



AN OPEN LETTER TO
JEFF POINDEXTER
PART 2

The reason there are two parts to this letter from Battle Group BB63 to Jeff is simply that the typist is more than a little senile and simply forgot to include this information on the first letter as he was supposed to! We leave it to you to guess who this senile person is.

Anyway, another area of Jeff's proposed plans for the annual championship that we here in Springfield have some objection to is his plan to have a significant proportion of the battling restricted to cruisers only. While we have no objection to a cruiser only battle per se, what we do object to is the fact there is no provision for a capital ship only battle to run simultaneously with the cruiser battles. Jeff said he wanted to be fair, and the club as a whole needed to be fair in it's dealings with it's members. We wonder how any policy or scheduling that has the potential for restricting if not outright preventing any member from participating in a battle simply because he or she was unfortunate enough not to have built the preferred ship type

Jeff must remember that many of the participants at the annual championship travel great distances to attend and simply due to the space limitations in there transportation can only bring one ship. Does Jeff really feel comfortable in causing an involuntary selection of a cruiser by these people regardless of whether they actually wish to bring a cruiser rather than a capital ship? We would not want this responsibility. There is also the case of those members who do not have a cruiser built or handy. Jeff is requiring them to build a ship type they personally may not wish to build simply so their trip down to the annual championship is not wasted. They way Jeff has the schedual set up at present there is a very good chance some of the participants will spend 1/3 or better of their time at the battles as mere spectators rather than the participants they drove thousands of miles to be. What we want to see Jeff do, in the name of FAIRNESS, is to go ahead and schedule cruiser only battles but also schedule to run simultaneously with the

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cruiser only battles capital ship only battles. The Campaign event, again in the name of FAIRNESS, must of necessity be open to ships of all classes and types. We don't want _____ to prevent even ONE captain from participating in all the possible events or participate less than other captains simply because he or she does not have the "acceptable" ship type! In answer to those critics who will say we in Springfield have a vested interest in having the scheduling changed due to the fact we have battleships, are plans for the 1987 season involved all of us having operational cruisers. These cruisers are actually under construction at this time and were planned for prior to any knowledge of the scheduling at the 1987 annual championship. So we would not be affected by Jeff's original plans, and our concerns are simply for the other captains plannig on attending the event.

Battle Group BB63 would also like to make known our wholehearted support for the Executive Board's recent interpretation of the speed regulations in restricting turning systems and outlawing timed relay systems. In fact, we did a little lobbying of the board to try and have them limited! If you had been at Decatur this fall you would have seen how far out of line the situation was becoming with the Vittorio Veneto able to run rings around the Alabama. We were even discussing ways of making the systems even more awsome by increasing the maximum voltage to 30 or 36 volts! It would be just a little odd to have battleships out turning destroyers. Thank you Dirty Dave and the rest of the board for having the guts to correct an unacceptable situation!

submitted by Battle Group BB63

Steve Milholland
James Foster
Jim Lisher

DALLAS MICRO MINI WINTERNATIONALS DAY

By Stan Watkins ONE

Over part of the Christmas holidays (December 29-January 2, 1987), I went to Fluegel's to have a building of battling session (depending on the weather). Fluegel had told the Lides, Tom Harrison, and Paul Parisot that I was comming to battle if possible. Tuesday morning Fluegel, Jeff Lides, and I had gone out for trials prior to the battling. These trials had briefly erupted into hostilities. Jeff was rather cocky but we knew he would need more than the Mikuma to stay with the Lutzow and the Salt Lake City. Jeff said that the Yamoto was ready. The Yamoto fully operational should be a pretty good match for two Cruisers.

The strategy was planned. The Lutzow and Salt Lake City would put in a lot of generalized hull holes in the first sortie (hopefully about 30 to 40). In the second sortie we would concentrate on the Yamoto's bow. With lots of bow holes she would pump herself lower by running and the other generalized holes would be taking on more water as she sank lower. Hopefully near the end of the second sortie she would sink.

So the ships were launched. The Salt Lake City would give alot of respect to the Yamoto. She had managed to put several rounds into the small fast O'Bannon and nationals and the Salt Lake City was a much easier target. The Salt Lake City did have something that the O'Bannon did not have, a pump.

