilge pump had been wired with reverse polarity. It pumped, but not enough to keep it afloat during the first two battles. A rookie gets a "learning experience".

After a short wait while the host/CD figured the final scores, awards were given out as follows:

High score for classes 1-2-3	James Foster
High score for classes 4-5	Bob Eakin
High score for class 6	Chris Pearce
Best of Scale	Jim Pate.... USS Gearing
Most Mangled Ship	Chris Au.... HMS Howe

Those battlers not receiving awards participated in a drawing for prizes provided by the magnanimous and generous owner of SWAMPWORKS. Items such as balsa sheeting, Sig-Ment, safety glasses, props, and motors were some of the useful things that were available for the choosing.

All in all the 1997 Spring Ozarks BB Fest was a very good event. Good battling, good ships, and good fellowship combined to make a memorable weekend for all concerned.

I'd like to thank all those who attended for their cooperation and participation. I hope to see all of you, along with some new faces, at our Fall event to be held here in September.

See ya' at Nats.
Steve Milholland

Where have all the flowers gone?

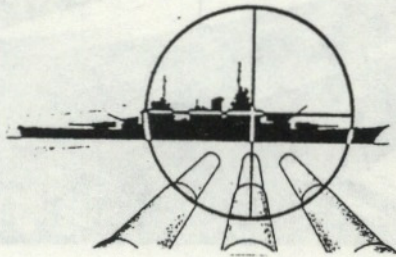
By M.W.D.

I recall an article awhile back about where all the rookies have gone and I think the real question should be where have all the old timers gone. When a rookie gets into the hobby they really don't know that this is for them until they have started building a ship and in some cases faught it a few times. Some guys never make it to their first battle. The building and aintenance are too much. The guys that do battle sometimes decide that they really don't want to get their boat shot up. No harm done! You will never know until you

try it. Considering the way the veteran battlers normally show no mercy when they concentrate on sinking the new guys I am not surprised there are not many new guys that hang around. Now the old timers, now that's another question all together. I wonder why guys that stay in the hobby for five or ten or even more years just one day fade away. I can understand it if they had to move out west and several other common sense reasons like that but the hobby has lost several members that just dropped out of the hobby.

I recall someone in the club saying that the club was healthy and growing not too long ago. Well the company that I work for says they are healthy because

there are plenty of employees but the numbers are misleading because most of the people are new and the experienced people have moved on. I look back to the days when we where all friends and not just a bunch of combatants and I can't help but wonder why the hobby has lost people like Dan Hamilton, and Tom Jass who put their all into the club. When they weren't C.D. they ere club President or site host. I miss Tom and I was let down to see someone's answer to the questionare in hull buster concerning axis/allied teams about who cares since Tom is gone. I think that was pretty inconsiderate on the part of the questioned, and in bad taste on the part of the editor.



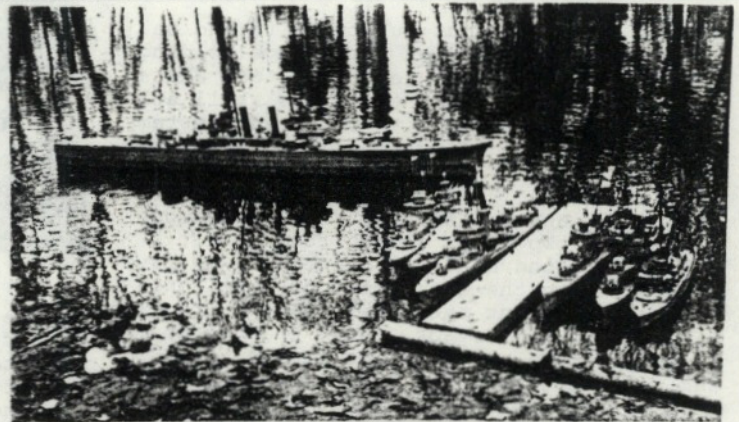
News From the Great Northwest!

BBs fly in Yakims! Ships pump water!

A mild spring saturday saw a gathering of heavy metal in progress. This was put together by Keith Sargent, Tom Pounder, & Mike Collins for all the R/C combat types. Two different groups would attend, The Queens Own in 1/72 scale and the 1/144 scale by the Baker Battle Squadron and the Cascade Column. From Queens Own
Cliff Shaw--Shaw DD--Rotating stern gun
Paul Flemming--Battle Class DD--Twin sterns
Tom Pounder--Flower Class Corvett
Keith Sargent--Benham DD&Saint Louis Cl
Mike Collins-- Ellet DD
John Perfect--Battle Class DD

For 1/144

Keith Sargent--Itlain Montecuccoli Ca
FNS LeTerrible DD



Al Schumer--HMS Invincible BC
--DKM Lutsow Ca
Buddy Friend--USS Oregon City Ca
--FNS Glorie Cl

John Van Valkenburg, John Carter also came but their ships were not yet ready but they are all a great bunch of guys!

The pond was kind of pop bottle shaped with it baseicaly runing east and west. Nice gradual sloope with a mud sand bottom. A mild current in the middle to add a challeng. Two things were set up, a nice docks and a speed coruse with bouys. The idea was to run around the course and then dock, the one with the best time wins. But there was so many thngs to look at that it was late befor the

Choose Your Fights

by Tundra Teddy

This is the battle report for the last battle of the 1996 season for the Port Polar Bear Club in Minnesota. This battle report is coming in very late, but the lesson to be learned is timeless! The captains and ships present include: Ron Horbul and his Moltke, Larry Dahl and his Tiger, Danny Barrett and his South Dakota, and Curly Barrett and his Konig. The sides looked perfect for an Axis Vs Allied battle, but the criminal mind of Danny Barrett had a plan....

Danny Barrett, cousin and lifelong adversary of Curly Barrett, begrudged the Axis domination of the northern waters and loathed the Prime Minister of Axis Propaganda, Curly Barrett. With hatred in his heart and BBs in his guns, Danny set to work forming a revolt that would pit Axis against Axis!

