



HULL BUSTERS

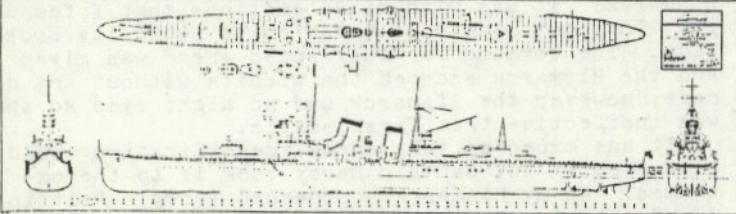
THE STRICTLY R/C COMBAT PUBLICATION

INTRODUCTION

I would like to Thank Jeff Poindexter for the "color page" in this issue. This is a first for Hull Busters. Thanks also for the logo, Bob Amend. I think it's fun having a new logo every issue.

I have not been sending out "old editions" of Hull Busters because it's too much work, however, there is some good info in those that I would like new rookies to have. Therefore, at the end of every year there will be an "Annual Busters" for sale. The 82 edition will be \$5.00 and I plan to have an unlimited quantity, so you don't need to rush your money to me. The idea is that 10 years from now a new person will be able to get all the "How to's" he wants. He may have to sell his wife to get the money, but that won't stop a true combatant anyway. Maybe I'll trade him even, ten years of old Busters for his wife....Did I say that?

Well, quite alot has been happening since the last Busters. "Model Warship Products Co." is planning on expanding its products for R/C combat, I'll let Stan tell you about that, Salini is working on a "Sneaky Tricks" and "Combat Cartoons" pamphlet - it's funny! Way down in Alabama Dan Hamilton and Mary are working hard on a "Regionals" for this Fall, and I visited the lake that next years NATS are going to be held at, I'll tell you it's neat, islands and other interesting goodies. Talking about the NATS Milholland will have an ongoing "from the Contest Director" column, to keep our appetites for the NATS at a fevered peak.



Searchlight Sockets

I know a lot of fellow R/C combatants would like to find a better way to install the Radio Shack #222 bulb that we use for searchlights than by soldering them in place. That was a particular problem for me because I wanted to wire mine in series, which means they all go out if one burns out. I figured it might be a little simpler to unscrew the bulb from a socket than to melt solder loose and solder a new bulb, especially at lakeside in the middle of the night during a battle.

After having given up and soldered my bulbs in place (Radio Shack does carry a socket but it is quite large and has a large colored lens built in), I found just the right socket in an electronics store in Portland. It is marketed by GC Electronics, Rockford, Illinois, 61101. It is called a Pilot Light Socket, #38-300 (formerly 52-400).

If you can't find it locally I know it's available where I bought it so here's the address:

Portland Radio Supply Co.
1234 S.W. Stark
Portland, OR 97205

The price is \$1.10 each.

These sockets wouldn't look very good mounted externally but are excellent for mounting inside the superstructure. They have a slotted bracket attached for easy mounting:

Dan Dees

Amarillo, Texas was once again the site of the R/C Warship Annual Championship Battle. NAMBA Muddy Rudders Club Member, Jeff Poindexter was this years contest director, and he did a magnificent job of preparing for such a large project. Participants came from Oregon (by air-with a ship), Missouri, Arkansas, Ohio, Tennessee, and several regions of Texas. Fifteen (15) ships and 14 commanders entered the great Texas Chain-saw and R/C combat battle.

Martin Schneider was the "Grand Admiral in-charge of Axies Naval Actions" aboard the Flag Ship Tirpitz. It was understood that the Axies would once again be out numbered two to one in ships and captains. Last years philosophy of reliability had won the day, but it was more of a building block than an ongoing tactic.

In top secret conferences the Axies Admiralty decided that the side mounted gun must have value. This truism seemed false according to previous battle experiences. It was decided that the disbelief in the side mounted gun was based on unfair tests. First, the side gun on cruisers didn't have adequate "gun platform stability", and second the side mounted guns on Battleships were ineffective due to the complexity of 2 man crews and rotating turrets. With this in mind it was decided to bring the Tirpitz and Bismarck out of moth balls and refit them with a simple, reliable, fixed, side mounted guns, as well as stern and bow guns. Such a strategy was daring in light of the poor performance that larger R/C combat ships had in the past.

Stan Watkins was "Admiral in-charge of Allied Naval Command", aboard the Flag Ship Wichita. The Allies had 8 heavy cruisers, 1 battle cruiser, and one battleship to the Axies 2 battleships and 3 heavy cruisers. It was believed that Allied ships could win the Battle by being faster, more maneuverable and smaller targets than their opponents Battleships. It was also believed that the greater number of mechanisms required to operate the German Battleships would eventually break down and leave the ships helpless in the water. These Battleships were referred to as "Bill Boards" and thought to be easy targets. Such a state of mind brought considerable confidence to the Allies, and R/C combat history seemed to justify their confidence. So you can see that the week long battle was more than two teams "shooting it out", it was also two strategies, pitted against each other.

On July the 10th and 11th target gunnery and maneuvers were conducted in order to get the ships debugged and the commanders "emotionally settled". Such a ritual would hopefully pay off during the dangers they faced in the oncoming week long battle.

HOSTILITIES ERUPT ON MONDAY

The Championships began on Monday, July 12, 1982. The first activity was the voting for "Best of Scale". Dan Dees' San Francisco was the obvious winner. This rookie was a surprise to the runner-ups Fluegel and Darby who were the early favorites. Battle Stations, Battle Stations! That's right, it was finally time to win or loose. As guns were being tweaked the rookies compared their degrees of "Butterflies in the stomach". Each boasting that they were the most nervous. Fingers were actually seen jittering on the transmitters. I couldn't help but remember how I felt in my first battles (Third degree diaper rash days).

The Allies and Axies divided their fleets in half, in order to remedy the radio frequency conflicts. The first sortee was indecisive, Axies 200 points, Allies 185 points. The second sortee was dramatic! The U.S. Battleship Alabama rammed the D.K.M. heavy cruiser Belzono at full speed. The Cruiser sank in about 4 seconds. Due to this lack of seamanship the Allied fleet was assessed a 1000 point penalty. The dramatic collision was captured on VHS film and a TV was available at shore side, so battling was temporarily halted while the participants witnessed the sinking a few times. This was the maiden voyage for the rookie Dave Garrett, who said "My butterflies are gone now"! No doubt, "death by drowning". Dave's Belzono was recovered, patched, and fought again that

same day. The ship went down with a Putaba radio on board. The Putaba and Cirrus brand servos are subject to water damage if left turned on and wet, but a speedy recovery seemed to easily protect Dave's servos. Durability of these brands of servos to water damage was tested several times in such incidences through out the week. It appears their use in R/C combat is acceptable as long as the receiver battery is turned off AS SOON AS POSSIBLE once they become wet. Let's say safe if turned off after 3 minutes approximately...?....

There were 4 more sorties that day. Some of the casualties included the sinking of the New Orleans and the Wichita. Almost all of this damage was inflicted to the Allies by the awesome Tirpitz. The one show of strength by the Allies was when the New Orleans, Astoria and Alabama managed to perforate the Tirpitz with no less than 15 hull hits (all above the water line) and even with that much damage they still managed to loose every sortie. The points earned that Monday were 1280 for the Allies, 4080 for the Axies, or more than a 3 to 1 advantage for the Axies. The bubbling Allied confidence was also a casualty.

It seemed the Axies belief in side-mounted guns was paying off and the battleship had taken its rightful place as ruler of the seas! The Allies numerical advantage was decapitated by the Tirpitz.

That night the sounds of celebration rang clear as the Axies cheered their Grand Admiral and Victory. It was decided that German music would be taped to played at shore side to celebrate the predicted week long victory. In contrast the sound of dremel tools was heard from the Allied camp.

TIRPITZ SINKS FOUR ALLIED CRUISERS ON TUESDAY

Tuesday was the day of high hopes for the Allies. After one day of adjustments two new ships would debut for the Allies, the Pensacola and the first British ship in R/C combat, the Hood!