The Lutzow got on the port side of the Yamato and the Salt Lake City was on her Starboard side. We were playing "Ajax and Achilles vs. Graf Spee". Forcing Yamoto to devide her attention. Paul Parasot was running Scot Lides Camcorder. The Lutzow and Salt Lake City were positioning themselves for bow and stern shots on Yamato and trying to avoid coming under fire from Yamotos side mounts. Lots of hits were heard on Yamoto but she seldom had a good shot on either of the Cruisers. After many passes Yamoto's pump fired up. We were hurting her. Soon the Cruisers were on 5 minutes and the Yamoto was not able to effectively pursue. She also went on 5 minutes. The cruisers were not pumping. The 5 expired and the cruisers were pulled from the water. Not a single hit had been scored on the hull of the SLC or the Lutzow. Several superstructure hits were observed including one through the roof of the SLC's #4 turret.

When the Yamoto was pulled out of the water she had 32 hull hits and one on the waterline. Wow, 690 points. The strategy was right on schedule now for the second sortie and those bow holes. Jeff then announced that there would be no second sortie. Another 800 points for declining battle! The total was 1790 points. But was the day's battlig going to end with just one sortie? No! It was time for the Lutzow to battle the Salt Lake City.

AXIS AND ALLIED "Beginner Ships" Slug IT OUT!

The Lutzow and Pensacola plan sets, from Amarillo Scale Warships, have long been recommended for beginners in the hobby. History has tended to support the idea that the Lutzow is a better ship than the Pensacola. The Lutzow can carry 3 more X-cells than the Pensacola but she is slower "by the rules". In this day of high current pumps the battery limitation is a serious problem with the Pensacola. Actually the Pensacola may be so low on battery power that during the second sortie the Lutzow is faster. For this reason a new low current mini "Vortec V6" pump was installed in the Salt Lake City. It has the same "instant priming" characteristics as the 380 powered 7 amp 6 quart/minute Vortec V6 but uses a smaller pump housing and impeller and a "poly packs" motor. The result is a pump that pumps a stream of water 4 to 5 feet high with the screen and 1/8 in outlet installed and draws 2 amps. To further decrease the current consumption, 4 extra poly packs motors were taken to Fluegels house to replace the old dumas 4.8s in the SLC. During the stay in Dallas time was not available to perform the re-engining. The battle was then to be a one sortie only.

The Lutzows guns were shooting hard for the 60 degree temperatures. The Salt Lake City still had the old non-water-bathed 2 inch stainless iron tanks. They cooled rapidly and made the guns shoot weakly. The Lutzow was also much more maneuverable than the SLC.

Fluegel's tactics were to battle in the narrow channel where the Lutzow's superior maneuverability could bring many choice shots on the SLC. Stan's tactics were to stay out in the open waters and try long range high risk shots. The elevation of the SLC needed some adjustment and the guns could not be lowered to hit the water less than 10 feet away.

As the battle began the Lutzow ran far up the channel. The Salt Lake City ran for open water. It would be one of "those battles". Both captains were trying to get the other captain to fight their way. Stan decided that he could back up the channel and get some long range shots on the Lutzow. If Lutzow chose to charge, the SLC could simply race out into open waters again. This tactic was employed with some sucess. A hit or two were heard to impact the Lutzow. Whether hull or superstructure neither captain could know for sure. Fluegel made a few charges toward the SLC and once managed to hit the SLC in the stern with a hit or two. Finally the SLC's stern gun was empty and the stern tactic was not an option any more. Fluegels transmitter batteries were running down. Stan knew that he was in a position to "out wait" Fluegel in this area. On the other hand Fluegel had inflicted known hull hits on the Salt Lake City and could probably declare 5 and run and win. And Fluegel's stern gun was not working just right either. It would sometimes jam and sometimes spurt. But one or more of Stan's "high risk" shots might have made a hull hole or two in the Lutzow. What to do? Stan was taunting, "Come on out and fight!" Fluegel was skeptical. He responded, "Will you really fight if I come out?" Sure, said Stan. So the Lutzow charged out toward the SLC. Meanwhile people on shore were wondering if we were on 5 or what. So the Lutzow and SLC passed each other and Lutzow's stern gun registered hits on the SLC. They turned and attacked again. This duel continued for a while. The SLC's bow gun tank was freezing up and she was shooting fitfully. It looked bad for the "USA" boat. Then suddenly the Lutzows bow crashed into the SLC. The "check ram damage" protest was filed. Both captains doubted that the SLC would make shore before she sank. But as she came closer the fact that her pump was not working gave support to hopes that she might make it. She reached shore and was checked for damage. She was observed to have a large area of hull skin pushed in just in front of her bilge keel. Stan withdrew her from the fight. As he picked her up the mini V6 shot him in the face. Yes she had taken on lots of water from the ram. Her sensor plates required a full inch of water in the hull to initiate the pump relay.