Danny began a "Get Curly" campaign a few weeks prior to the battle, making up

stories in an effort to rally the troops and gain support from his comrades. He even falsified photos and battle reports to sway the otherwise loyal Axis captains against Curly. Danny was in an all-out war to sink Curly! The captains arrived at the pond on a beautiful Saturday afternoon. Danny gleeful prepared his 5-year-old rookie battleship. As the other captains arrived, winks and nods foretold of a sting operation under ay. As ship preparedness approached an end, it was announced that it was going to be everyone against Curly! "You're gonna have a whole Minnesota Winter to dwell on your wretched little Konig sinking!" The other captains all agreed that those sides sounded fun, so the battlers buckled down the decks and headed for the lake shore.

From where I sit up in the mast of the Konig, this "polar bear extraordinaire" has a great view of the decks of the Konig. I was surprised to see that, although German ships were now firing on each other, the men aboard the Konig were happy and energetic as they manned their stations. They smelled blood-they smelled victory! As Danny and his lynch mob

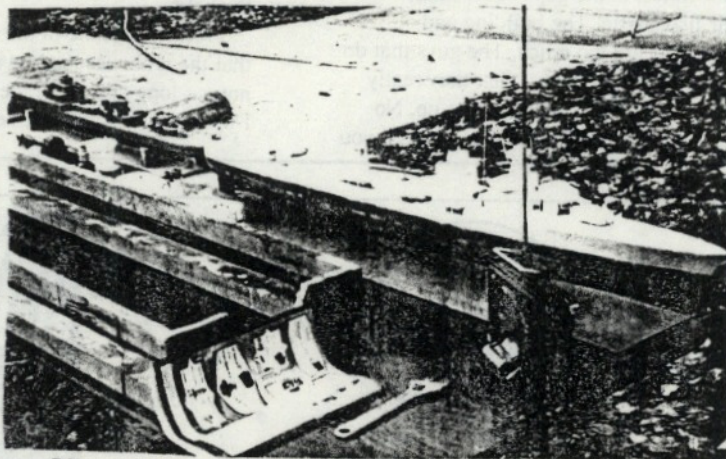
gathered in the middle of the pond, the Konig took up its familiar pose at the feet of the battlers-in close where the battle could be seen. "Let's battle!" was still echoing across the pond as the three ships steamed toward the overwhelmed Konig. But Danny's plan of a revolt and overthrow was about to go awry... The Konig had decided that, while sinking was certainly an option, the main goal of this battle was to teach Danny a lesson-even at the cost of sinking! Danny had made a bad decision and would have to pay the consequence for it. The Allied bow guns fired at the Konig as it sailed out to meet the superior forces. Cutting hard to port, the Konig took a few long-range bow shots, but put himself on the outside of the three abreast. The South Dakota was blocking his two cohorts from joining the fray. Meanwhile, the Konig was enjoying the one-to-one attention he was able to give Danny. Danny began to panic! The Moltke and Tiger attempted to approach the Konig, indful of the Konig's side mounts and often blocked out of the battle by the overzealous South Dakota. The Konig was taking damage as evidenced by the pump lighting up. With Curly and

course was getting run. Also a target for gun partice was set up for guys to take turns at. Most of the ships had no problem with the speed course except when I went to run the Glorie she had a loud grinding noise and then a puff of smoke, one dead gear and motor! No spars had been brought so that was the week end for this ship!

A great lunch was put out by Keith and he had also managed to get some large folding wood tables for us to set up on too! Whata great guy! After lunch there was still a lot of talking and looking at different systems. I was itching to sling some lead and Keith was too!

The Monte. and Ore.City set sail to do battle. As the two shprs closed the Ore.City fired and found Mont. in range, four to five BBs tore into the Monte. bow and side, Monte returned fire but the fire from the Ore.City was getting Rather Hot. Monte. changed course to escape with Ore.City hot on its tail. Suddenly Ore.City stopped dead in the water, reverse was ordered but nothing happened! Monte. came along side to give a push but could not move Ore.City! Cliff Shaw wadded out to help and found that the ship had managed to get both props and rudder wrapped in a sunken tree with alots of gunk! Both ships put in for quick repaires and returned to battle. This time saw Monte. more aggressive as it opened up first, Ore.City soon had the Monte. in range, opened on the starboard side with quick results as Monte started pumping hard. Both ships circled for head on, Ore. City opened first hitting port bow and gun turrets on Monte. A quick exchange of fire and Monte. changed course but its stern gun seem to be haveing problems soon the bow was discovered to be in trouble too!

A cease fire was called and Monte. put into shore to find the problems. First the regul ator had moved and allowed liquid to freeze it, second dirty mags had boked the BBs. Ore. City patched then challenged one of the



72 scale to combat.

The answer came from Paul Flemming who saile forth with his Battle DD. Both ships met on t water in a turning war for the best shots . Battle drew blood first with its longer gun range. Ore.City was hit in bow and midships. A quick turn and a s move gave cleanshots at Battles mid and rear sections. Battle returne with a helping of dual sterns in OreCitys rear. You could call this a real nail bitter, for both ships were giveing and getting dam age. Ore City had better speed and used its advantage to cut Battle off in a turn pumpin several rounds point blank in to the DDs bow and mid sections. Both ships started pumping just as all ammo was spent. Battle had not go off lightly but Ore.City had some large hole from the larger calibre BBs . Many of the other Captains came by for look sees and en joyed the tough battle skills of both Cpts.

Others then tried to solve different problem they were haveing and try out new sytems. A lot were new ships and others were getting ready for a big show in Seattle the followir weekend. The Queens Own managed to get most of their group together for a photo, that was

Danny locking it up with a vengeance, Larry and Ron were taking very little damage. About eight minutes into the battle, it was painfully obvious that the big American battleship was not going to make it back to port. It got lower and lower in the water, protected valiantly by the firepower of the Tiger and the Moltke-but the damage had already been done. The once-proud leader of the northern revolt was sliding beneath the cold waves. The oom-pah band aboard the Konig chimed in with Under the Sea from The Little Mermaid...the giant ship listed slightly to port, backed gracefully away from the fight, bowed its head-and it was over. MAN IN THE WATER! After Danny sheepishly retrieved his soggy, perforated vessel from the murky mire that the Allied captains have become so familiar with, he returned to the dockyard to patch and repair. The battle raged on, with the faster, more maneuverable Tiger and Moltke doing as they pleased to the "glacier-fast" Konig. Peppered, but alive, the Konig cleared his five minutes and returned safely to shore.

