

HULL

BUSTERS

INTRODUCTION

You are receiving this "Special Issue" of the Hull Busters free of charge, thanks to Jeff Poin-dexter and the Muddy Rudders club, who have generously paid for it. The way this came about is due to Jeff's being the "contest director" for the 82 NATS. Jeff wants you to have ample notice of the details of the contest, he also asks for some information. Let's do our part to help Jeff make this the best battle ever. Your cooperation will make a difference.

Thanks to Farley Hop for the wonderful logo you see on the top. If I continue to receive entries we will always have a new logo, every issue, and I won't have to give away the free Hawaiian trip!

Well last month we talked about the up-coming Easter battle, and even made some predictions. I would have to rate one team as reasonably awful prophets. Oh well.

THANKS, BUT NO THANKS

Please do not send money to me for 1983's "Hull Busters".....until I know there will be an 83 for "Hull Busters".

GOOD DEALS

Many people have told me by cassette tape about stuff they would like to sell. They have also told me about other people who have "stuff" they would probably sell.

Maybe we can help each other. If you have something for sale write it down and send it to me. It will be in the next Busters and maybe will help a fellow combatant down the line.

ALLIED FLEET EMBARRASSED BY AN AXIS BATTLESHIP

April 10, 1982 /Saturday/ Amarillo, Texas

In the wee hours of the day, a heavy snowfall occurred for 10 minutes, but by the battles end it was probably 70°. Such was the heat of the battle.

Historically, R/C combat had its first Nationals four years earlier, on an Easter weekend. There were only three ships that day, the Wichita, Houston, and Scharnhorst. My Bismarck was also there, though only for ballast tests. It struck me odd that the same ships should be in this battle. Those Nationals were held in Tishomingo, Oklahoma.

This days battle was not a nationals, but it was record setting. Seven ships battled in the same sortie, this record number, eked out the old record of six, set at the Nationals of 1981. Four ships were Allied: the Wichita (Stan), Houston (Jeff), Alabama (Steve Milholland), and the Helena (Don Jackson). The Axis were 81 NAT Champions: Tirpitz (Schneider), the Graf Spee (James West), and the Bismarck (Fluegel).

It was obvious that this was the first battle after winter. The ships were not "battle-stations-ready". When the battle alarm sounded, most of the Captains wondered "what's that ringing about?" Gun tweaking required an irritating two hours and 15 minutes. A common thought dawned on everybody "They're no better off than we, let's battle!" And we did.

The Allies had planned and even practiced their attack. I wondered what it would be, I still wonder, for seven ships dancing about in such small quarters required every ounce of my time and no Allied patterns were detected in what seemed to be mass chaos. Guns were heard but whose were they? The unmistakable crack of balsa was also ringing out, again whose ships had been zeroed in on? It wasn't mine was it? I decided to take a position

along the outer edge of battling. A starboard turn was the shortest route, but, a ship with two American flags would have been presented with my broadside, the flood of information rushing into my brain started keying on such simple bits of information. Full port was ordered and it wasn't long before the edge of night, I mean battle was before me. A U.S. ship was slipping by port gun. I opened fire but found my magazine exhausted. I had gotten three shots out of a 15" magazine. Such gunnery should have deserved a demotion, but most of the other commodores were experiencing similar problems.

With only a starboard gun remaining I assumed a clockwise pattern around the main activity I hadn't made a full 360° turn before I had exhausted that magazine. Targets were often in front of my guns, but I was unable to register any significant hits. Most of that magazine was wasted in a spurt, against the hull (stern) of a U.S. Cruiser. The sound of feeble bee bees was the only hits I am certain to have produced. Oh well, this was the first shots fired by my newly commissioned Bismarck. I called "Five Minute Rule" and turned away, for distant waters. Once there I turned off engines to conserve fuel. My spotter plane warned me about the presence of the U.S.S. Alabama. I knew this ship had suffered under my guns in last seasons battle. Such a ship would enjoy some revenge. I then commanded the ship to move still farther from the action. Little did I know that the Alabama was also out of ammo.

The Tirpitz and cruisers continued to dance about, though no ship was believed to be sinking. Towards the end of the sortie, the Houston beached herself in the Axis harbor! My spotter plane announced the Allied ships dilemma. The Tirpitz carefully pulled along side the Houston. Its port gun aiming down at the helpless victim. I was looking forward to a pitiful massacre, Martin's gun had been performing splendidly in the previous minutes and I knew they could unmercifully pound the Houston into a ship-shaped piece of garbage.

Then, just when things looked rosy, diplomatic channels intervened when Haig, I mean Stan, presented a convincing proclamation of Jeff's ship having survived the Five Minute Rule. All eyes looked to Jeff to see him confirm the proclamation, oddly enough he required some thought before he verified the proclamations truth.

It wasn't but a minute or two and all the ships were sailing for their home docks. The safety of combat was revealed (once again) when compared to the danger of human hands.

Steve Milholland's Alabama decided to fall from the sky, in an even more impressive submarine search than last years. I am sure the captain had visions of splendid victory. He probably visualized his battleship crash-diving into the midst of an unprepared wolf-pack. The crash dived however was more crash than dive, as the ship slipped into a very shallow area (about 3"). Commander Milholland should be interested in hearing the shocking stories coming out of Axis headquarters. It seems that some sub-commodores are suffering from heart problems and diaper rash.

After every sortie comes the interesting event known as "counting up points". You look at my ship and ask, "What's that hole from?" I say, "Last year Terry shot that one." "Is that new?" I ask while pointing at the hole in an opponents ship. "No, Martin did that yesterday" they reply. Well after about a minutes interrogation the points were announced: Allies 45 Axis 185.