So the holes were counted. The SLC had been tagged for 6 hull holes for 120 points. The ram hole was -200 points. The Lutzow was -80. The Lutzow had been tagged for 2 hull holes. The SLC had won 40 to -80 because of Fluegels captaining error. With this victory the DFW club lake was recaptured by the allies. This lake had been won for the allies in the first battle between the Tweedy and the Z28 in 1982. It had been lost to the Axis Lutzow (Fluegel believes when Axis fight Axis the lake is won to the Axis) by the Mikuma and Z28 at the "accidental Dallas Regionals" in 1986. Now it was as it should be again, Dallas under Allied rule. What should we do with the points? They don't count towards the Nats anymore. We are goint to start keeping district records for "district Championships". You other Battlers might also do it. We thought we would temporarily use NAMBA districts. We are in district 7. From Tuesday's battling the score was Stan 785, Fluegel 665, Jeff Lide 0.

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Pump Ideas

By Chris Pearce

It seems that in the competitive flurry that is R/C combat, pumps have been a recurring can of worms. Unsinkable ships have come and gone down, but usually not until their pump fails. However, this wrinkle has been ironed out in most ships, and the result is ships running around with more points on them than if they sank two or three times. This only results in one thing...massive patching, and boring battles because no one ever sinks. Methods have been proposed which would limit the capacity of pumps even more, so that ships would still sink, but they have all failed.

I think it is fairly obvious that our current pump regulations are quite ineffective. The only thing that has come out of the 1/8" dia. outlet rule is a technology race to overcome the restrictions. This has resulted in the use of massive amp gobbling pumps which only serve to drive up costs, and among most of us. This race has also resulted in a shift away from some of the types of ships, like treaty CA's which can only carry about 4 X-cells. They just can't keep up in the pump race.

It was proposed recently that we limit capacity to a gallon per minute. This was rejected because of the apparent difficulty in measuring such things, and other such stuff. Another proposal was the 8' pump stream idea, also rather difficult. It seems that the only acceptable thing would be to limit outlet size, and so limit power.

But there is one problem with this idea, it would virtually destroy the smaller cruisers. To get enough pressure to force water through a 1/8" outlet is hard enough, 3/32" would be much tougher, and to get a gallon per minute would take the same motors as the big pumps use now. The pumping volumes would be decreased on all ships, true, but on a smaller ship, either it couldn't carry enough batteries, or else it would hardly be able to pump enough water at all.

Currently, a Dumas 4.8 volt motor can pump 1 gallon per minute through a 1/8 inch outlet, and a 380 can do 1.5. The 4.8 draws around 2.5 amps, and the 380 draws around 8! Smaller outlets would make anything smaller than a 380 rather useless, and they already draw too much amperage. So this is why I am going to present an idea to y'all. I haven't discussed this with anybody really, because Dan Hamilton seems to be the only one answering tapes lately. (this could be a hint!) Besides, it's awful sketchy, but here goes.

The first provision would be to still allow the current type of pump regulations, except with a 3/32" outlet. This way, if people wanted to try to squeeze 1.1 gallons per minute out of it, they could still try. This would be fine and dandy to me. But for the rest of us who have no desire to mess around with all that stuff, this is what I propose: that any captain who desires can build their pump with any size outlet they desire, even 1/4+ inches, so long as it pumps only a gallon per minute.

This would allow those of us who would like to build efficient, cheap, and reliable pumps to do so without being knocked out of competition. But there is still the matter of testing, and adjusting output, right? Well, not really. The typical cruiser can hold at least a half a gallon of water, and so I propose this: To be tested for pump

output, a ship will be placed on a reasonably level surface, and filled with some water. Then it would be pumped out until the pump couldn't suck any more out. Then, a half gallon of water would be added to the hull, and the pump turned on again. If it takes less than 30 seconds to pump it "dry" again, it fails. This would be done at lakeside, on fresh batteries. It's as simple as that. And I don't think anyone with a reasonable watertight box would complain about filling their ship with water. (That's how I test my pump system.) If they don't have a W.T. box, the pump could be put in a bowl with its hose and outlet, and tested there.