I could see the grin on Curly's face as he went to see Danny's ship, which had departed early in this two-sortie event. But

Danny just grinned a Grinch-like grin and said, "I bear you no malice!" He wanted revenge and he wanted it now! It was clear to Curly that Danny had learned nothing! Where do the Allies find captains with this kind of mindless blood lust? All of the captain's agreed that Danny could patch everything and join up in the second sortie-good as new! Danny began to repair his ship...31 above, 3 on and 18 below. The other captain's sat and chatted as they prepared for the second sortie. The Konig had 15 above, 2 on and 5 below. The Tiger and Moltke were barely touched, probably taking more "friendly fire" damage than enemy damage.

The second sortie began with Danny yelling, "Avenge me!" Again, the three ships closed on the little Konig. Again the Konig narrowed its sights on the rebellious South Dakota...This time it took almost 12 minutes, but it was very definite-Danny was going to sink again! The oom-pah band was just able to strike up So Long, It's Been Good To Know Ya! before the South Dakota went submersible. Danny was fuming as he splashed out into the now-familiar muck

and mire to find the shattered remains of his once-majestic boat. "Shoulda thought to turn that darned pump on!" he mumbled as he stumbled through the water. Ron and Larry had all they could do to keep from laughing at their colleague's plight.

The remainder of the battle was spent on five, with much talk of Danny's failed attempts at crushing Curly. Danny would have all winter to devise a bigger, better plan, but for now, he would have to slob back to his car and tuck his tail under as he drove off for the end of the season. The lesson Danny may have learned (sha-right!) is that the Allied "war machine" needs a little more oiling. And while the squeaky wheel gets oiled, the leader of the revolution just gets shot! Pick your battles carefully, and never underestimate your foes. Most of all, if you start a revolution, make sure it's not perceived as your idea! Blame someone else! This grudge match is far from over, and it is just a matter of time before Danny gets a break and sinks Curly...but until then they'll be drinking champagne on the decks of the Konig!

-stay tuned for more battle reports from Port Polar Bear. Tundra Teddy
barre010@tc.umn.edu

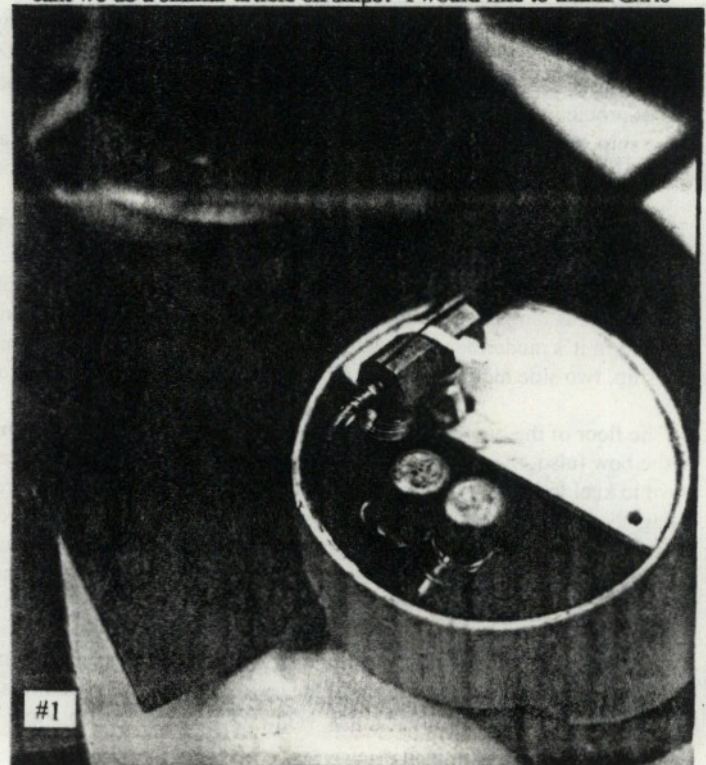
great!

Sunday most of the group could only come for Saturday so we were down to four capt's. It was decided this would be a free for all. The ships available were Benham, Ellet, Ore. City. They met on the pond, Ellet fired the first shots, Ore City soon replied with accurate fire pumped into mid sections as Ellet turned to fire on Benham. Ore. City followed and pumped 8 rounds into Benham, also got a nice set of holes from Ellet in the process. The ships then circled picking shots when Ellet started losing speed, she was showered by Benham first who then moved off by fire from Ore City. Who then unloaded heavily into Ellet. Ellet gamely tried to return fire. All ships put in shortly for rearm. 2nd sortie found Ellet pumping so Ore. City concentrating on Benham with quick results as this ship started pumping hard. Benham and Ore. City set about in a slug fest a couple of times as Ellet took shots on the outside. Ellet soon startled everyone when a gas line suddenly blew making everyone jump! 3rd sortie saw lots of holes in all ships as they were rearmed and set sail again. Ore. City closed and opened up on Ellet first to discover front gun misfire sending multiple BBs into bow and forward areas, pieces fly off! Benham attacks the other side at the same time then gets a taste of multiples as Ellet limps away going down. Ellet just makes shore and grounds with pump working overtime. Benham and Ore. City again in a turning war when Ore. City fires multiple tearing large pieces off of superstructure. Front gun now empty she uses her speed and cuts off Benham taking 7 to 8 in mid sections and returns with stern gunning bow hits that gives Benham a slight list as pumps light off on all ships as ammo is expelled. With that it was declared a day. Everyone had a great time. Hoping to see the new ships finished and ready for action in the fall Regionals!

The Guts of A Ship.

By D.W. Fluegel

The motivation behind this article is the goal I have of having photos or drawings or anything besides only text on each page of Hull Busters. It seems I was missing this goal to badly so I came up with this article. I have a secret dream that this could become a regular type article. Car magazines feature a specific car, why cant we do a similar article on ships? I would like to thank Chris



Official Rule Proposals

Supported by (variously): Chris Au, Jim Pate, Brian Eliassen, Ron Thibault,
Chris Pearce, Dave Au, Joe Kutz, Bob Eakin, George Goff, Steve Baker, and others(?!)