This was somewhat surprising. The Axis propaganda machine was certainly fueled (my mouth). "Oh

My! There's no more Yankee ships to shoot up. What do we do now?" Such loudly spoken questions are cruel, and I truly enjoy them.

I'm sure the Allies will have their day, and when it comes, such "gigging" comments will be pointed in our direction. The score however was undecisive. Such a small number of points revealed the poor state of the combatants ships.

The second sortie started less formally than the first. One ship at a time entered the battle scene, until all the non-sub-searching ships were hard at it (6).

Three memorable events occurred in the second sortie. First the ramming of the Graf Spee by the Houston. The impact disabled the ship for the remainder of that sortie.

The second event was the sinking of the Houston. Martin's Tirpitz seemed to be ranged in on it for several shots. With no regard for defense the Houston continued her attack, such tactics lead to her demise. She had gone under due to two holes in her water line. The holes were in different sides of the ship. Jeff didn't know who actually sent him under, but everybody knew that, it was probably the Tirpitz's constant, stinging hits.

The third memorable event was at the end of the second sortie. The Helena was the only Allied ship still at the large so the Tirpitz and the Bismarck joined forces to take on this small nuisance. To our surprise the Helena was a top-notch combat ship. Her speed and maneuverability, along with her able commanders flawless leadership frustrated the awesome battleships into calling the fleet in. This was a mistake, a surprisingly common one, because the Helena would have sank due to a bee bee hole below her water line.

It was once again time to be "counting up points" with the sinking of the Houston the score was clearly going to be in the Axies favor. Allies 30 Axies 840.

The Axies had maintained their Global domination. The Allied insurrection was nipped in the bud. Two reasons seem to have determined this outcome. First the most effective ship (by far) was on the Axies side (Martin's Tirpitz). Second the "forget defense, attack!" techniques of the Houston. I asked Jeff "how many times has it sunk?" "Sixteen or seventeen times, I think". (Jeff made most of the Allied points.)

Two interesting developments were noted in this battle. First, the usually big slow dumb battleship of the past has been born-again as a fast agile master of the seas. The second development is really a consequence of the first development. It's actually a tactical question that seems to be haunting some cruiser fanatics. "How does one approach a battleship?" The past answer was directly into its huge vulnerable broadside. This option is no longer viable as the speed of todays battleships no longer provides such tasty and vulnerable targets.

After tossing this wonderful development about in my mind, a new exciting trend is predictable. Long range battles will probably creep into the lives of we R/C combatants. Why? Because that seems to be the cruisers best approach to the modern Battlewagon. This is not to say that the cruiser has been dethroned in R/C combat. It has, however, definitely been challenged.

Fluegel

Sorties	Allies	Axies
1	45	Martin 95, James 90
2	30	Martin 775, Fluegel 65
3	-20	0

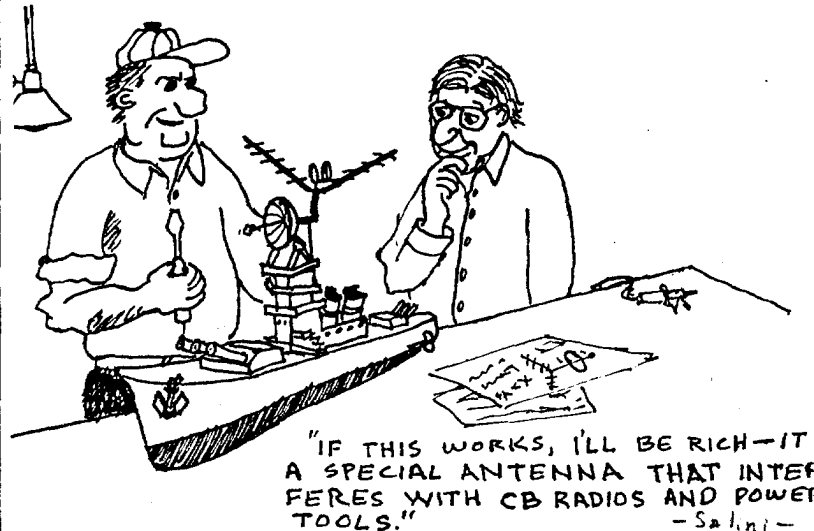
WANTED, DUMB QUESTIONS!

If you are just starting out in this hobby, you may have a wealth of dumb questions. Well, don't be selfish. Share them with everybody. Simply write it down and send it to me. Because I have a wealth of dumb answers.

GOSSIP

1.) Combatants were really on the road in May. Hamilton visited Darby (Alabama to Tennessee). Knapp watched the Easter battle (Oklahoma to Texas) and Dees is going to visit Fleming (Oregon to Washington). That's alot of driving for no battling. Maybe they're trying to settle matters diplomatically, (pay attention Argentina and Britain).

2.) Terry Darby plans on hosting a "regional" in East Tennessee.



MISCONCEPTIONS

- 4.) There is probably an R/C combatant within 250 miles of me. This is not true, the fact is there is only about 10 people who have ever actually participated in a Battle! This hobby is very new, if you start building a ship today, you are a pioneer in the Hobby, or possibly weird.
- 5.) R/C combat is a good spectator sport.

COMING SOON

Who is the leading Allied battler so far for 1982? How many points do the people who battle in other parts of the country have? The 31,340 points I have puts me in what "place" in the standings.

Do you have questions like these? If so, you are probably possessed by the demon known as "R/C combat". Stan will be publishing the "point standings" on a running basis in the "Hull Busters". This information will surely be interesting and should answer many competition type questions.