As for the matter of adjusting output, it is simple. One way would be to have different size outlets to place upon your pump. Another would be a resistor, or another way to reduce the voltage to the pump. Either of these would be feasible. Indeed, one could make an adjustable outlet by soldering a Du-Bro collar in the outlet, one with a decent diameter. Then the set screw could be used to adjust outlet size. What could be simpler?

I have submitted these ideas for everyone to read, and hopefully discuss. I think that my ideas are quite reasonable, not too time consuming, and easy to implement. I think that the best thing that would come out of such a rule would be that we could stop having to concentrate on pumping capacity, and so be able to save time, effort, and money for other things. This may be a magnificent obsession, but I don't want to have to coop myself up in a shop forever, and sink all my bucks into a ship just to have a chance. Think it over.

Chris Pearce

JN Yamato (PH5)

RULE PROPOSAL

Section IV AWARDS

Delete current paragraph G and add following paragraphs:

G. In addition to ribbons and/or stars, the following individual combat awards will be given at the annual championship:

1. An Allied Von Fleugel traveling trophy and an Axis Von Fleugel traveling trophy.

a. These two awards are open to ships from any of the eight ship classes.

b. These two awards will be given to those two Captains who are judged the best overall battlers at the current annual championship for their respective sides.

2. An Most Effective Allied Capital Ship and an Most Effective Axis Capitol Ship.

a. These two awards are open to ships from classes 1, 2, and 3.

b. These two awards will be given to those two Captains with a capital ship who are judged the most effective battlers for their respective sides.

3. An Most Effective Allied Cruiser and an Most Effective Axis Cruiser.

a. These two awards are open to ships from classes 4 and 5.

- b. These two awards are given to those two Captains with a cruiser who are judged the most effective battlers for their respective sides.
4. An Most Effective Allied Small Ship and an Most Effective Axis Small Ship.
- a. These two awards are open to ships from classes 6, 7, and 8.
- b. These two awards will be given to those two Captains with a small ship who are judged the most effective battlers for their respective sides.
- H. The awards described in paragraph G will all be awarded using the following method:
1. All eight individual combat awards will be voted awards given to the outstanding Allied and Axis battlers in their appropriate categories.
 2. Any Captain who fought in at least one sortie during the current annual championship will be eligible to vote.
 3. This vote will be by ballot during the awards banquet.
 4. Any ship which fought in at least three sorties during the current annual championship will be eligible for an award.
 5. The contest director will explain which ships and Captains are or are not eligible for an award and in which categories they are or are not eligible prior to the vote.
 6. The ballot will contain the following information:
 - a. The voting Captain's name and affiliation (Allied or Axis).
 - b. A listing of all eight individual combat awards and the Captain's name chosen for an award by the voting Captain.
 7. The vote will be counted by the following method:
 - a. For those awards being given to the same affiliation as the voting Captain, i. e. an Allied voting Captain and Allied awards or an Axis voting Captain and Axis awards, the Captain selected for an award by the voting Captain will be given 1 vote.
 - b. For those awards being given to the opposite affiliation of the voting Captain, i. e. an Allied Captain and Axis awards or an Axis Captain and Allied awards, the Captain selected for an award by the voting Captain will be given 2 votes.
 8. The Captain who gains the most votes for any particular award will be given that particular award.
 - a. Any specific Captain can win only one award
 - b. In the event any specific Captain has the greatest number of votes for two or more awards, this specific Captain will be given the highest award (Von Fleugel, Capital Ship, Cruiser, and Small Ship in that order) and the other awards will be given to the runner up.
- c. On the ballot, the voting Captain may assign two or more awards to any specific eligible Captain if he or she so wishes.
- d. In the event of a tie for any award, another vote will be taken with the two tied Captains as the only eligible recipients for the award in question.
- I. In addition to the individual combat awards, the ballot will also contain the following non-combat awards:
1. Best of Scale.
 - a. To be eligible for Best of Scale a ship must compete in all permissible battle categories scheduled.
 - b. This ship must also score at least 100 points (exclusive of penalties).
 2. Rookie of the Year.
 - a. This award will be given to the outstanding battler whose combat debut was after the previous annual championship.
 - b. Voting criteria may be based on such factors as ship construction and appearance, captaining ability, sportsmanship, equipment reliability, battle conduct, and any other factors deemed significant.
 3. Brian Sychalski Memorial Award.
 - a. This award will be given to that Captain who demonstrates to the greatest extent that spirit of friendliness and helpfulness which makes this hobby the fine pursuit it is.
 4. These non-combat awards will be given to those Captains who gain the most number of votes on the ballot for each particular award.
 - a. Affiliation of the voting Captain and the receiving Captain does not matter for these non-combat awards.
 - b. These non-combat awards can be given to Captains who have already won an individual combat award.
- (Change present paragraph H to paragraph J)
- submitted by Battle Group BB63
Steve Milholland
James Foster
Jim Lisher
- RULE CHANGES BY DICTATORS
- The Executive Board has struck again!! Attached to your December 1986 copy of HULL BUSTERS was a note which made turning systems and "speed cheaters" such as timing circuits, high voltage systems that are used for bursts of speed, etc. illegal during the 1987 battling season. Even though I am a member of the Executive Board, this was the first I heard of such a proposal except for some talk on one or two tapes. While I totally agree with the ban, I totally disagree with the way it was introduced. ACCORDING TO OUR CONSTITUTION ONLY THE MEMBERSHIP AT THE ANNUAL MEETING CAN PROPOSE AND APPROVE RULE CHANGES. WE HAVE ALLOWED THE CONTEST DIRECTOR (NOT THE