The two Admirals decided to have it out first, just to inspire the troops, kind of like Kruschev vrs Reagen. Stan vrs Schneider has always been the classic rivalry in R/C combat so I stopped adjusting my guns to witness this event. Both Admirals performed without major errors so the score was low, Tirpitz 130 points- Wichita 30 points.

The last sortie before lunch break was also unique. The Axies had the lowest displacement per ship in only that one sortie of the entire war. Dale Beavers Hood debuted with the Alabama and the Wichita. The Axies had been "licking their chops" for the large inexperienced Hood and they were not satisfied until the Hood was reduced to bubbles...Welcome to R/C combat Dale.

During lunch break the two best Allied cruisers, (Wichita and Astoria) challenged the Germans. Our Admiral was gone, due to a "Der Weinersnitzel Attack" so the Graf and Bismarck decided to show those Yankee Dogs that even without their powerful Admiral they could beat the Allies' best. I have never seen so many experienced commanders do so poorly, never-the-less, the Axies won 60 to 30.

After lunch the Tirpitz, Bismarck and Graf (from now on referred to as "the Germans") attacked the Alabama, Astoria and Wichita, sinking the Astoria and winning yet another sortie.

Martins Tirpitz was clearly the premier ship of the year. Dumas gear reduction was used aboard the Tirpitz and it made a distinctive sound. The churning shifting sound was the sound of death to the Allies and was starting to intimidate them.

Between the "Fleet Actions" Fluegel accepted the challenge from Stan and shortly afterwards the two biggest B.S.ers in the Hobby were talking with their guns. At battles end the Wichita had 5 hull and 7 superstructure hits, the Bismarck was untouched (0 points to 340 points). Could the Allies ever win?

It was late that wonderful Tuesday when the two largest ships in R/C combat, the Tirpitz and the Bismarck set sail from port Welhemshaven in search of a reported cluster of U.S. heavy Cruisers. It was a sight of awesome beauty to see those two ships together. The sight must have shook the Allies as well, because the San Francisco got stuck in reverse and sank itself. This probably rattled rookie Brian Spychalski as it was his Pensacolas debut. but

Wichita and New Orleans beside him he survived his sortie even though his team lost again. Such were the bright points in the Allied world.

The last battle of the day pitted the 2 German battleships against the Pensacola, Alabama and New Orleans. The Germans did finally realize they had one problem, they sometimes got in each others way while they were scrapping beached Allied cruisers. Such was the case when the New Orleans ran aground. Admiral Watkins declared the cruiser "sunk" so our turkey shoot was over before we could exhaust our magazines but while it lasted it was great fun unmercifully scrapping a helpless opponent! The best part of this battle for the Allies was that it was over and so too was the day.

That night as I listened to the Allies talk I must admit some admiration. Nobody could hope to beat the Tirpitz, but they decided they could "wear it out". They hoped that "all that noise" coming from its gear was accompanied by friction and eventually a worn out ship. Was this a plan of desperation? Probably, but more than that, it showed their resolve to persist. The Allies are no strangers to victory and a truly worthy opponent.

Another Dark Defeat for The Allied Navy

After two days of hot sun and heated battles the ships and captains needed a day of rest and refit. Most of the participants had never seen night actions and curiosity about its outcome was upon us all.

Since there were only four Axies ships I decided to learn their lighting systems so I would know who not to shoot. When a strange set of lights came my way I would attack.

The first sortie was record-setting. Nine ships in one sortie! But there wasn't nine sets of lights? Two Allies had their lights rigged up to a remote control switch, just as the Tirpitz and Bismarck had. The contest director announced that the battle had began so I flipped the light switch on my transmitter expecting to see 6 spot lights illuminate its battle range....nothing happened. Where was the Bismarck? It was with mixed emotions that I found it. The spot lights of the Wichita found its broad side. The command for full speed ahead was given and the Bismarck escaped the Wichita without any damage, however the Bismarck had no night eyes so she was ineffective that first sortie.

It was expected that enemy identification would be a problem but Captain Darby took it to the extremes. As my Bismarck approached Terry's "sitting duck" Astoria, I yelled to my comrades, "Identify yourself or I will open fire". Nobody responded except maybe the Astoria, it sank! Several people wondered whose ship had sank? Typically the Captain says something appropriate like "My ship is sinking ...who sank it? Not the Bismarck, it had not yet opened fire, then Commander Darby realized the lights he was trying to battle with were not those of his own ship but the lights of his enemy! Hoorays came from the Axis shore. The Astoria had been sunk! Apparently the Tirpitz had sailed by the lighted sitting duck, reeled off a few awesome point-blank rounds and sailed on for further action. Terry Darby's Astoria now holds the dubious honor of being the first ship ever sunk by gun fire in night action, and Terry didn't even get to see it!

The second sortie was as confused as the first sortie, only the captains were now experienced in confusion. The Alabama took advantage of the confusion and sank! Steve never misses an opportunity to sink. He doesn't know who sank him, but he said the Tirpitz and Bismarck both scored point-blank hits on him.

A lightning storm was reason enough for the Axies to stow their lightning rods(transmitters) and call the night battle another victory. All the Allies were sunk or out-of-action due to technical problems anyway. Stan was the exception, his always ready Wichita stormed up and down the shore line an hour after everybody had gone home. The contest director reported that he shelled the vacant Axis harbor and spewed reams of challenges to the darkness, apparently a glorious spectacle in the lightning storm. Never-the-less, the night battle was yet another dark defeat for the Allied Navy.

Notice of Battle Commemoration

On October 11, 1942, three Imperial Japanese Navy heavy cruisers met the four American cruisers of Task Force 64 in the Battle of Cape Esperance.

On October 11, 1982 the forty year commemoration of this battle will be held in Amarillo's Gene Howe Lake.

The three Japanese cruisers will be played by the 1) Aoba (now repaired from her devine disaster and captained by Tom Pace), 2.) Graf Spee Captained by James West and immitating the Kinugusa, 3.)Lutzow immitating the Furutaka and captained by Martin Schneider.

The four Allied cruisers will be portrayed by 1.)Salt Lake City and 2.)Helena (Prototypes) captained by Stan Watkins and Don (Hoover) Jackson respectively, 3.)New Orleans immitating the San Francisco captained by Billy Gainer and 4.) Houston immitating the Boise and captained by Jeff Poindexter.

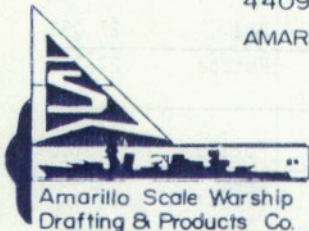
Initial fleet deployment will be that of Admiral Scott's crossing of the Japanese fleet's "T". Any resemblance to the actual "track charts " after that will be purely coincidental.

Stan Watkins
"Let's Battle"



Combatant Patches---\$ 3.50 each
R/C Combat Metals
Allies or Axis
with Ribbon and in
plastic display box-\$ 4.50 each
Jeff's R/C Fighting
ships-\$10.95 each
\$ 1.00 from each item sold will
be donated to the R/C Warship Combat Club.

Send orders to, JEFF POINDEXTER
4409 BROWN
AMARILLO, TEXAS 79108



Please send me a color negitive of your ship in the water and any battle date information that we do not have in Amarillo , also any tect. info.
Thank's *Jeff*

Available mid-January 1983

**JEFF'S
R/C FIGHTING SHIPS-1983**

(Sample page, not complete)

The Navy of Jeffrey Lee Poindexter **U.S.S. HOUSTON CA-30**

Dimensions		
	Actual Ship	1/144th Scale Model
Lenght	600 $\frac{1}{4}$ ft	50.02 in.
Beam	66 ft.	5.50 in.
Draught	23 ft.	1.92 in.
Weight	9050 tons	6.00 lb.
Guns	9- 8"	3- GCH Mk 9*



Houston (foreground) and Wichita underway in the Summer of 1979
— Photo--Stan Watkins —

TECTICAL INFORMATION

- All decks have double deck, silicon seal system
- 1 pump - transistor activated (1076 motor)
- 2 No. 68 6-volt Hobby Shack lead-acid batteries - SPEED- less than 100 feet in 25 sec.
- 6 seconds for 180° turn
- 16 seconds for 360° turn
- 4 props - 4 No. 1076 I.G. Motors
- No elevate on guns - lights, when needed

* Only two operational when pump is used in battle.