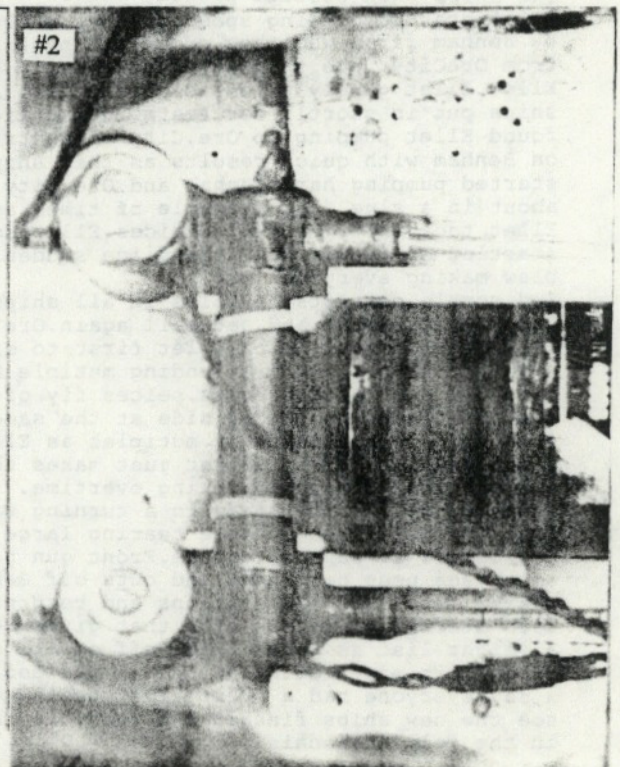
- 1) All points scored against rookies at the Annual Championship count for 50% of those scored against veterans. (A rookie is defined as a battler whose first sanctioned event was attended since the previous Annual Championship.)
Reason: This would reduce the pressure on rookies attending their first Nats, and would allow them to enjoy it more, without having to worry so much about being picked out as an 'easy target'.
- 2) Eliminate "Double Votes" for Nats attendees.
Reason: Since our hobby is growing, and there are more battlers who are exposed to and familiar with our rules through sanctioned regionals, and since the Nats battlers already get an extra vote because they determine what goes on the ballot in the first place, it would be nice to give those other battlers an equal voice in the hobby.
- 3) Single ruddered ships get a 30% size increase.
Reason: Dual ruddered ships currently have a significant (and possibly unfair) advantage due to their increased rudder area. Increasing the rudder area of single ruddered ships would help rectify this inequity.
- 4) Increase Bismark to 7 units, Hood to 6 units, Renown and Alaska to 5 units.
Reason: If we're finally going to admit that some ships need a little extra help (in the form of units), due to their incredible size, then perhaps we should also help out some of the other ships which have been notoriously under-gunned by our current rules.
- 5) Eliminate Campaign Lite and all other forms of Campaign perversions completely.
Reason: Cam-Pain, as it's come to be called, isn't a great deal of fun - why not get rid of it?
Or, alternatively:
 - 6) Modify Campaign Lite so that it is essentially a two sortie fleet battle with the following features:
 - a) In any given sortie, a Captain may initially launch either their primary warship, or a convoy ship. All primary warships must be launched at the start of the sortie, all convoy ships must be launched within 5 minutes of the start of the sortie, and must immediately begin a return trip after reaching the forward base. A Captain who elects to sail a convoy ship may, after the convoy mission is completed, elect to launch a secondary warship (3 units or less) within 5 minutes of the completion of the convoy run. The sortie then continues as a normal fleet battle until completed.
 - b) Between sorties, warships are counted for damage, and convoy missions, sinks and targets are totaled, but damage against convoy ships is not counted.
 - c) The second sortie is structured as the first, except that Captains may elect to change from their primary warship to a convoy ship, or vice versa. No penalties will be assessed for withdrawals.

Pearce for his candor with me in this article. There is something healthy about sharing ideas with the "enemy". I think full disclosure of technology has long been the tradition in this hobby, and could be a measure of the health of the hobby. Lots of secrets, lots of problem. Lots of sharing, lot of healthy fun.

The ship is the North Carolina. No superstructure shots were taken, as it is a month before Nats and this is the time when we annually clean up our ships for the "big battle" as there are no battles left until Nats.

Historically, this model was originally constructed by Willard Adams in 1993 (Missouri). I believe it is his first ship after his rookie cruiser class ship. Jay Edwards purchased the ship and loaned it to Chris Pierce with the agreement that Chris could use the ship as long as he fixed it up. Jay would reimburse Chris for any costs he incurred in it's modernization. Already this model has an interesting history. It is a 6 unit ship, two side mounts devided between turret A and B, one pump and triple stern guns.

The floor of the bow has a area built up about 1" to keep water from sinking the ship by the bow (also, the pump is it the stern half). This built up area gracefully slopes down to keel level about mid way beneath the first turret. The first turret has one gun facing about 60 degrees to the port and deelevated (photo #1). The next turret is about 60 degrees to the starboard and is also downwerdly elevated (would that be better said negatively elevated?). Both guns are convieitly reloaded from the second barbed, and all guns have fixed elevation. Cable ties secure the breach area of the gun, and additional cables secure the magazines beneath the deck. All magazines are armored with black 1/4th inch "cable rap", obtainable at radio shack. This is redundant armament as the hull has a "Lexan" armor attached to the inside surface of the hull ribs. The source of the material is two-liter Coke bottles, about 8 bottles for this ship and it will last



d) Change sink and mission value for convoy ships to:

Ship Length	run forward	return	sink
under20"	100	200	100
20-35"	300	500	200
35-60"	500	700	400
60"+	800	1000	4000

Reason: Cam-Pain, as it currently exists, is not fun. Mostly, it's just 55 minutes of waiting and roasting in the sun, followed by 5 minutes of frenzied activity. This would restructure the battle so that the action would get started quickly, and would proceed in a more normal "fleet battle" styled pace, which would be more exciting and enjoyable for those involved. This would also restructure the point value of convoy ships so that the most valuable ships in Campaign, just as in real war, were the medium size ships, while the smaller ships didn't make much of a difference, and the huge liners were simply too valuable to risk in an active war zone.

7) Allow Heavy Cruisers (post 1922) to go 23 seconds.