PHONE NUMBERS YOU MIGHT NEED

- 1.) 806-383-0881 M.W.P.Co. - Stan Watkins
- 2.) 214-286-2149 D.W.Fluegel - me
- 3.) 617-329-2430 "James Bliss Co." ask for their "Model Catalog". It's worth having
- 4.) 704-685-8645 "International Marine Exchange Co." They have a \$2.00 catalog, that's worth at least \$1.17.
- 5.) 312-763-0313 "Jerryco Inc." Ask for "Sir Pluss" magazine. It's free and worth every penny!
- 6.) 213-398-5377 "The Model Boat Yard", Their catalog is \$2.00 and is worth 97¢.
- 7.) 516-928-8200 Dynamic Models Catalog \$3.00 which is refunded with the first order. No opinion.
- 8.) 615-482-2900 They have no catalog. They are a superior hobby shop (that delivers).
- 9.) unknown number Poly Paks (Batteries & Electronics) P.O.Box 942, S. Lynnfield, MA 01940
- 10.) 1-800-854-8471 Hobby Shack. Lead-Acid Batterys.



Jeff Poindexter
Director

Dear R/C WARSHIP COMBATANT;

The following information may be of interest to those of you planning to attend the 1982 R/C Warship Combat Championships in Amarillo, Texas this July 12 through the 16.

(1) Please have your NAMBA card and FCC license ready for presentation at the check-in. NAMBA membership application is inclosed in this mail-out.

(2) Radio transmitters must be Identified with your name, address, FCC number, and Frequency.

(3) Fleets will be assembled based on frequency and alliance.

(4) In Ship to Ship Combat challenges , two ships will start and finish a sortie. When these two ships come into the dock area to reload, refit, etc, to get ready for thier next sortie; the next two ships involved in a challenge will start a sortie. This should save a lot of time and keep the (if any) spectators' interest.

(5) Also see pages 13, 14, and 15 of this mail-out for rule adjustments. (To be used during '82 Championship' only and only for the purpose of safety and time.)

(6) In all questions regarding rules, the decision of the Contest Director will be final.

Your cooperation is appreciated.

Thank you and good hunting.

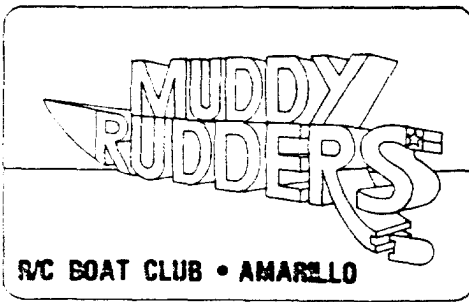
Jeff

P.S. Kay (my wife) would like to know if you planning to bring your wife. And if you are please let us know so she can plan some special activities for them. Our phone # is---

1-806-381-1312

Thanks again.





Jeff Poindexter
Naval Operations Officer
4409 Brown
Amarillo, Texas 79108

Memo: Attention R/C Warship Combatants
Subject: 1982 N.A.M.B.A. R/C Warship Championships
Location: Gene Fowe Lake; Amarillo, Texas; U.S. of A.
Date: July 12 through July 16, 1982

At the 1981 Nationals, I said I would be the N.O.O. (Contest Director) for the 1982 Championships. And to my surprise, Stan remembered, and reminded of my earlier slip of the tongue. Well, enough of that.

Terms of battle:

A.) All N.A.M.B.A. R/C Warship Combat rules apply with the following adjustments:

- 1.) All pressure vessels must be equipped with a safty release valve (SRV).

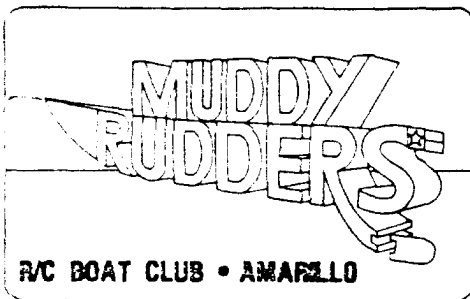
SRV's for all guns (Mk. IX GCH) built and sold by M.W.P. Co. will be available at the lake at NO charge, from M.W.P. Co.

- 2.) Voting for 'Best of Scale' (the Glorious 'B.S.' award) will be during the Monday morning Dock Time (pit time) and the results will be made public at the 'Awards Banquet' on Friday evening July 16, 1982.

- a.) To qualify for 'Best of Scale' a ship must;
 - 1.) Participate in one sortie of one 'Fleet Battle' (daylight).
 - 2.) Participate in one sortie of one 'Night Fleet Battle'.
 - 3.) Participate in one challenge of 'Ship to Ship' combat.
 - 4.) Score at least 100 points against another ship during the 'Championships'.
 - 5.) Penalty points will not be counted against the score for the 'B.S.' award if that would cause a ship to be ineligible for award. (Penalty points would still be deducted from battle scores.)

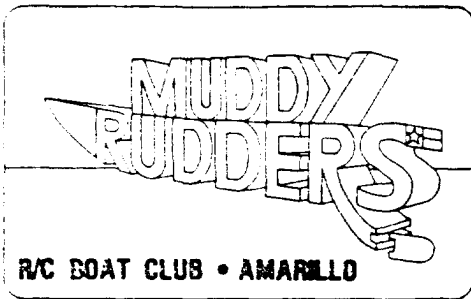
- 3.) All 'Safty Pen' violaters will be assessed a 20 point penalty for each violation per gun.