Futaba 6 ch Radio, frequency 72.160

Contest Directoring - Fact and Fiction
by Jeff Poindexter

Greetings all you wonderful allies and enemies, long
may R/C Warship Combat continue (and a B.B. up your pump
Fluegel.)

I want to thank everyone that came to the Fourth Annual
Warship Combat Championships in beautiful Amarillo. Please
bear with me, for this is my first attempt at writing any
kind of article.

I am writing this article as the top (as of 9-17-82)
Ally of 1982 (point wise only) and am going to tell you a
few stories; (oops, sorry Fluegel, that's your specialty)
let's say facts concerning being a contest director.

First and foremost;

The sacrifice (of fun) on one's part so others can
enjoy the fun of battle is mandatory (i.e. one sortie all
week).

Second;

If possible, have two or three helpers (that are not
competing when you are) to handle battle damage scoring,
disputes, tallies, etc. Figure scores every night do not
wait until the last day. Assign (before battle) a person
with a watch to each combatant to time them in case they
should call "5 minute rule". (suggested by Dan Dees)

Third;

Explain your interpretation of the rules; (such as
sinking after 5 minute rule is up) before battle starts.

Fourth;

If championships are to be held in July, have your
ship ready by February 1st. This will give you five
months to find sponsors for cash, gifts, ordering of metals,
ribbons, accessories, mailing out of N.A.M.B.A. membership,
FCC, and contest forms.

Fifth;

It is absolutely necessary to have a place to work on
the ships with tools (saws, hand drills, soldering irons)
and space being available. You might consider two separate
working areas. One for everybody to exchange ideas, repair
ships and having a good time and another area for Stan and
Fluegel so we would not have to listen to old "Once I was
the greatest". stories by Stan (But now I am, gloat, gloat)
and Axis lies by Fluegel.

Sixth, last but not least;

Do not expect being a contest director to be near as
much fun as being a combatant in battle.

"Good hunting"

GENERAL INFORMATION & RADIO FREQUENCIES
USED AT 4th CHAMPIONSHIPS

COMBATANT	SHIP'S NAME	NATIONALITY	RADIO	
			BRAND	FREQUENCY
AXIS				
Martin L. Schneider	Tirpitz Lutzow	German	Kraft	72,320
D.W. Fluegel	Bismarck	"	Hobby Lobby	72,240
James West	Graf Spee	"	Futaba	72,400
David C. Garrett	Bozano	Italian	Kraft	72,240
Kay Poindexter	Algerie	French	Aero Sport	75,640
ALLIES				
Stan Watkins	Wichita	American	Royal	72,960
Terry Darby	Astoria	"	Airtronics	53,500
Steve Milholland	Alabama	"	Ace	27,095
Billy Gainer	New Orleans	"	Futaba	27,195
Jeff Poindexter	Houston	"	Futaba	72,160
Brian Szychalski	Pensacola	"	Aero Sport	72,400
Dale Beaver	Hood	British	Kraft	72,400
Dan Dees	San Francisco	American	Futaba	72,080
Don Jackson	Helena	"	Orbit	72,080

'Contributed by Jeff Poindexter'

Championships Ship Attended

Year	Location - City, State	Placed
1979	TISHOMINGO, OKLA.	THIRD
1982	AMARILLO, TEXAS	TENTH

HISTORY

FIRST SHIP TO SINK A SHIP BY GUN

U.S.S. HOUSTON CA-30

Battle dates			Battle dates			SHIPS SUNK BY GUN		SHIPS RAM SUNK			
mo	day	yr	mo	day	yr	SHIPS NAME	DATE	SHIP'S NAME	DATE		
SHIPS THAT SANK HOUSTON BY GUN						SHIP HAVE RAM SUNK HOUSTON					
SHIP'S NAME		DATE		SHIP'S NAME		DATE		SHIP'S NAME		DATE	

On Thursday the ship to ship challenges began. Although severely humbled by now, the Allies fought on (they never learn). In the first challenge James West in the Graf Spee defeated the Alabama piloted by Steve Milholland 50 to 0 when the Alabama ran out of freon. Not one to give up so easily Steve tried again and the Alabama was sunk by the Graf Spee with a total score of 1380 to 0 (the Graf Spee had no hits). This was the tenth Allied ship to sink. The level of gloom was seen to rise in the Allied camp.

Martin Schneider took the Lutzow (last years champion) out of moth balls and challenged the Wichita. There was some skirmishing and then the Wichita was seen to run aground! At this point the Lutzow still had ammunition and the captain was licking his chops. In the excitement to close in for the kill the Lutzow ran aground also. This did not save the Wichita because the Lutzow ran aground pointed at the Wichita and still managed to inflict 380 points with no damage to herself. Was there to be no end to the massacre?

A glimmer of hope for the Allies was seen in the next sortie when Terry Darby in the Astoria defeated James West in the Graf Spee 70 to 0. This hope was quickly extinguished in the next sortie when the Lutzow got revenge by sinking the San Francisco piloted by Dan Dees. The total score was 1290 to 0. The next sortie was a repeat of the epic battle of the Hood and the Bismarck. Captain Von Fluegel recreated history by defeating the Hood 410 to 0.

Hope was running out by now in the Allied camp. There were rumors of desertions. One of these rumors was that Terry Darby was going to desert and build an Italian battleship. Some captains were even shooting themselves (with BB guns). In the Axis camp sounds of German marching music could be heard emanating from a tape recorder. Stan Watkins, a persevering and bold spirit, piloted the Wichita against his ancient rival the Lutzow of Martin Schneider. While Stan took his eyes off of the battle for a few moments to check his video camera, the merciless captain of the Lutzow inflicted several hits in vital areas and sank the Wichita 1320 to 20. Stan Watkins in the Wichita challenged Von Fluegel in the Bismarck for the next three sorties with scores of 110 to 40, 40 to 0, and 20 to 80. The Allies small fortune continued when Billy Gainer in the New Orleans defeated James West in the Graf Spee 80 to 40. Brian Spychalsky and the Pensacola defeated James West in the Graf Spee 160 to 0. This concluded Thursday battling.

With some exceptions, ship to ship challenges proved on Friday to be more or less low point battles. Billy Gainer in the New Orleans was defeated by James West in the Graf Spee 320 to 0. The Bismarck defeated the New Orleans 210 to 40. Brian Spychalsky in the Pensacola defeated James West in the Graf Spee 120 to 0. One certainly has to give special credit for this victory considering Brian's age and experience.

Other sorties that day included:

Graf Spee	10	Graf Spee	60
Wichita	10	Pensacola	20
Bismarck	180	Bismarck	10
Astoria	90	Wichita	0
Bismarck	10	Wichita	60
San Francisco	0	Graf Spee	40
Houston	160	Astoria	160
Graf Spee	50	Bismarck	90

During ship to ship challenges the Axies had defeated the Allies for a grand total of 6860 total points to their 1230.

This concluded official combat for the nationals. A new, non-official event was held after national competition. This was escort convoy. In this competition, two escort ships protected an unarmed freighter which was attacked by two enemies. In the first sortie the Tirpitz piloted by Martin Schneider and the Lutzow piloted by Fluegel (Fluegel's receiver batteries were dead in the Bismarck) were the escort ships. The convoy was attacked by the New Orleans of Billy Gainer and the San Francisco of Dan Dees. The Graf Spee served as the freighter. The terrible whine of turbines was heard coming from the Tirpitz and after a short battle both Allied ships descended to Davey Jones locker. These were the 13th

and 14th Allied ships sank. In the next sortie the sunk Allied ships were replaced by the Wichita and the Astoria. Charlie, the mascot of the Wichita, tried to abandon ship rather than face certain death. After a stern talking to by Stan he returned aboard. This must have given the Allies more spirit because these two ships, despite defensive actions, promptly put the Axies freighter promptly to the bottom. In the final sortie the same ships were involved but escorts became raiders and vice versa. The Axies were unable to inflict enough damage to make up for the previous loss. As a matter of fact, the Tirpitz rammed and sank the Astoria for a 500 point penalty. The final score was 3200 for the Allies and 1845 for the Axies.