Reason: Since we've increased the speed of many shorter and more maneuverable battleships and battlecruisers, with sidemounts, the heavy cruiser class has been killed, due to the fact that they can't either out-run, out-gun, or out-maneuver the fast battleships. Giving these ships (which are usually built by rookies) an extra second of speed would help them compete and make them more enjoyable for beginning battlers.

8) Eliminate the office of Frequency Czar and assign the duties to the Vice Presidential office.

Reason: Currently, the Vice President has an E-Board vote, and almost no duties. The Frequency Czar has no vote, and a lot of duties. Why not give the Vice President some work to do and make him earn his vote?

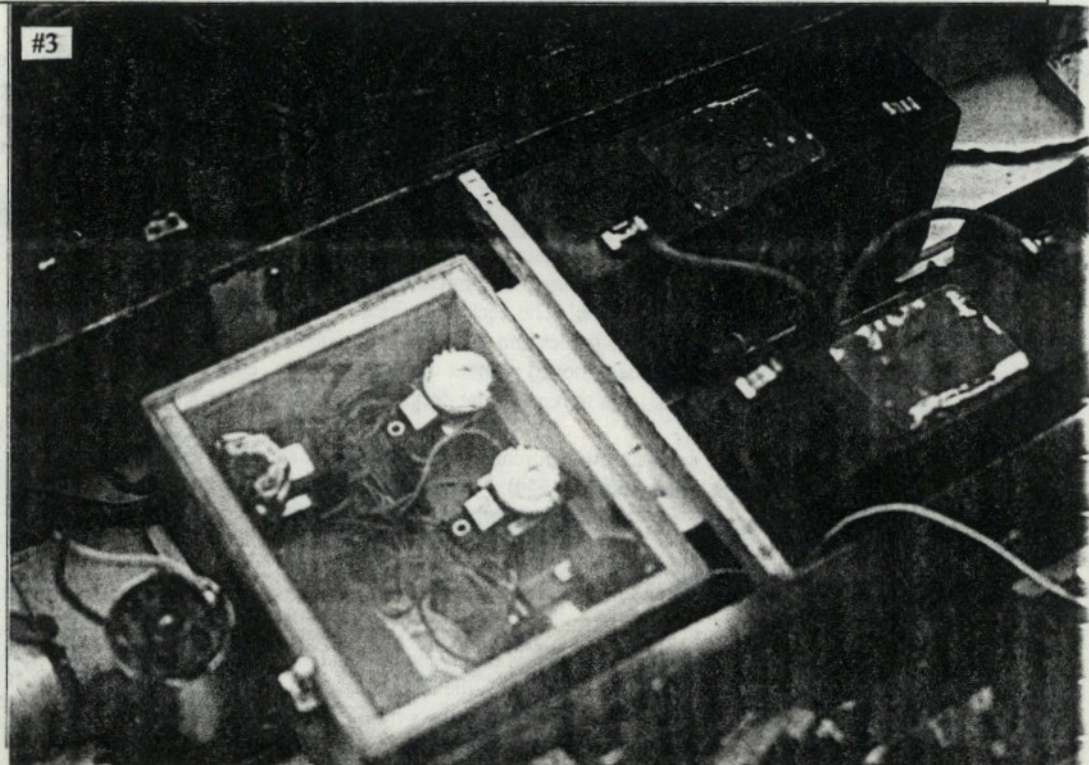
9) Change II. H. 7 to the following:

Classes 4,5,6 and 7 may have sidemounted cannons (any cannon which is angled more than 15 degrees from the longitudinal centerline of the model). Warships in these classes are allowed sidemounts as follows:

- a. Ships under 720': These ships may carry a maximum of two sidemount cannons with a maximum of one firing cannon covering any specific side. On these ships, one specific fixed quadrant shall be left unarmed at all times. The definition of quadrants are: forward and stern quadrants are 30 degree segments arranged 15 degrees either side of the ship's longitudinal centerline; side quadrants are those extending from the end of the bow quadrant to the beginning of the stern quadrant on either side.
- b. Ships between 720' and 850' and Rodney class: These ships may carry a maximum of three sidemount cannons with a maximum of two firing cannons covering a specific side. When two cannons are firing into the same quadrant, they must be in separate turrets. All quadrants may be covered.
- c. Ships greater than 850' and the Richelieu class: These ships may carry a maximum of four sidemount cannons with a maximum of two firing cannons covering any specific side. When two cannons are firing into the same quadrant, they may be mounted in a

essentially forever.

The guns are fired by Kip brand solenoids (photo #2). They are mounted coil end up in the bow by their 10/32nd intake fitting to one of two accumulator tanks (this tank is made of 1/2" brass, approximately 3" long). The barbed fitting is soldered to the accumulator tank and screwed to the solenoid using a special nylon washer (DuBrow brand). These Kip solenoids are "good ones" in contrast to some of the "bad ones" that can be purchased from Kip. Kips quality control is not to ridged. The "goods ones" as Chris refers to them, are most likely obtained when large orders are placed, like 25 or 40 solenoids (at ~\$32 each). The Au brothers placed such an order, and that is the source of Chris's solenoids. Of the last three I purchased from the Kip factory, two were bad. I wonder if there intentionally discouraging small



single turret. All quadrants may be covered.

d. Rotating turrets are allowed on classes 4-7 provided that they do not violate the above restrictions.

e. Side mounted (broadside) cannons may not be down angled more than 20 degrees measured from the horizon.

Reason: This proposal is intended to clarify the current incomprehensible mess which is our sidemount rules. This proposal clearly states for each group of ships how many sidemounts it gets, where it can put them, and how they can be mounted (i.e. together, or in separate turrets).

Rule proposal

Herr DW, I believe I'm to confirm my support for the rule proposals of Chris Pearce & Brian Ellisson. This is to confirm that support:

1. All points scored against rookies.....
2. Eliminate "double votes".....

3. Single rudder ships.....
4. Increase Bismark.....
5. Eliminate Campaign.....
6. Modify Campaign.....
7. Heavy Cruisers get.....
8. Change II. H. 7.....