- 4.) All 'Ram' penalty rules will be observed and enforced.
- a.) If any ships are involved in a collision (RAM), both ships will be brought back to shore and inspected for damage.
 - b.) If any ship is disabled and/or sunk; the the standard penalty will be assessed.
 - c.) If a ship sinks or becomes disabled because of a ram (but was in full control 5 minutes or longer after a ram) and was not brought in immediately, only ram damage points will be assessed. No ram sinking penalty will be charged to the other ship involved in the original incident.
 - d.) If the two captains can not agree whose fault the ram was; the N.O.O. will assign blame.
 - e.) Any ship that runs out of B.B.'s or calls a '5' minute rule and then is involved in a ram, (and then is declared at fault will;
 - 1.) Be brought in and inspected for ram damage with no repair of B.B. damage.
 - 2.) Be sent back into action for '5' minutes with unloaded guns.
 - 3.) If the same then rams another ship (and again is found at fault); Steps 1 and 2 will be repeated with no repair of B.B. damage.
 - 4.) If the same ship is involved in yet another ram (during penalty phase) and again is found at fault: the combatant operating the penalized ship will not be allowed to participate in any other events the rest of the day.
 - 5.) All ram penalties pertaining to rule 4 section (e) will be tripled.
- 5.) While Naval Operations Officer is in battle and a dispute arises in which he is involved; the majority rule of the rest of the combatants will prevail.
- 6.) A fleet battle will consist of three sorties. A ship does not have to be in all three sorties to receive metal (if on victorious fleet;) but will receive fleet battle points only from sorties it participated in.





- 7.) Any ship to sink more than one ship in one day will receive a special award.
- 8.) Rule change suggestions will not be accepted after July 7, 1982.
 - a.) Voting on rule change suggestions will take place at banquet.
 - b.) Once a rule has been voted on it can not be brought up again until the next nationals (with the exception of safety rules.)
 - c.) No rules can or will be changed, except at the yearly rule change meeting.
- 9.) All damage will be marked after each sortie. Any damage not marked will be counted again on the next sortie, (even if it was counted on a previous sortie).
- 10.) All combatants acting in an unsportman like behavior will not be allowed to compete in events the rest of the day.
- 11.) All entrants must be a N.A.M.B.A. member and have a F.C.C. license prior to July 7, 1982. Entry fees must be paid by 10:00 A.M. Monday, July 12, 1982.
- 12.) Decision of the Naval Operations Officer (Contest Director) will be final.

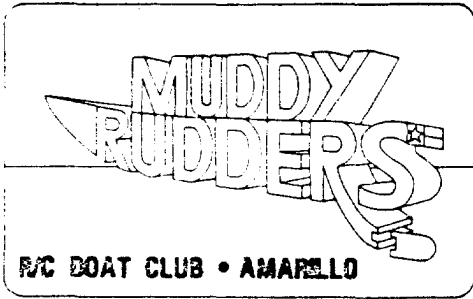
These changes are for the week of the 82' Championships only.

As Stan would say,

Lets battle;

Jeff Poindexter
Jeff Poindexter.





1982 R/C Warship Combat Schedule of events:
CHAMPIONSHIPS:

Gene Howe Lake,-----Amarillo, Texas
July 12th. through 16th.

Saturday---July 10th. 1982

open water.

Sunday-----July 11th. 1982

See you in church,
open water after 1:00 p.m.

Monday-----July 12th. 1982

Daylight 'Fleet Battles'
8 a.m. to 10 a.m. Dock Time
(Voting for 'Best of Scale')
10 am to 12 noon, 1 st. Battle
(3 sorties--rounds.)*
12 noon to 2 pm.-----lunch
2 pm to 4 pm, 2 nd. Battle
4 pm to 4:30 pm.(R and R)**
4:30 pm to 6:30 pm 3rd Battle

Tuesday---July 13th. 1982

Daylight 'Fleet Battles'
(same time schedule as Monday)
Battles 4, 5 and 6

Wednesday--July 14th. 1982

Salvage, Repair, and Refit
(Daylight)
Night 'Fleet Battle' Batt. #7
9:30 pm to 10:30pm--Dock Time
10:30pm to 2:30am---Battle

Thursday--July 15th. 1982

Individual Ship to Ship
'Challenges'
(See Page 12, item #4)
10:00 am to 10:30 am--Dock Time
10:30 am to 1:30 am--Challenges

Friday--July 16, 1982

Individual Challenges
cont.

8:am to 8:30am-----
(Dock Time)

8:30am to 11:30am
Challenges

11:30am to 12:30pm---
lunch

12:30pm to 2:30pm---
Target Gunnery

2:30pm to 3:30pm---
Allied Convoy
(2 sorties only)

3:30pm to 4:30pm---
Axis Convoy
(2 sorties only)