Overall there were fourteen Allied ships sank for the loss of one German freighter.

An awards banquet was held that night. This was a nice affair because the sport is still relatively small and everybody knew each other more or less. Awards were presented by a local naval reserve officer.

Martin Schneider won the Von Fluegel traveling trophy for high point man for the year. He was also high point man for the nationals. Dan Dees won a trophy for best of scale. Martin Schneider also won a trophy for sinking two ships in one day. Awards were also given for all winning participants in the five fleet battles and the night battle. The Axies won all these. Awards were also given for the winners of each ship to ship challenge. A chart was given on Page 40 of Aug. Hull Busters under "Official 1982 Standings".

A somewhat lengthy discussion was held after this. NAMBA requested that we start a strictly warship club, instead of existing as the step-child to NAMBA speed beaters....so we did.

Officers were elected which included: President-Martin Schneider; Vice President-Jeff Poindexter; Secretary-Treasurer - James West; and Historian -Stan Watkins. Following this a long discussion of rule changes were made.(see page 41 of August Hull Busters)

Several conclusions could be reached from the nationals. One of the most obvious is that after a poor showing last year the battleship finally emerged as the most potent ship available at present. The rule change allowing pumps in cruisers will make it mor difficult for a battleship to sink one but adds little to the firepower of the cruiser. This year the advantage of the battleship was not so much that it could contain longer magazines or more guns but that it was a stable platform for mounting side shooting guns. Most of the ships sank were sunk by side shooting guns. Side shooting guns at present are obviously the preferable weapon. This is a rapidly evolving sport though, and perhaps next year will be the year of the long range shot fired from the front of a cruiser. Some of you are probably wondering about side mounted guns on cruisers. They were voted down unanimously at the rule change discussion. A cruiser is just too unstable of a platform and it is very easy to get too much elevation and shoot spectators instead of ships. Another conclusion which was simultaneously drawn by almost everyone participating was that a rear and front gun on a cruiser was preferable to two front guns. The real secret weapon in warship combat though is reliability. To have a winning ship, things have to work when they are supposed to. The way to accomplish this is by attention to detail.



The sinking of the Hood. (Milholland)

Fluegel Schneider

Martin Schneider

OBSERVATIONS OF THE FOUNDING FATHER

Another good round of battling was had in Amarillo on September 4 and 5, 1982.

My new Pensacola class cruiser was initiated into combat, against Fluegel's Bismarck. She won her first sortie by a slim margin, but had a change of luck while battling James West's Graf Spee. The ram sink of the Graf Spee cost the Salt Lake City/Wichita 900 points. This took me at least temporarily out of the annual points leadership race. I was, however, generally pleased with my Salt Lake City's performance and am now becoming more accustomed to the other Radio Transmitter that I now use. (I left my other one at the lake and surprize, surprize, it was gone when I returned to look for it.)

The Allies looked much improved in the Labor Day weekend battling.

An additional video tape recorder (Beta type) has been procured and I can now sell "1982 R/C Championships" tapes. The cost is \$25.00 for VHS plus \$2.50 postage and \$35.00 for Beta types plus \$2.50 postage. The Quality is not as good as I had hoped, but they still show BB splashes and give a good representation of the ships interaction. The audio is unchanged (No music dubbed in) and is interesting in itself. Cries of, "5 minute rule" and "how much time do I have left?", are common and several sinks take place.

The attacking fleets of ships also look interesting. The Steven Milholland ram and subsequent sink of Dave Garrett's Bolzano is particularly entertaining both video and audio.

The October 11, 1982 Commemoration of the "Battle of Cape Esperance" should be a real contest because, the Allies have gained some much needed experience and even a little confidence.

Pumps will be featured (and maybe utilized) in 5 of the 7 ships in the battle. My old AOBA will finally return to battle, operated by the "Head Jap", Tom Pace.

The Southeast Regionals, to be held at Decator, Alabama should also be very interesting. I hope the temperature cooperates. I'd love to be there, but since my wife and I expect a new combatant or combatette to be born at about that time, I guess I'll be around home at that time.

It is with great disappointment that I must miss this interesting clash. Currently, it looks like there will be a good turn out for these hostilities. You bunch of war mongers! It takes one to call one.

Steve Milhollands preparations for the 1983 Championships in Springfield, Missouri are reportedly going acceptably well. I plan to make that one, definitely. It could be the tie breaker for Martin Schneider and me. We've both won two Championships. Or, one of you "young whippersnappers" may be able to dethrone us old salts. Well, I guess I'd better get this to Fluegel so he can get the "Busters" in the mail.
Let's Battle!

Stan

FLEET ACTION N ALABAMA

CONCENTRATIONS of enemy naval forces are expected in the waters around Decatur, Alabama, October 16 and 17, 1982. All ships should make preparations for what should be the biggest battle in R.C. Combat since the Amarillo engagement in July. Fleets should be within battle range October 16 at 11:00 a.m. Individual as well as fleet action will also occur October 17. NAMBA has sanctioned this operation code name FANA (Fleet Action N Alabama). A comprehensive battle plan (schedule) will be drawn up October 16. A F.C.C. license, NAMBA membership and \$10.00 registration fee will be required. Registration will be held the mornings of October 16 and 17.

For navigation aid (directions) as well as harbor and dry dock facilities (accommodations and work space) contact Dan Hamilton by phone (205-355-1563) during the week of October 10. Dan is going to provide floor space, dry dock and a stocked galley (eats) so the call is important.

It is a vicious rumor that D.W. Fluegel suggested the following:

- ENSIGN Expresses interest or sends 50¢ to Hull Busters.
- LT. JUNIOR GRADE Actively building ship or mails \$2.00 to Hull Busters. Launches completed ship or pays in advance for one years subscription to Hull Busters. Gets lots of stick time on a new ship, subscribes to Hull Busters for one year or telegrams flowers to Hope.
- LIEUTENANT Fights battle and deals out or receives damage or mails \$20. to Hull Busters' special color edition.
- LT. COMMANDER Fights in Regionals with minimum of five ships or pays \$50. for "Golden Membership" to Hull Busters.
- COMMANDER Fights 2 Nationals or one regional and one national or donates \$100. to Hull Busters. This will entitle the donor to a lifetime subscription to Hull Busters. and a free R/C WARSHIP COMBATANT PATCH.
- CAPTAIN
- COMMODORE

Damage points will also be for sale. Only five cent (5¢) a point. To tie Martin Schneider cost \$550! All 11,000 points are ON SALE until Christmas for ONLY \$500. Finance terms are available upon request.

David J. Oswald

(Editors Note: The above is of course a pure lie. There is no financing available.)

R/C COMBAT BATTERIES

If space is a consideration, and it usually is, I've found some 6 volt, 2.4 amp hour batteries that may interest you. They're the smallest lead-acid batteries I've seen. The dimensions are: 3 1/2" long X 1 3/4" wide X 2 1/8" high. The price is good, too, only \$2.50 apiece. The drawback is that they require a minimum order of \$20.00, which means you have to order 8 batteries. Maybe you have an R/C Combat friend who would share an order with you. Another nice feature is that they don't have any little bulges sticking out from the side, such as the vent on most motorcycle type batteries. The leads are soldered flush to the top of the battery. I haven't even put any electrolyte in mine yet so I have no idea how they perform. Send to:

C and H Sales Co.
2176 East Colorado Blvd.
Pasadena, CA 91107

Ask for NT-6 Willard storage battery, Stock No. LAB7700. And don't forget- \$20.00 minimum (8 batteries). They ship them O.O.D. by UPS. My freight bill was just under \$5.00.