Thanks, Bob Eakin "Future Most Feared Allied"

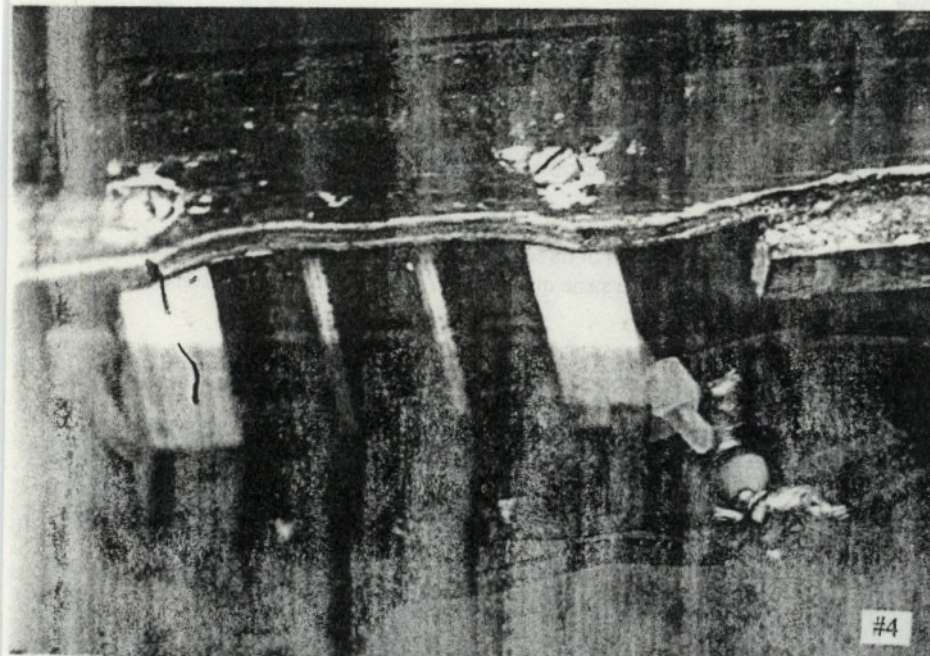
orders by sending those orders "seconds"? About 3.5 pounds (total) of lead-shot are located on either side of the large (9 ounce) CO2 tank. The CO2 tank is filled every sortie because Chris said his guns were "gas sucking pigs"! The solenoids use Dean brand plugs..

The regulator is a stock William brothers 140 pound regulator, obtainable from Swampworks. It is located between the two batteries, behind the CO2 tank, and in front of the water tight box.

The ship carries 22 amps and uses two 6 volt gel cells (**Photo #3**).

The **water tight box** is a homemade wood box. The size of the box is "as small as possible yet reasonable". Each wire enters via its own

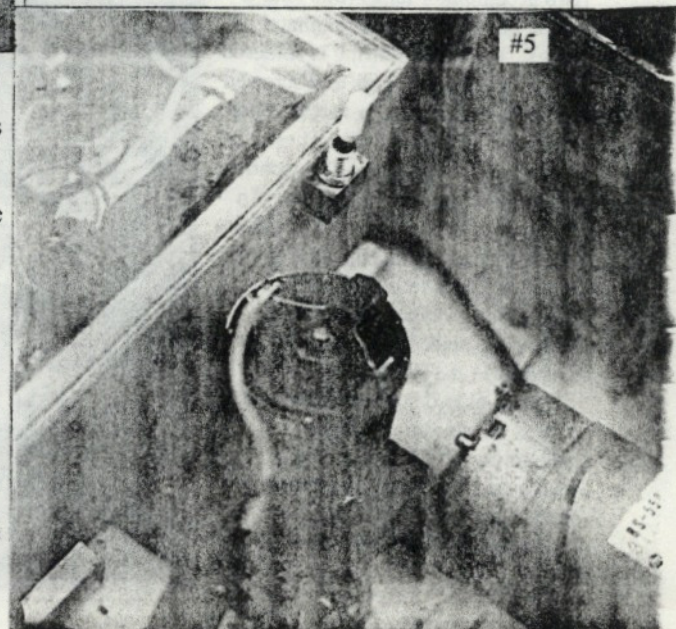
hole, and is sealed with super jet glew (CA). The 1/8th inch plexie glass lid rests on a wood surface, and is also "fenced" (surrounded...) in by a wood surface. It is opened by using an exacto blade to cut the bead of silicon (or RTV). No gas lines or linkages exit the box, only electrical wires. The box has a Radio Shack two position toggle switch to turn on the radio receiver, I wonder why Chris did not use the switch that come with the radio? The radio is powered by the 6 volt propulsion batteries, so the customary "receiver pack" is not on board. Inside the box are four "Hobbyco Commander micro CS11" servos. The Guns are fired by these servos using Radio Shack micro switches with rollers. The switch is activated using modified servo wheels as cams. The switches are glued to the sides of the servo and the cam rides over the switch roller, activating the switch. The advantage of using this type system is that if the servo rotates to far, nothing is broken. To test fire the stern guns one at a time, without using the radio, three micro switches are conveniently located on the