All proposals must eventually be judged by balancing their costs against their advantages. An insurance company could provide us with the "worth" of an eye. They know what they award as compensation when an eye is disabled. Even if the award is \$50,000 it would be too low if it was MY eye, and it is way too low if a child who is a spectator loses his eye due to our negligence. While this dollar approach may be a deadend, let's try to evaluate the cost of Foster's "plastic proposal". If we assume that the plastic pellets can be bought in bulk for \$20 per thousand, a captain with a four gun BB would spend about \$20 per day at Nats for ammo if he were involved in two battles per day. We arrive at this by multiplying 4 guns times 50 bbs per gun times 4 sorties; the answer is 800 bbs just for battling. While I agree that the additional 200 bbs will probably not be used to tweak the guns (unless you're still using Mark IXs), you will use the extras during the year to test, etc. At \$20 per day for ammo, the cost at Nats would be about \$100 for projectiles per captain. Also the use of plastic ammo would mean additional expense in that all the existing guns and magazines would be obsolete. These additional costs could easily drive some battlers out of the hobby.

Besides, ignoring costs, I don't think the use of "plastic pellets" solves the main problem. Plastic ammo will still penetrate the eye and cause blindness. As Dr. Shepard forcefully told us at the 1986 Nats, eye protection is the solution -- not lighter projectiles or less velocity. If a projectile will penetrate 1/32" balsa wood it will penetrate an eye. The solution for increased safety lies elsewhere.

I propose that we make the entry fee for the 1987 Nats \$20 per person more than last year (one day worth of "plastic pellets" per captain). The stipulation would be that the \$20 be spent for the following safety equipment. Purchase sufficient fence posts and heavy plastic so that the entire pit area and a spectator area can be surrounded with a bb-proof fence (36-40" high). We are crazy to allow spectators into our pit area. Spectators in the pit area are accidents waiting to happen. If you go to a model airplane contest you aren't allowed into the pits -- its just too dangerous a place for spectators to be. The best way to keep people out is to fence the area off. A bb-proof fence that spectators must stay behind would protect children and the occasional stupid adult who sits down during battle or refuses to wear safety glasses. The use of safety glasses would still be required for all spectators and battlers; the fence would merely provide additional safety. The materials could be saved from year to year so that the \$20 might be a one time cost.

Another step would be to appoint a "Safety Officer" for each battle. He would be a non-battler who would check for safety violations and be empowered to stop all battling if an unsafe condition (for example, a spectator without safety glasses) were detected. We could rotate this position among ourselves so that the CD doesn't get stuck with this duty during each battle. This proposal costs us nothing except one of us must sit out a battle to enforce safety.

I applaud James for his safety proposal, but I believe the ongoing solution to safety is providing and enforcing the use of proper eye protection. John has become involved in the "Survival Game" where people fire paint pellets at each other using CO2 powered guns; they require the use of safety goggles that are substantially constructed. The brand they require is a strap on goggle that has side protection, is vented to prevent condensation and must be worn over eyeglasses if you need glasses to see. Perhaps we should require the use of these goggles, rather

CONCLUSION

A big Nazi howdie to all you shippers. I am happy to say that our contributing authors have been working over-time! So has your editor. This free issue of Hull Busters is coming to you with a plea, I used up my articles so I need you readers to make some more! Especially you guys who never send anything into Hull Busters.