7:30 pm: Banquet

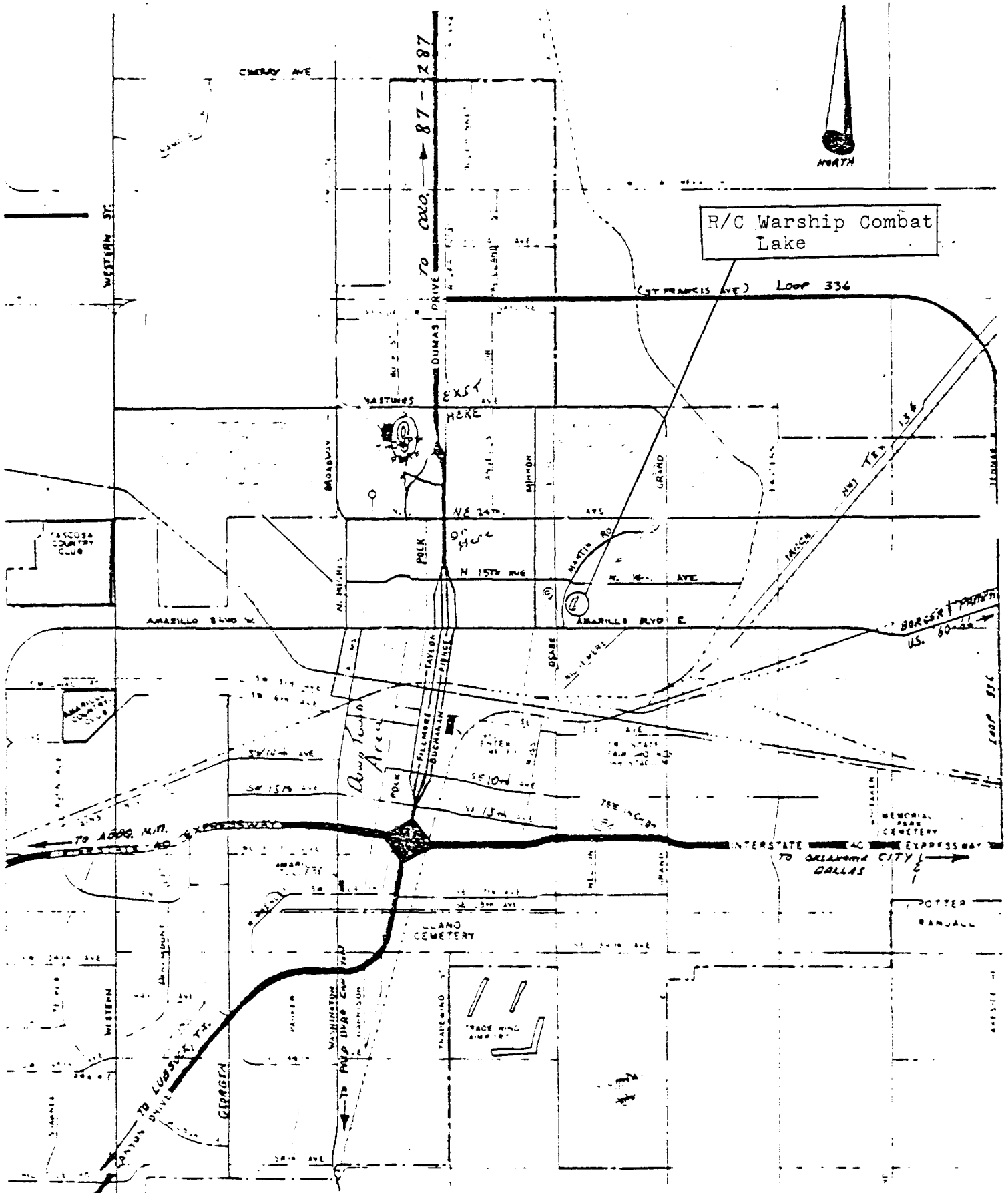
Award presentations
Voting on rule
change suggestions.

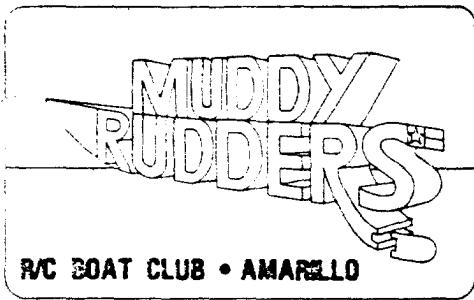
* All battles and challenges will consist of 3 sorties.
(except in sinkings)

** (R and R) Rest and Refits.



Location of R/C Warship Combat Lake.





OFFICIAL ENTRY
for 1982 R/C Warship Combat
Championships:

Jeff Poindexter----Director

Entry Blanks must be postmarked by July 7, 1982. Refund requests must be submitted in writing to the Director by July 7, 1982 also.

NAME _____ NAMBA # _____ PHONE # _____
 ADDRESS _____ CITY _____ STATE _____ ZIP _____
 FCC # _____ EXP. DATE _____
 MODEL BOAT CLUB _____

*Basic Registration is \$10.00, includes the following items;
 One R/C Warship Combatant patch, one Allied or Axis lapel pin (eagle on shield or swastika), black commanders cap with gold braid, embroidered ('scramable egg') pattern, & Schedule/Program/History of R/C Warship Combat.

Warship Registration is \$5.00 each.

<u>Frequency</u>	<u>Allied--Axis-----</u>	<u>Ship Type-----</u>	<u>Ship name & scale-----</u>	<u>Regis.</u>
_____	_____	Battleship BB <input type="checkbox"/>	_____	\$ _____
_____	_____	Cruiser CA <input type="checkbox"/>	_____	\$ _____
_____	_____	Cruiser CL <input type="checkbox"/>	_____	\$ _____
_____	_____	Destroyer DD <input type="checkbox"/>	_____	\$ _____
		Total Warship Registration		\$ _____
		Basic Registration		\$ <u>10.00</u>
		Banquet Tickets (\$ 8.00 each)		\$ _____
		Grand Total		\$ _____

Mail Entry Blank to: Jeff Poindexter
 4409 Brown
 Amarillo, Texas 79108
 1 (806) 381-1312

Make checks payable to: MUDDY RUDDERS:

*see back of Entry for Family Registration Plan.



Family Registration Plan

Name _____ NAMBA# _____ FCC # _____

Exp. _____ Allied Axis Ship type _____

Ship name and scale _____ Frequency _____

	Total Warship Registration (\$5.00 each)	\$ _____
	Reduced Basic Registration	\$ <u>3.00</u>
(Optional)	Banquet Ticket-----(\$8.00 each)	\$ _____
"	R/C Warship Combatant patch(\$3.00 each)	\$ _____
"	Cap (if any extra are left)(\$6.00 each)	\$ _____
"	Schedule/Program/History (\$2.00 each)	\$ _____
	GRAND TOTAL	\$ _____

*For additional family members, a copy of this will be acceptable.