Dan Dees

RESULTS OF LABOR DAY WEEKEND BATTLING

September 4-6, 1982

FLEET	
Axies	310 points
Allies	210 points

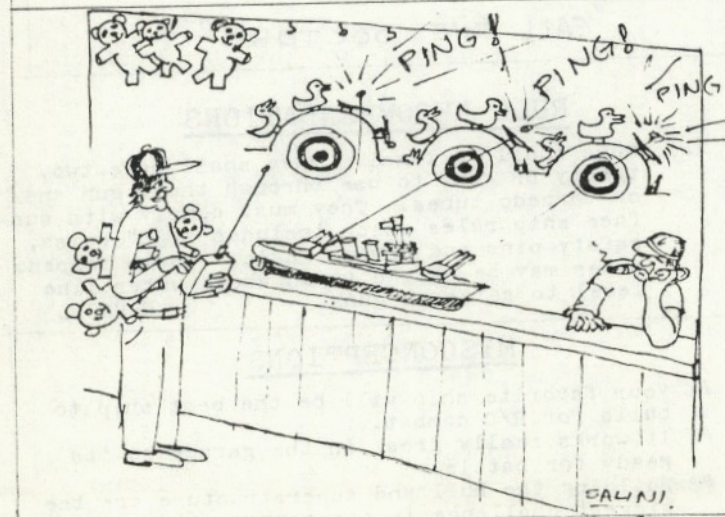
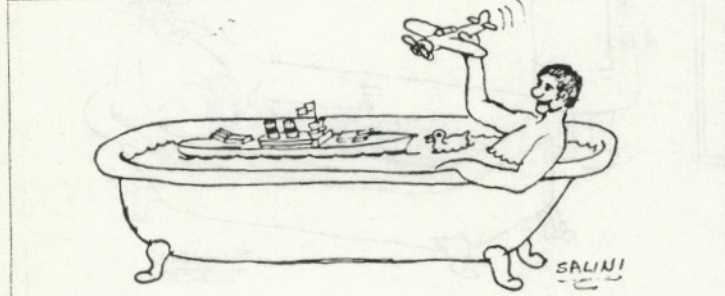
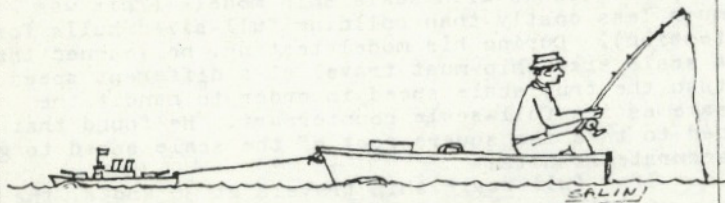
INDIVIDUAL	
Jeff Poindexter	720 points
D.W. Fluegel	710 "
James West	300 "
Billy Gainer	205 "
Stan Watkins	-680 "
Don Jackson	0 "

J. West

QUARTERS
PERRI
C

BATTLE
STATS
NOTES

Things you can do with your ship when there's no one to battle with.



Let me begin this article with this statement, I have not participated in R/C Warship Combat. I am the father of a 15 year old combatant. I am a very fortunate parent. My children are healthy and intelligent. My son and I have always had a healthy relationship. We did the usual father and son outings such as baseball games and fishing. Earlier this year, my son asked if I would give a little assistance in building a model ship. I was very well aware of my sons interest in WW II U.S. Naval Ships, so it did not surprise me when he chose to build the Heavy Cruiser Pensacola.

Being as I am a person who lives right, the company I work for sent me to Amarillo, Texas. Amarillo happens to be the home of Model Warship Products. I was able to pick up the plans first hand from the "father" of warship combat. This is the first time I began to realize that this would not be an ordinary model. This model when completed would not sit on a shelf. The darn thing would be armed with a small BB gun and would actually compete in combat. At this point, I still did not fully appreciate as to what I had agreed to assist in.

When I returned to Toledo and my son opened the drawings was my first realization of what laid ahead for me. I started with two drawings, two guns and not the slightest idea of how to start. To complicate matters, my son wanted to finish the ship for the 1982 National meet in July. The first we could begin would be in March 1982.

I could continue with the building of the ship, it would make a very humorous article but I will save that for another issue. The real intention of this article is to thank, Stan Watkins, Fluegel, Milholland and all the other crazy people in the hobby. They did something that I didn't think was possible. They and their hobby brought an even closer relationship between my son and I. It is very difficult to express the changes but I can feel it. I have seen my son grow from a boy to a young man because of this hobby. It has challenged his intelligence, patience and imagination. He grew enough to know that there are things beyond his intelligence. He grew enough to ask for help. There were times I could not by myself help my son. We had to seek help together or together we would create an answer and live with it right or wrong. He had to make the decisions on how much money to spend and commit to the tremendous amount of time needed on this project. He did all these things and made his share of mistakes. Above all he did not allow mistakes, lack of knowledge or in the end did a sub-par ship stop him from competing. Yes, he and I completed the ship and he did compete. With all the adversities that befell a 15 year old boy; He won his battle to be a young man. I am very proud of my son and very thankful to all the people involved in this hobby. For a hobby that sounds crazy and destructive, it was for me sombering and constructive. This hobby and all those involved helped my little boy take a big step towards being a man. I just want to say thanks to all of you.

Robert Sychalski

SHIP FOR SALE

This is to my knowledge the first time an entire R/C combat ship has been sold. That's right, I am selling my boat ready to sail, with or without radio. The ship is the HMS Exeter. She has two guns in the second turret and they elevate. There are four Mabuchi RS 360 motors, 2 #68 batteries, a Futaba 6 ch radio with 5 AHC servos, and variable fwd & rev speed. The ship has only been in the water for two hours over the period of two weeks. She is in excellent condition and sails great. The price is \$240.00 less radio and \$325.00 with radio. For more information call 312-433-0421 or write me at Keith Wexler 1082 Melvin Drive Highland Park Il 60035

yours truly
Keith Wexler
Keith Wexler

My name is Ardith Peel. When I heard you wanted a wifes-point-of-view Article I felt I was your author. You see I have plenty of time now that Wilton is always in the work room. That might be a good place to start. The work room used to be the guest room. Grandma's beautiful old bed was in there with curtains that matched the bedspread. We even purchased some beautiful lime green carpet to go with the dark blue curtains. It sounds a little awkward but everybody complimented me about that room.

Well, Wilton started building his ship about a year and a half ago. When winter came he complained about how cold it got in the garage so little by little he started inhabiting the kitchen table. That got out of hand as one supper meal we were forced into eating off a rickety old card table. That's when I consented to a temporary loan of the guest room to Wilton as a winter hobby room. Grandmas bed is now in storage in the garage and we covered the carpet with a sheet of plastic. It's really an ugly room, but at least I have the kitchen table back. Wilton decided to keep the guest room this summer because it's so hot in the garage. I don't know if I will ever get the curtains clean from the saw dust. I do know that the hobby room will need to be painted when he's finally done.

Actually I think I will use a flower print wall paper, with really small flowers.

I'm dreaming about the guest room because Wilton has his heart set on building an Australian battleship as soon as he gets the "kinks" out of his Exeter. Oh well, we only had guests during the Christmas holidays anyway. Now Milholland and Poot sleep in the living room when they visit and they compliment Wilton on his "dock yards". I think Wilton may be as proud of the "hobby room" as I was of the guest room, though he wants to take the carpet out and put in linoleum (forget it Wilton).

This is getting to be longer than I planned. Maybe I will tell you gals about the changes to expect with your vacations, cars, cameras, and mail in another article. The point I wish to make now is to be certain to take plenty of photos of your guest room before your hubby gets his plan set. I wish I would have.