This issue is....political. I prefer articles that help the rookies, How-to's, cartoons, lies, vicious rumors and girl talk. That's not to say the Hull Busters can't also be chalked full of hate, backstabbing, slander, liable, NAT'S to you's, impeachment cries and small little "slips-of-disaster" staples to the corner of your Hull busters. Yes politics is....welcome.

I reprinted Foster's plastic spheres article because I had omitted part of it and taped it down out of order in the December Hull Busters. Sorry Foster!

While I'm thinking of Foster let me brag about the BB 66 Club. Those guys in Springfield have always worked hard in every aspect of the Magnificent Obsession. I hear from a group of rookies in Oklahoma that they have been getting a lot of help from that club. I am continually impressed by the BB 66 Club and I wish to join them in encouraging the Oklahoma Club. It's gratifying to hear new voices saying "We like what you are doing and we want to join you." I know that we all welcome you rookies aboard! I wish the new Oklahoma group would at least introduce two or three of yourselves to the rest of the Obsessed in the form of an "At the Dock Yards" article.

Concerning the Annual Executive Board rules-change-scandal....well, politics was an important factor in real wars, so at least we are scale!

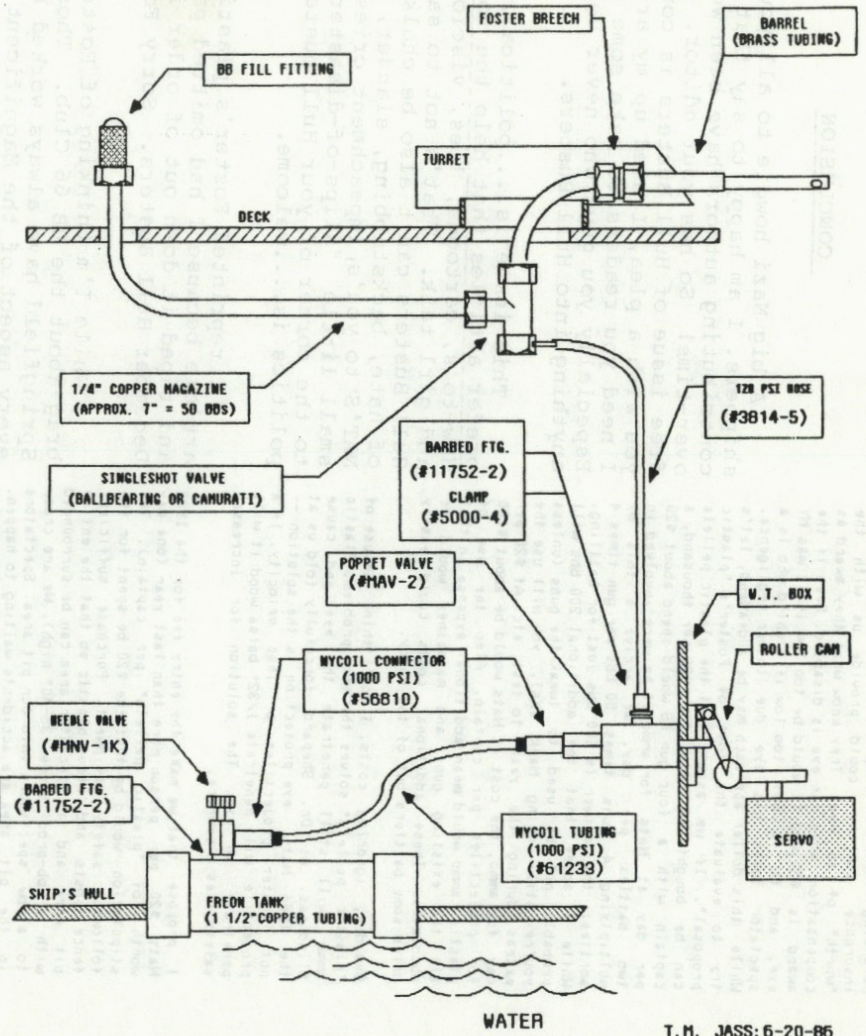
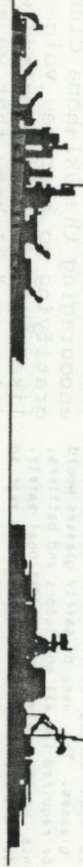
Well, I'm determined not to work very hard on this special issue (as you can tell) so I'm going to cast off.

Love Fluegel

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T.M. JASS: 6-20-86