1982

THIS FORM MUST BE USED TO APPLY FOR NAMBA INT'L MEMBERSHIP

FROM NAMBA CLUB _____ DATE _____

ENCLOSED IS \$ _____ TO ENROLL _____ MEMBERS LISTED BELOW UNDER THE
MODELER'S INSURANCE PLAN OF \$1,000,000.00 BODILY INJURY LIABILITY,
\$500,000.00 PROPERTY DAMAGE LIABILITY, AND \$1,000.00 PERSONAL ACCIDENT
(Subject to \$10.00 Deductible) COVERAGE DURING THE CALENDAR YEAR OF 1982
OR ANY PART THEREOF. Membership includes a RULE BOOK, DECAL and the
RIGHT OF COMPETING IN NAMBA SANCTIONED R/C BOAT RACES.

NAME _____ OFFICE HELD _____

ADDRESS _____ CITY, STATE, ZIP _____

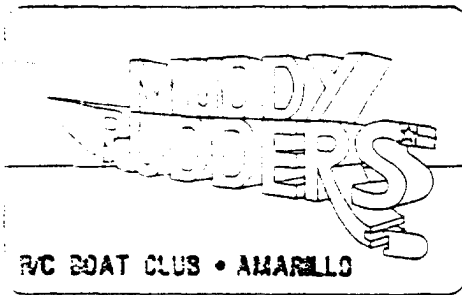
NAMBA #	NAME OF MEMBER	MAILING ADDRESS	CITY, STATE, ZIP	J. A. 2nd RATE PD

WARNING: PRINT ALL NAMES AND ADDRESSES CLEARLY. In the event of an accident involving a suit for damages this form becomes a legal form so PLEASE DO NOT USE IT FOR YOUR PERSONAL NOTATIONS. Where any doubt of the spelling or address occurs, the form will be returned to the maker and the membership held up.

New forms will be mailed back to the club each time that an order is sent in. Keep in mind that the MODELER IS NOT INSURED UNTIL THE REQUEST AND FEE for insurance has been properly filed with our broker. Insurance cards will carry the effective date on the back and will be mailed back to the club with the Rule Book, Decal and/or changes.

MAKE CHECK OR MONEY ORDER TO NAMBA INTERNATIONAL
AND MAIL TO: 6073 SUNRISE DRIVE
LOWER LAKE, CA 95457

ADULT MEMBERSHIP _____ \$18.00 JUNIOR (Under 18 years of age) — \$13.00
Additional Member of Family — \$17.00 (No rule book) 2nd in family — \$12.00
INDIVIDUAL ADULT MEMBERSHIP - without NAMBA CLUB affiliation \$23.00
The individual membership is for an adult only. Jr. Age member MUST belong to a club.
INDIVIDUAL MEMBERSHIP INCLUDES THE MONTHLY PROPWASH



May 10, 1982

The Muddy Rudders R/C Boat Club will host the North American Model Boat Association's R/C Warship Combat Championships (see the 82's March & May Scale Ship Modeler magazine article on the 1981 R/C Warship Combat Nationals) in Amarillo, Texas during the week of July 12th through 16th.

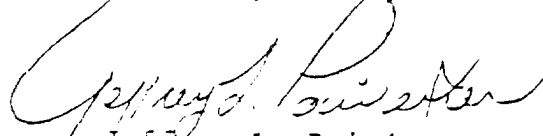
As Contest Director, I would like to ask your company to be an active participant in sponsoring Warship Competition medals and placing advertisements in the Championships Program of events.

Enclosed you will find the advertising rate schedule and the cost of sponsorship for the competition medals in each of the events to be run. We are also seeking donations of merchandise to be used as raffle prizes or auction items.

The company or organization of the sponsored event will have their name engraved on their medals, plus at least one full page of advertising. We would very much appreciate receipt of your check with your correspondence.

Your assistance will be greatly appreciated in helping us make the 82" Championships a highly competitive event.

Sincerely Yours,



Jeffrey L. Poindexter

Encl.: ad rate sheet



1982 R/C Warship Combat Championships:

All of the following items; Sponsor program, Warship Combat Schedule, Histories of R/C Warship Combat, Combatants, and Warships will be combined into one program; photocopied on 8 1/2 x 11 white paper.

Program will be offered for sale, through the mail, after the Championships. Your advertisement will be seen by more people than just those who participated in the Championships.

Metal and advertisement cost;

- ___ Individual Ship to ship Challenge-----\$25.00*
- ___ Overall Hi-point for Individual (during Championships)-----\$25.00
- ___ Overall Hi-point for Individual (during year)-----\$25.00
- ___ Monday's (Daylight) Fleet Battles (3 Battles, 9 sets of metals)
 - each set--\$25.00**
- ___ Tuesday's (Daylight) Fleet Battles (3 Battles, 9 sets of metals)
 - each set--\$25.00**
- ___ Wednesday's (Night) Fleet Battles (1 Battle, 1 set of metals)
 - set--\$25.00**
- ___ Target Gunnery (1 st, 2 nd, and 3 rd. place metals)-----\$25.00
- ___ Allied Convoy Protection Competition (2 metals only)-----\$25.00
- ___ Axis Convoy protection Competition (2 metals only)-----\$25.00
- ___ Overall Champion Fleet (Championships only; 1 set of metals)---\$25.00

NOTE: For every \$25.00 contributed toward metals; the sponser will recieve ONE FULL page of advertising in the program and the company's or organization 's name engraved on each metal of the sponsored event.