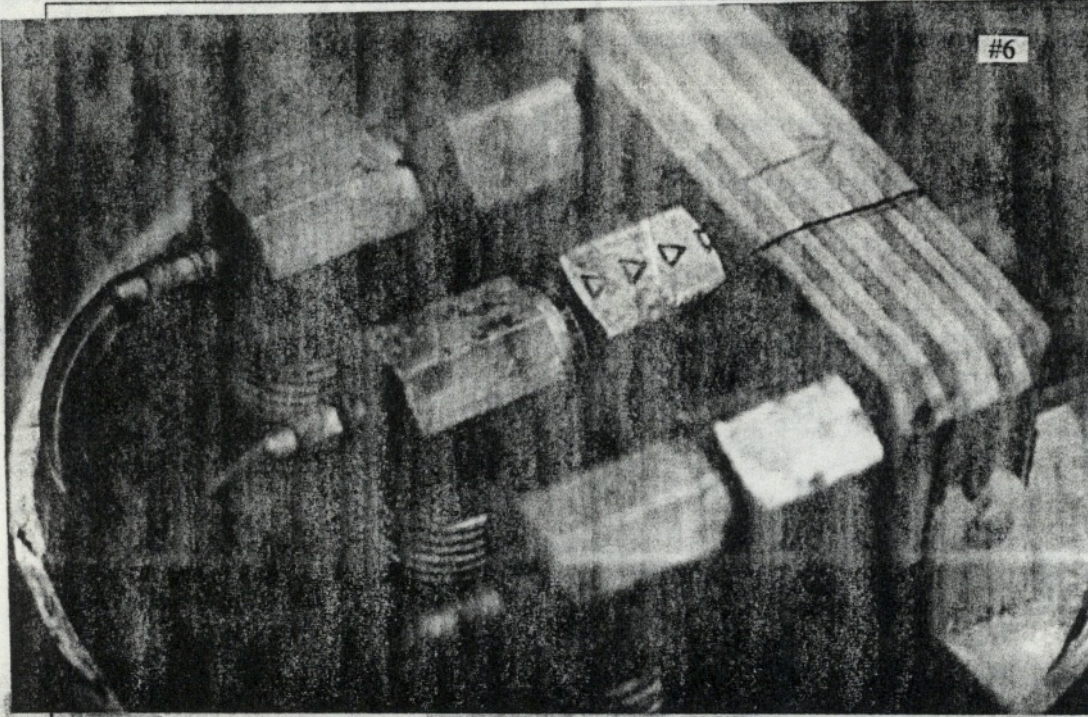


starboard water tight deck rim (**photo #4**). A capacitor (0.047) and diode are used to keep "kick back" minimized to the radio. The levers of the micro switches have been removed. The deck seal is only wood, no silicon! The deck is divided into three parts with the bow and stern decks secured to the subdeck rim, using screws. The mid deck rests tightly between these decks and can be removed without the use of screws. This allows beebie reloads without the use of tools to remove the decks. The superstructure defines the size of the mid-deck..

The **pump** switch is rated at 10 amps and was purchased at an electronic surplus store. The pump motor is a Tomya brans stock 05 (540). "There good, there cheep, there powerful, and they have a good amount of power for their current" (**Photo #5**). The pump is pretty standard, "I stoled most of my ideas from Jass and Foster". The pump will pump about 2 gallons a minute and use 9 amps. Chris and Jim have made about 20 cast pumps, they really look nice!

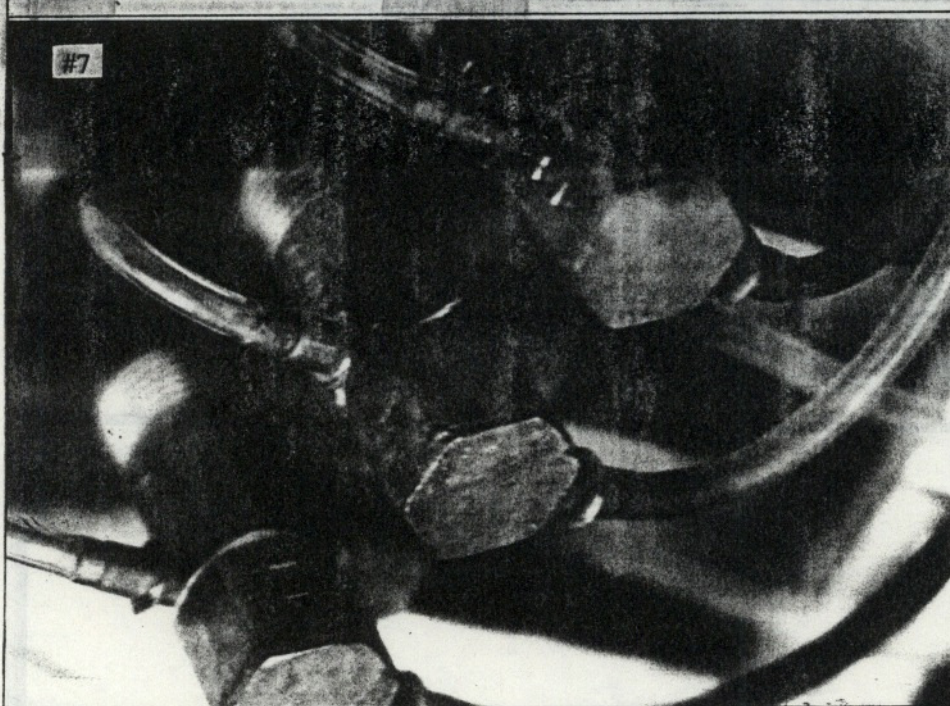
The **propulsion** motors are mounted using a Traxxis brand gear mounts, reinforced with an aluminum plate on its back and then bent beneath the mount to act as a heat sink. There is also a piece of aluminum inside to keep the screws from pulling through the plastic. The gears are an 11 tooth penion gear (race car type), and a 28 tooth gear,





faster. The motors are like the 75cent motors currently available from H&H surplus (1-800-646-8001 (?)). These specific motors are no longer available, they are 6 volt as is the pump and radio. The props are "exact miniature" brand 1.75 inch. Only the middle two props are powerd, the outer two are "drag props".

The gun breach has an extra hose, the Gerrett modification of Jim's bypass system. "They don't make a lot of difference in gun performance, there just gas sucking pigs, but they don't hurt anything" (**photo #6**) in Chris's words. **Photo #7** shows where this gas hose originates, just below the piston when the piston is in its up position. Also, at that up position is located the gas line that pressurizes the magazine. Both these lines are positioned in an uncommon location.. I like this idea and will incorporate it into my ship



next year, it should reduce spurts and "double firings". Traditionally this line (to pressurize the magazine) originates from the bottom of the tee, where the gas enters the tee's bottom "cap". Jim said "It makes the piston act as a valve to the bypass". The barrels are stainless steel, and are replaced every year. No "armor" is used to prolong there life, which in my opinion, makes them look much better. The gun barrel's safety pen is attached by elastic string to keep them away from things they should not get into. The triple stern guns are mounted by securing the barrels into a carefully drilled board, and then the guns are hung by there breach, onto the barrels (**photo #8**). Additional support is provided by a support to securer the ends of the magazines. **Photo #9** shows a lot. These triple stern gun solenoids are also mounted to an accumulator tank, but coil end down this time. The rudder servo is not located in a water tight box , and even though the ship has sunk, no trouble has come from this servo (in does have an o-ring

VOTE FOR WADE **KOEHN FOR VICE PRESIDENT**

I would like to announce my candidacy for Vice President. My qualifications are; Rookie of the Year 1988, two years as Secretary, three years as Contest Director, On site; Site host/Assistant Site Host for three years, three year winner of class 3 High Sortie Average winner, attended seven NATS, contributing authors to Hullbusters, Best Dressed Award winner , an avid tape talker, soon to have E-mail addressed; THANKS LIEF!, and all round fun guy to be around.