YOUR FRIEND ARDITH

William Froude (1810-1879 in England) is considered the Father of Modern ship Hydrodynamics. Much of his work in designing new hull shapes was done in towing tanks with scale ship models-(This was much less costly than building full-sized hulls for testing). During his model testing, he learned that a scale size ship must travel at a different speed than the true scale speed in order to handle the same as its full-scale counterpart. He found that he had to take the square root of the scale speed to get accurate results:

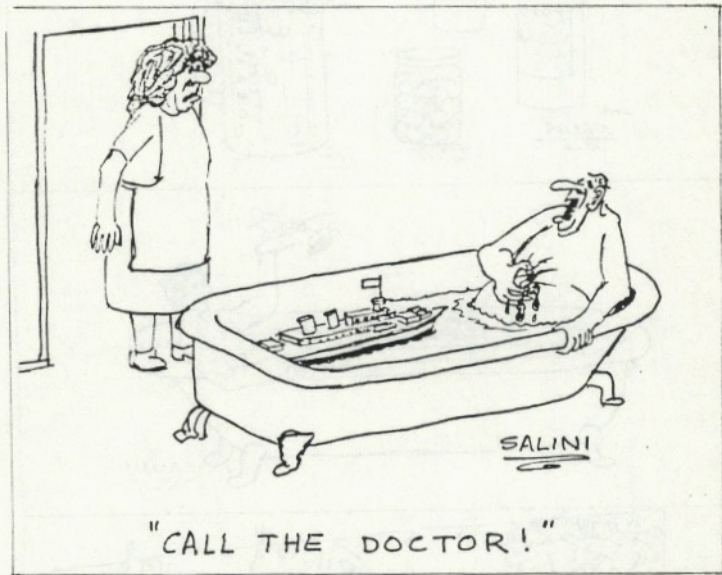
If a full-scale ship travels at 36 knots, the a 1/144 scale model will travel $36 \times \sqrt{1/144} = 36 \times 1/12 = 3$ knots.

He found that when scale ship speeds were adjusted in this proportion, the water waves would form along the hull in the same relative size as on the full scale ship. This similar wave pattern would induce similar handling characteristics, and allow the observer to predict how the full scale ship would handle.

CORRECTED SCALE SPEEDS FOR 1/144 SCALE SHIPS

FULL SCALE SPEED(knots)	SCALE SPEED (feet/sec.)	SCALE SPEED (seconds to travel 100 feet)
46	6.47	15.45
44	6.19	16.15
42	5.91	16.92
40	5.63	17.76
38	5.35	18.70
36	5.07	19.74
34	4.79	20.90
32	4.50	22.20
30	4.22	23.68
28	3.94	25.38
24	3.38	29.61
20	2.81	35.53

J. Salini



RANK SUGGESTIONS

These are

- 1.) ENSIGN - Expresses interest.
- 2.) LIEUTENANT - Building ship.
- 3.) LIEUTENANT COMMANDER - Launched ship and operates
- 4.) COMMANDER- Fights battle deals out or receives damage.
- 5.) CAPTAIN- fight in Regionals or Nationals where five or more ships are present.
- 6.) COMMODORE - Fights 2 Nationals or 1 Regional and 1 National.
- 7.) VICE ADMIRAL - Five Nationals.
- 8.) REAR ADMIRAL - Win 1 National.
- 9.) GRAND ADMIRAL - Twice National Champion.
- 10.) All Officers above captain may fly a command pennant if they are in charge of their fleet during that action.
- 11.) The Officer with the highest rank and seniority commands his fleet at the battle and sets strategy.

Dan Hamilton

POINT STANDINGS FOR 1983

James West	1780	points
D.W. Fluegel	1270	"
Jeff Poindexter	1245	"
Martin Schneider	1151	"
Billy Gainer	467	"
Stan Watkins	168	"
Don Jackson	5	"

RULE RECOMMENDATIONS

- 1.) Subs shall be legal. They shall have two, twenty BB guns to use through their gun and/or torpedo tubes. They must comply with surface ship rules which includes 1/32" balsa, safety pins and proper scale. Their torpedo tubes may be raised to an above water line level to serve as guns.

FLUEGEL

MISCONCEPTIONS

- #6 Your favorite ship will be the best ship to build for R/C combat.
- #7 It works really great in the garage so its ready for battle.
- #8 Building the hull and superstructure are the biggest challenge in the construction of an R/C combat ship.

SUB STUFF

Submarines were deadly killers of WW II. They could silently stalk their prey, unseen, and deliver a blow mightier than the largest naval guns. It didn't seem fair that a majestic battleship could be sunk by these slinky subs, but that's how things were.

On the other hand, things weren't so good for submarines either. They had to surface for air, exposing themselves, and maintenance problems were high due to the liquid environment and submerged propulsion systems.

Scale submarine warfare should also pose a serious threat to naval shipping, as did their counterparts during WW II. If anyone can build a fully submersible scale sub, they deserve to take advantage of their reduced visibility, while those who remain on the surface deserve to receive the target practice inflicted on them.

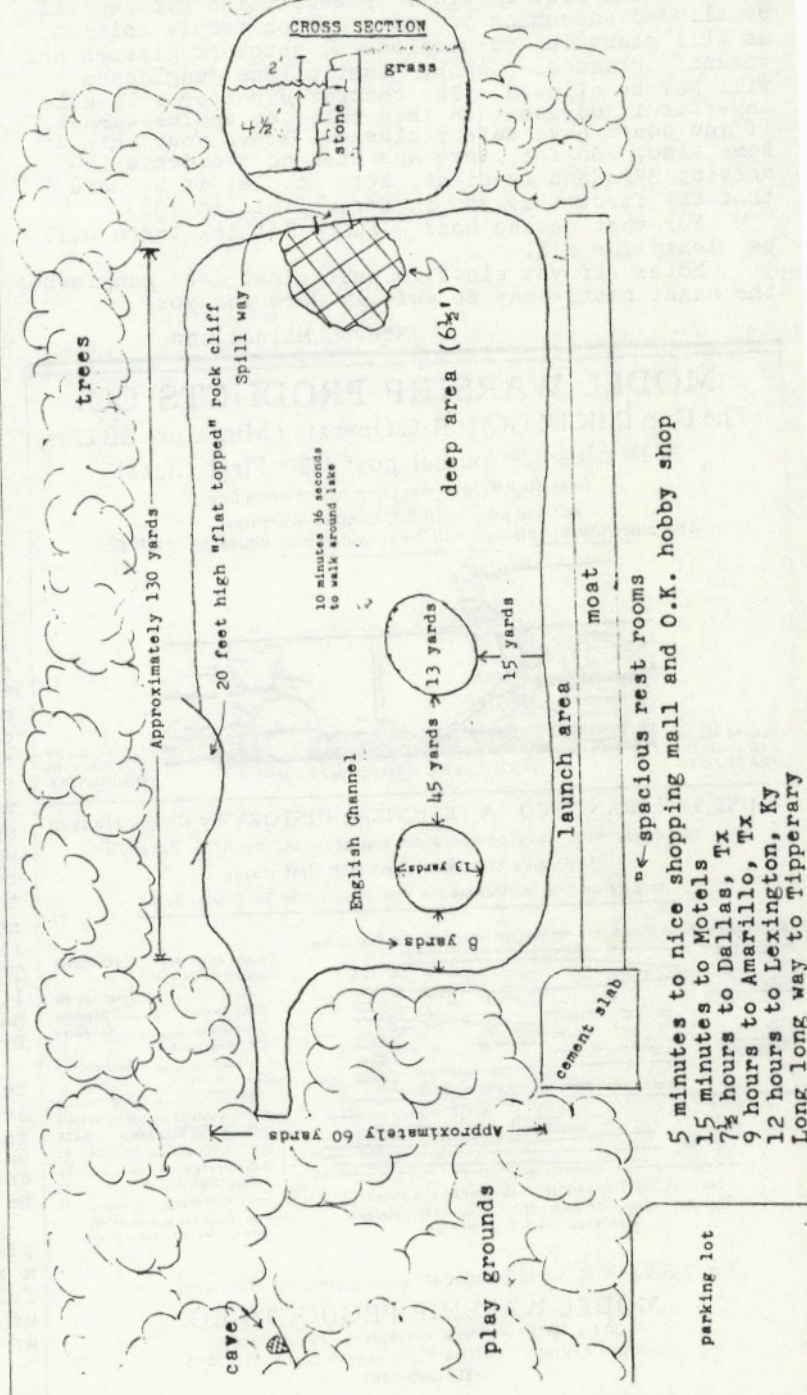
Imagine this scene at a fleet battle:

The remaining three Allied ships are running for their lives from the Tirpitz, who is closing for the final kill. If they can spread out, maybe they can get the Tirpitz in a cross-fire and delay their death for a while. Meanwhile on the sidelines, the U.S. Submarine SS-212 "GATO" lies waiting beneath the surface. This is the chance she's been waiting for. As the Tirpitz comes into range the GATO starts her engines. She has been lying 8 inches under the surface, only 6 inches of antenna showing above the water line - looks like a weed or a straw stuck in the water. But now, waves start streaming from the sides of this "straw" as she lunges forward. Captain Schneider spots a trail of waves moving toward him on a collision course. He starts for his wheel, then pauses: "No darn sub is going to spoil my kill. I'll run her down and take my collision penalties - Might makes right, anyway." As the gap closes, the GATO suddenly turns to the left. Her port engine seal has sprung a leak and shorted the motor. - Good thing she has separate batteries for starboard and port motors, or she'd be dead in the water. The GATO decides to surface and get in a few shots at the Tirpitz while she still can. The Captain pushes the stick for full emergency surfacing.