*There will be 10 to 16 Challenges; each \$25.00 contributed to 'Ship to Ship' Challenge will sponsor two metals.
**Fleet metal awards could number from 2 to 10 metals.

Earliest postmarked check will determine sponsorship of that event.
Sponsor rates are based on photocopy-ready copy.

We wish to contribute the following merchandise for raffles, prizes, drawings, or auction: _____

Name of company or organization _____

Representative _____

Address of Company _____ City _____ State _____ Zip _____

Check is enclosed: \$ _____

Yes ___ No ___ In the event that my first choice has been filled, I wish to contacted immediately.

Please mail all endorsements to: NAMBA R/C Warship Combat Championships
c/o Jeff Poindexter
4409 Brown
Amarillo, Texas 79108
1 (806) 381-1312

There are at least three methods for turning on pumps. I wanted to discuss all three because

there are advantages and disadvantages to all three.

The simplest is a float switch. It has the advantage of delivering full voltage and being simple but has the disadvantage of being bulky and and I fell as though it has an unreliability factor with the float sticking wires getting caught in it etc. I feel that using a microswitch does make it more reliable.

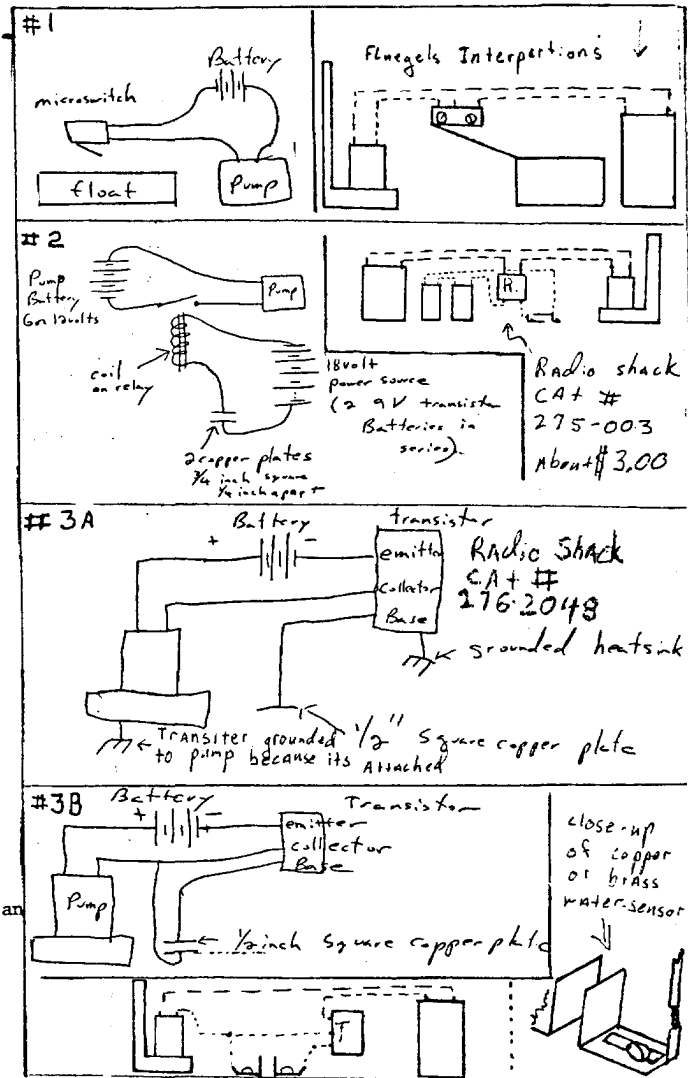
The second method uses a relay. It delivers full voltage. Its main disadvantage is that it requires a separate eighteen volt power source. It is not required that the relay pump and battery be all in the same place so the problem of bulk can be overcome. The main component is a Radio Shack 12v, 1200 ohm, 10ma relay. Contact plates are used and when both are submerged enough current is passed to trigger the relay if a 18v power source is used. It can be used with either 6 or 12 volt pumps.

It should be noted that the relay I suggested is rated at one amp. My motors would usually draw 2 amps but this didn't cause difficulty.

The transistor system has by far the least bulk. It is believe it or not simple and cheap. It does not require a separate power supply. Its main disadvantage is that there is approximately 1.5v drop across the transistor. It can be used with either 6 or 12 volts. It does require a different transistor though. Water is a relatively poor conductor at 6 volts and a transistor which is really 2 transistors hooked in series is required. The transistor I use for 6 volts is a Radio Shack NPN Darlington transistor TIP 120. For 12v a Radio Shack 2020 NPN silicon transistor is satisfactory.

It should be noted that the pump base serves as the second plate. The heat sink of a transistor is grounded to the collector and if the pump and motor are metal and the transistor heat sink is attached to the motor the motor is automatically grounded to the collector so no wire is needed to connect the collector to the pump base. With a non metal pump two plates would be needed. I have added a drawing with it hooked up this way because it also explains the circuit better.