I won't be at NATS this year because I started a new job. So I have to nominate myself, Lief and Fluegel said they would nominate me in my absence. Hey, VP is a great job! The Secretary, and Treasure do all the paperwork. The President and CD have to write

articles for Hullbusters every two month, and the VP doesn't do squat. Of course I get to vote as an E-boardl member, and attend deceased foreign leader's funerals; are my suits back from the cleaners yet? As for being CD for three years I have taken enough grief that I think I deserve a cushy job like being the VP; as anyone who has been a CD can tell you. The next time you want to make a complaint to the CD go through your admiral(s), then put yourself in the CD's position. If you think you can do a better job, nominate yourself to be CD the following year.

Anyway I want to be VP. I will do what's best for the hobby, and not what's just best for me and the Axis. **VOTE FOR WADE KOEHN FOR VICE PRESIDENT! THANKS FOR YOUR SUPPORT!**

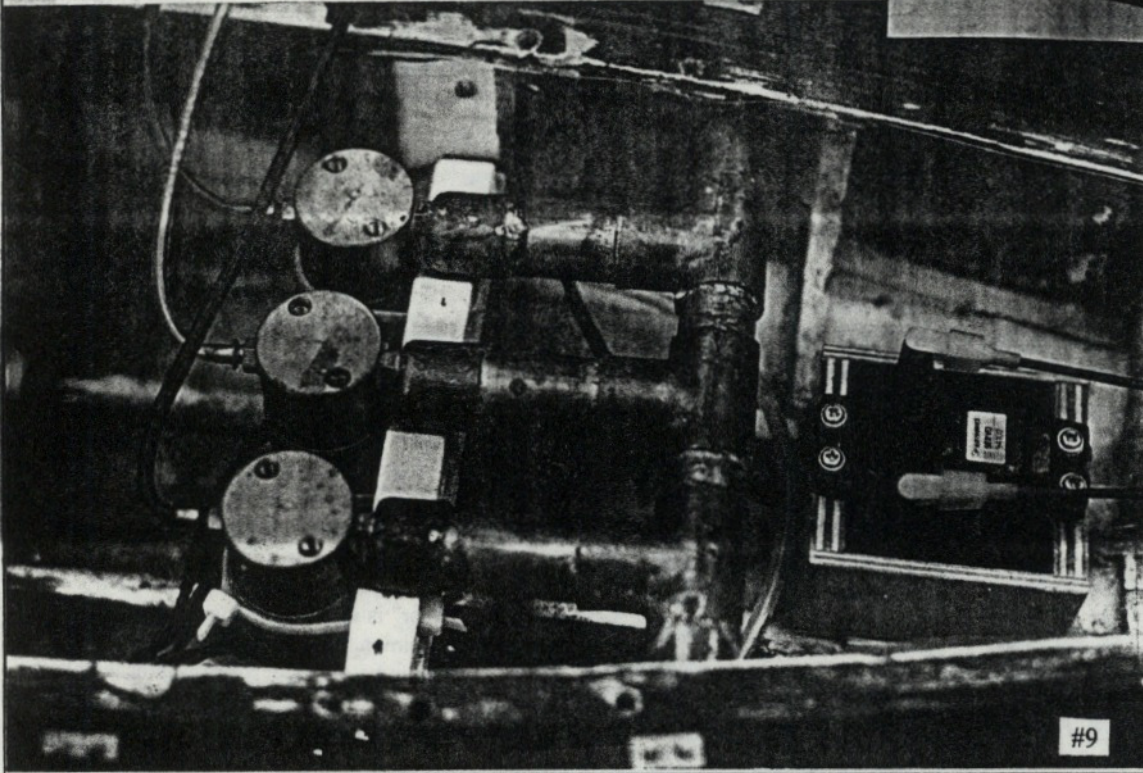
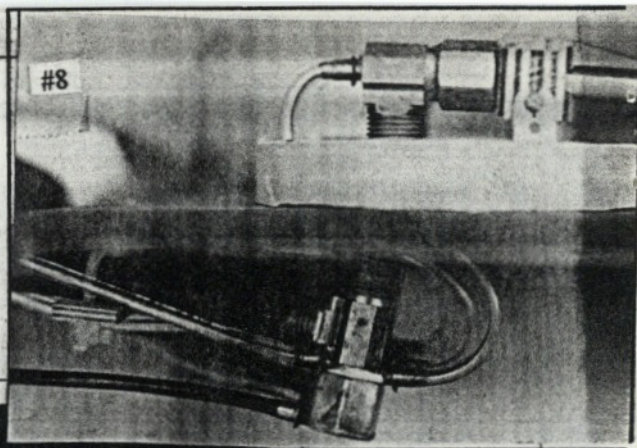
Sincerely, Kissing babies, handing out cigars, and buying votes at \$20 a pop,
Wade Koehn.

under the servo arm to keep water out). Each leakage is attached to a rudder. It looks like the servo is mounted in a box, but this would hold water, so large holes are cut into the base of this "box".

Miscellaneous: The radio antenna is one of those helicopter antennas hidden in the superstructure.

The color of the inside of the ship is white. To remove the water tight box, the regulator, the pump, and the batteries requires less than 5 minutes.

Construction Philosophy: The ship is set up to battle the way Chris likes to battle. His basic philosophy when building a ship is to "make it disgustingly simple and reliable as



possible. Absolutely nothing extraneous to the propose of the ship, everything thought out in advance, and, basically built so I don't have to work on it at Nats".

Next Dead Line is Aug 8th, Friaday. If you send it by E-mail, please use Word, or RTF. My E-mail is df1752@airmail.net

Hull Busters
917 Hudson Dr.
Garland TX
75043

this Is New!

WAGNER FOR VICE PRESIDENT

Wagner for Vice President... I would like to announce my candidacy for Vice President of the United States... I have served in the military and have a strong background in leadership and public service... I am committed to the values of hard work, integrity, and service to the people of the United States... Please vote for Wagner for Vice President on August 8th.