As the GATO leaps out of the water, her Captain notices she is listing to the port side - must be that flooded port engine compartment. She frantically tries to turn to get a good line on the Tirpitz. But as she's turning she hears a crack coming from her hull. Bubbles are blowing violently from her aft starboard buoyancy tank. - OH NO! He left the surface control on, and over-pressurized his ballast tanks. The freon blew out one of his four tanks. - Well at least it helped reduce the listing. - But now he was sitting a little lower in the water. The Tirpitz began turning to chase the Allied ships again, figuring the GATO was no longer a threat. But the GATO decided to fire - The first two shots, misses, left a nice spray where they hit behind the Tirpitz. Shots 3 and 4 both hits - one left a deep dent at the side of the deck, the other a 1/2" hole on the waterline. Before another shot was fired, the GATO began to slowly slide to the bottom, with no radio contact remaining. Five minutes later, the Allied fleet was demolished. The GATO was completely water-logged - Cause: Intricate controls were not reliable.

I have included this story only to illustrate what a submarine is up against. J. Salini

Last month I honored Steve Milholland with a visit. Steve showed me the Lake for the 83 Championships. It's the best R/C lake I have ever seen! Sparkling clear water allows you to see the bottom of the old trout hatchery, and there's no mud! However, there's not much shade either. The Islands should offer some interesting strategies and the overall appeal of the site makes me believe it will be the most fun championship ever. I just hope the Allies can muster up some sort of challenge for us god-like Axes. Fluegel the Great



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 _____

OTHER INFORMATION

Radio Brand _____
Radio Frequency _____
Number of Servos used _____

STATUS OF SHIPS CONSTRUCTION

As you all know by now, the 1983 Nationals are tentatively scheduled for the week of July 3rd thru 9th, 1983 in Springfield, Mo. As pertinent info becomes available I will keep everyone informed in some corner of Hull Busters.

There is one little item that I can let you in on right now. The 1983 Nationals, if held in Springfield, Mo. will be governed by two words- SAFETY and FUN. In accordance with the first word, all persons who enter the pit area (participant or not) and operate a ship on the water must be wearing approved safety glasses with side shields. Prescription glasses will be allowed (assuming you have put on temple shields) as will glass lensed sunglasses, shooters glasses and workshop glasses. Cheap, plastic lens sunglasses will NOT be allowed. The contest director will hold unmerciful judgement on this rule, so be forewarned, if you don't have safety glasses, leave your ship at home also. So far there has been no accidents involving BB's and eyesight, lets not let it be said that the first time was in Springfield in 1983.

For that second word - FUN - I think there will be plenty for all.

Note: If you elect to wear glass lens sunglasses the night battle may be awfully dark for you.

Steven Milholland

RELIABILITY

Reliability is the most important prerequisite to having an effective ship. For example if you have an eight gun ship and 2 work you really have 2 guns. Most of reliability is attention to detail and thorough testing. It is a lot easier to pay attention to detail if things are kept simple.

In starting to build a ship I would strongly recommend starting with a cruiser. It is just too hard for someone with no experience to make all the systems work at once. This makes it very easy to get frustrated too soon. Something else I would suggest is to try and see somebodies ship that has already been built so you can see what the ship will look like completed. It gives you a better appreciation for the amount of room you have. If you use a plan set it will save time. I have never used one because at that time they were not available for German ships.

When constructing working components copy somebody elses that works. Everybody in RCcombat tends to be an inventor. I am not against inventions but from a practical side of making a ship work they must be suppressed. The reason is purely mathematical. About 1 in 4 inventions work. With one new invention the odds of your ship working are 1 in 4. With 2 they are 1 in 16.

I feel also that the hull with motors, props and working components should be extensively water tested before installing guns. This gives one time to do things in a methodical manner. It also allows one to correct this set of problems before starting on another set of problems. Problems such as radio interference, overloaded motors etc. can be determined and corrected.

The gun is tricky to use. Your proficiency in using it is vastly improved with practice. The easy place to get practice is not in your ship at the lake but at home. Firing several boxes of BB's in your garage with the valve hand controlled will give you a feel for the gun. I would advise shooting at a cardboard box. When it will penetrate to thickness of cardboard it has enough power. Hand controlling the valve for awhile will also give you a good feel for how much servo travel you will need to open the valve. Only at this point would I hook the valve up to Radio Control. Then firing another 10,000 BB's will familiarize you with this aspect. I am stressing this because the garage is a much better place to do this than the shores of the lake. Only at this point should guns be installed on a ship and then the guns should be fired under actual conditions on the lake. This should be on your own time rather than battle time. If all of this is done the amount of trouble you will have during actual battle will be markedly reduced. Problems will have been solved before battle.

Maintenance is important. Something I feel has been overlooked is battery maintenance. Both Nicods and lead acid cells should be recharged monthly even during the winter because they tend to deteriorate if left uncharged. If there is any suggestion that water could have entered radio control equipment it should be taken apart and dried.

This is almost an afterthought but if you are planning on building a warship and have not yet bought a radio I would strongly recommend buying more powerful servos than normal. It gives one a greater amount of safety factor and makes installing systems such as two guns on one servo much easier.

Schneider

MODEL WARSHIP PRODUCTS CO.

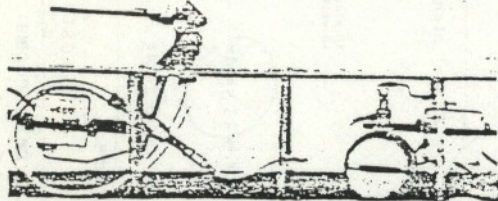
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PLEASE ALLOW 2 TO 4 MONTHS FOR DELIVERY.

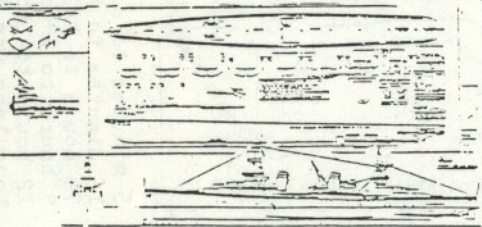
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TOPICS, BY STAN WATKINS

BEAT THE PRESS

- 1.) Rank
David Oswald proposes ranking factors for the Allied Navy when he has treasonously sold his USS San Francisco "down the river" or lake into being a Japanese ship. Really the rank system is not too bad just way too top heavy with big brass. Starting with "Commander". Maybe to have "taken Battle damage" without administering same to the enemy is justification for meritorious promotion in the Japanese Navy but it certainly is not in "This man's (Allied) Navy". I propose to restore some semblance of honor. Let's therefore change the wording to replace "received" with "administered". "Captain" should be changed to add the requirement that "He has sunk an enemy ship by gun fire in a battle". "Commodore" should have, "won a Nationals". "Rear Admiral" etc. shall have won more than one Nationals. "Fleet Admiral" shall have been the highest Allied scoring admiral at the last Nationals. That should thin out the top weight of Brass considerably.