By M. Schneider



RULE LEGISLATION

- Recommendation # 7: All ships at an "Annual Championship" battle must have full set of main turrets to legally enter a sortee. Fluegel
- Recommendation # 8: No ship shall exceed a speed of 25 feet per 100 seconds Farley Hop
- Recommendation #9 : If two ships contact, the collision rule must be invoked, even if the two ships are on the same team (is this already a rule?) Fluegel
- Recommendation # 10: Only men can vote. Jeff Poindexter
- Recommendation #11: The target for "target gunnery" should be changed to a object that can be hit from any angle (360°). Fluegel
- Recommendation # 12: Guns may be mountain in superstructure if the main turret is phisically to small to house the gun. No tactical advantage may be gained such as peculiar trajectories due to the flexibility this rule allows. Fluegel
- Recommendation # 13: It is understood that rules may be changed only once a year. Let it be formalized. "Rules may not be changed but once a year. The time and place of the annual voting shall be announced at least 30 days prior to the event." Anonymous

SHIP INFORMATION FORM

Your name _____
 Ships name _____
 Date started _____
 Ship will have "how many"
 Guns _____ mounted _____
 Pumps _____
 Motors _____
 Props _____
 Batteries _____
 Lights _____
 Elevate _____

How many seconds to travel 100 feet from
 1.) running start _____
 2.) standing start _____
 How many seconds to turn 360° from running start _____

STATUS OF SHIPS CONSTRUCTION

OTHER INFORMATION

MWPCo. Safety Enhancement Bulletin #1

IMPORTANT: On April 10, 1982 one of the standard 2" diameter stainless steel tanks sold with the MK IX GCH R/C miniguns ruptured in an "explosion". The two halves of the tank separated. By the Grace of GOD, Martin Schneider, who was holding the tank at the time, was not injured. The lower half of the tank was propelled with such force that on contact with the straight edge of a shelf (or other obstruction) a crease was formed in the tank. Obviously, a considerable force was exerted by that collision.

It is now believed that the tank was filled totally with liquid Freon 22 at a cooler temperature (maybe about 60°F). Martin was running warm water over the tank at about 110 to 120°F. Apparently the expansion of the freon liquid ruptured the tank by a hydraulic type of operation—similar to water cracking an engine block when it freezes.

The tank is designed to have a maximum pressure of 1000 psi. Model Warship Products Co. has therefore believed that it was adequate to safely contain Freon 22 which at normal temperatures up to 110°F has a maximum pressure of 150 psi.

The pressure developed in a "Hydraulic" failure could be several thousand psi. This was not anticipated.

To immediately preclude the possibility of this type of potentially hazardous accident I ask for your sake, my sake, and the sake of R/C warship combat that you always after filling vent gas from your tank by opening your valve to obtain a considerable gas/liquid flow for three seconds with the tank upside down (In a well ventilated area).

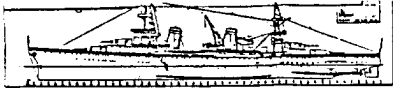
This will allow a gas area in your tank for such "hydraulic" temperature expansion.

A simple pressure relief mod. kit (free will be forthcoming from MWPCo. If you are presently using Freon in your gun tank please inform MWPCo. and an effort will be made to get the mod. kit to you before it goes to people who are not using their guns. Until then vent gas after filling.

This Mod. kit will become a standard part of the MKIXGCH with no increase in price.

This system can be reset following the over pressure relief, by simply unscrewing your valve slightly and then screwing it back in finger tight. Be careful not to over tighten as the valve threads can be stripped easily.

I wish to state that I am very concerned for my customers safety. Please therefore vent some freon on each filling of your tank until you get your Mod. kit. Also refrain from heating your tank above the fill temperature.



Let's Battle Safely!

Stan Watkins

P.S. It should be noted that Stan repeated the explosion circumstances that Martin produced with the same results. BANG!

James Polly
Pt #2, Bean Station
Box 551 Tn 37708

Jud Phillips
4131 Robett Everett Cove
Memphis, Tn 38111

Gene McKelvey
11616 Lake Park Circle
Concord, Tn 37922

Timothy Lee
903 Garden St.
Rassville, Ga. 30741

Frank English
1607H Sherry
Arlington, Tx 76010

Ensign Brian Overby
USS Wainwright(CG-28)
Miami, Fl 34093

Bob Santos
3 Ridgeside Rd.
Danbury, Ct 06810

Richard J. Richter
712 S. Main St.
Ann Arbor, Mi 48104

John Cadwell
3511 Casa Verde
Dallas, Tx 75234

James Jonnings
602 B Chatan Dr.
Huntsville, Al 35801

Terry Harris
819 Phyllis St.
Churchhill, Tn 37642

Dan Dees
11084 S.W. 81st
Tigard, Or 97223

Farley Hop
Room #1312
Sheratin Hotel
Hawaii 99492

Glen Williams
402 Williams St.
Decatur, Al 35601

Roy E. Hill
738 Greenland Way
Grand Prairie, Tx 75050

Ricky
Route #2, Singleton Rd
Hartselle, Al 35640

EDITORIAL: In response to Stan's article in the April Issue, I agree, we combatants are an elite group. We should try to recruit the same "type" of people as ourselves, the kind that likes to pounce, plunder, slay, shoot and sink our friend's ships. No Name.

ADVERTISING: If you are a man of insight and adventure (insane and vulnerable) then I'm sure you can see the tremendous opportunity that advertising in the Hull Busters is. A quarter of a page is \$10.00 and one column inch is two dollars

The Ads are hoped to be a benefit to the readers and are probably a public service, not a sound investment, (as far as dollars go). These rates are not for "Classified Ads", they are free. The rates are for "Manufactures Ads". Oh yeah, the products advertised are probably wonderful, however, Hull Busters endorses no products formally, we do it informally (Hey gun-baby, how's it going).

SUBSCRIPTION FORM:

SEND TO:

NAME _____

ADDRESS _____

CITY/STATE _____

ZIPCODE _____

AMOUNT ENCLOSED _____

Fluegel
c/o Leland Pet.
2101 McKinney Ave.
Dallas, Texas 75201

The price is 50¢ per even-numbered month that is left in the year.

J	F	M	A	M	J	J	A	S	O	N	D
3.00	2.50	2.00	1.50	1.00							