- 2.) Submarines in R/C Warship Combat
This hobby was founded (and I quote the rules) "to enable participants to enjoy most of the interesting aspects of surface ship Naval battles safely." Submarines helped screw up surface ship Naval battles in the real world. I have been opposing their entry into this hobby because it will needlessly complicate and disorganize the very enjoyable hobby that we now have. The scale of this hobby is not conducive to convenient submarine modeling. If you want to play the submarine hobby I recommend that you form your own hobby and "go for it". But don't waste the time of us old "surface Gun Club" fans with your dream. Our dream has come true. You work and make yours come true; but in a different lake. It took a lot of time, work, and money to make our dream come true. Be prepared, if you are sincere about it, to make a similar life investment to make your dream come true. I honestly believe that your hobby is not compatible with ours. I also am prepared to cast my "veto" against you if you try to throw your (monkey wrench submarine) into the works of this fine organization.
P.S. If you can develop an effective torpedo 2 inches long x 1/8 inch in diameter (scale) with its depth keeping system and adequate range, speed, and warhead, I'll go into business with you and we will sink all those obsolete floating warships. I won't hold my breath waiting for you. S.W.

Jeff's R/C Fighting Ships - 1983

To have your ship in the 1983 issue of 'Jeffs' please send a color negative or color slide of your ship in the water and a B & W or color wallet-sized snap-shot of yourself to:
---JEFF POINDEXTER, 4409 BROWN, AMARILLO, TEXAS, 79108---
Please send a S.A.S.E. along if you wish to have your negative returned.

Also, please send any text. info and history you have kept on your ship. (i.e. hull completion date, etc.)

Only 10 or 12 ships appearing in 'Jeffs' will be in color & not all of someone's history may appear. (I may not think some things are as important as they do.)

Depending on photo-coping costs some ships that have never been in battle may not be shown. However, if a ship has been in any battle it will appear in 'Jeffs'.

'Jeffs' will be available around January 20th 1983 and will consist of 60 to 80 pages. Size will be around 4.75"x8.50".

Please send information & photos by 12-1-82. Soft bound cost will be \$10.95.
Hard bound cost will be \$20.95.
First class postage---- \$ 3.50.

(Editors Note: If he would sharpen his crayola we could read it.)

Once again fellow Allies, Axis connivery has been at work, trying to deceive us all.

As you may recall, the last issue of Hull Busters had my article on that most wonderful of speed control devices, the M.S.C. Mark I. Well, the editor of Hull Busters, being the full blooded and dedicated German that he is, either could not read English or made a desperate attempt to confuse all of the Allies who might want to build the M.S.C. The majority of the text came out reasonably close to the same way that I wrote it but, when you read closely the instructions for wiring the assembly you will notice that the text does not correspond at all with the illustration and schematic. As a matter of fact, not only was the battery polarity instructions transposed but two complete lines of the original text was omitted from the article. It is entirely possible that the sneaky guy secretly informed all the axis builders of the correct wording.

It just so happened that on the weekend of Sept. 18th Herr Fluegel was on his way home to Dallas from a trip to the eastern states. On his way thru Kentucky he called me to see if I would be home and willing to accept a visit from him. Being out in R/C Combat boondocks I was willing to have a visit from anyone associated with the hobby, even a Kraut. This would also be the perfect opportunity to properly chastise him for the article errors.

Apon his arrival I promptly started beating him about the head and shoulders with the 30 lb. freon bottle I emptied at the nationals and yelling at him to confess to his crime and reprint the article. He immediately dropped to the ground, kissed the toes of my Red, White, and Blue U.S. Keds, and began sobbing out pleas for mercy. These Krauts show a tough exterior but inside they're all jello. At this point he agreed to correct his errors. This mollified me somewhat, so I stopped denting my freon bottle on his skull. Even though I could still see a suspicious looking gleam in Fluegel's eyes, after a while we became friendly and had a good time for the remainder of his stay. He spent time looking at (spying on) the new modifications to the Alabama while I spent time going thru his Hull Busters briefcase and the material for upcoming issues.

Since Fluegel has promised to print it, here is the wiring details of the M.S.C. Mark I.

Using appropriate lengths of 22 ga. stranded hook-up wire, solder one end of a wire to plate 1 and the other end to one lead of R1. Make your solder connection as close to the resistor as possible and trim the excess lead. Repeat this procedure, plate 2 to R2 and plate 3 to R3.

Per the illustration, connect the loose lead of R1 to R5 on the same lead that is tied to plate 5. Connect with wire or tie together the two loose leads of R2 and R3. Solder two wires to this connection, one goes to plate 4, one goes to the + pole of 6 volts. This completes the wiring of speeds 1 thru 4.

Repeat this procedure with the last 4 speeds, R4 to plate 5, R5 to plate 6, R6 to plate 7, and the + pole of 12 volts to plate 8. Note that the loose lead of R4 is tied to the plate end of R5.

The remaining connections are made just as shown in the illustration. The common lead of the micro switch is wired to the negative pole of the motors. The closed (center) lead of the micro switch is tied to the positive pole of 12 volts, this connection can be a short piece of wire run over to the battery side of R5 and R6 or to plate 8. The open lead of the micro switch is tied to both the reverse plate and to the negative pole of 12 volts. Last but not least, the wiper arm is tied to the positive pole of the motors. If you are building an Axis ship I recommend that you dispense with batteries and solder all wires to a convenient rock.

I hope this clears up any confusion caused you Allied builders out there. My suspicious nature leads me to believe that all the Axis captains already know the true details. That sales receipt I found in his briefcase for 153 German speaking carrier pigeons nas had me bugged.

Steven Milholland

I would like to apologize to the people who have written me over the last few months on my speed control and other things. It seems I just have not had time to sit down and write replies. Please be patient with me. After the Eastern Regionals on Oct. 16-17 I hope to catch up on correspondence. If anyone really needs to talk to me in a hurry, please call me at 1-417-869-0025.

Steven Milholland

MISPRINT

The August issue of Hull Busters had 2 misprints. The address to send your "Battle Damage Reports" to is: James West/1255 Iris/Amarillo, Texas 79107. The 2nd error was concerning the rules. The 100 feet per 25 seconds maximum speed rate was not passed.

VISCIOUS RUMOR

The hull of the Tirpitz was originally a flower planter.

PLATE GLASS ARMOUR

In my instruction sheet sent with the U.S.S. Alabama plan sets, I recommend buying balsa and plywood from Balsa USA in Marinette, Wisc. It has now been determined that Balsa USA's wood is the cause of my shattering hull problems at the '82 Nationals. I now recommend their 1/32 inch balsa be used only by Krauts and Japs. Their 1/16 inch balsa and aircraft plywood is still an excellent buy though.

Steven Milholland

The February issue was the first ever issue. It was 2 pages long and made on the office copier. I did not realize then that they would grow into the wonderful problem they are today, so I believed 50¢ a copy would be a fair price. If nobody wanted to buy them or write articles I would stop printing them and commit suicide.

To my surprise there were a lot of people hungry for R/C combat information, so the number of subscribers grew. Contributing authors were the next problem, but to my relief the articles are now slowly trickling in. The office xerox was fine for the February issue but inadequate for the 1200 pages in the August issues. The amount of work also sky-rocketed.

I am happy about the success of the Hull Busters, with one exception. It (me) has lost money every issue! So I asked myself, "What can I do"? the answer "gouge it out of the subscribers"! How? Next year Hull Busters will sell for \$1.00 per issue! Boy, that sounds expensive, well, compared to the price of a refrigerator....it's cheap!(!?).

Actually I feel a bit guilty asking for a buck a copy, but consider my costs per copy, 35¢ printing, 20¢ postage, 20¢ advertising (free copies), 1¢ typewriter, 1¢ envelope and 1¢ labels, equals 83¢ per copy (my time has been free).

Hopefully the "advertising costs" will someday be "advertising profits" and the subscription price can go down, but for next year it will cost you \$1.00 per copy or \$6.00 per year (I will accept refrigerators instead of money).

It is with pleasure and guilt that I announce that Hull Busters is now accepting subscriptions for 1983 at \$6.00. The remainder of this year (Dec) is still 50¢ a copy. Because I don't sell old issues (until the end of the year), be sure to subscribe and know you won't miss a single issue!

FLUEGEL

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