



HULL BUSTERS

October 1985

was not really a loss because it was expected. On the other hand should GOD intervene (like at the first day of the 1985 Nationals) the Allies would have a very great victory!

The Axis meanwhile were deciding that it would take great discipline to not wipe out the Allies in the very first sortie. After all they should save something for the second sortie. Well they didn't have the will power to do it. They blew us away in the very first sortie. The Oklahoma's pumps turned the servo turn on system off when she passed out of radio control range while running from the two kraut pocket BBs. The high point for the Allies was when the Schneider piglet poked his nose through the side of the Fluegel pigmobile (Lutzow).

That's pretty vicious journalism isn't it. Actually Brian Schneider proved to me that he is a oponent who deserves respect for his combat capabilities nearly as much as he deserves respect (fear) for his proven ramming abilities.

An so the Oklahoma went down and with this sink Stan resolved to never again go to war without some automatic pump turn-on system. Radio control turn-ons have all the vulnerabilities of the radio control system and therefore should not be the only way to turn on the pumps.

OBSERVATIONS OF THE FOUNDING FATHER

By Stan Watkins

Greetings Combatants!
 First and most important, the new rules package passed by a wide margin. We are now a single shot hobby! That's great news! There were some provisions contained in the package that will need to be changed next summer but I believe we can all live with these provisions for a while. At least we have a set of rules that we can provide to prospective members that does not have a bunch of experimental ammendments tacked on. I believe we are ready to expand the club now. We still need to get the "Official List of Elgible Warships" completed. I understand that part of this list is to be printed in this Hull Busters issue. Thanks Dan, I know it was a monumental task and we all owe you a great debt for the many long hours it took to do all of that research.

The Amarillo Reginals was cancelled because of bad weather. No, not really, but if the Axis had lost as bad as us Allies did that would be what they said. The weather was very chilly especially on Saturday morning. Dirty Dave fought the Myoko (pronounced Axis) and Fluegel was here with his Nationalist Socialist (pronounced Nazi) Pocket BB. The other Axis bullies were James West (Blucher), Martin Schneider (Tirpitz), and the new baby piglet Brian Schneider (Scheer). The Allied Grand Fleet was composed of the USS Texas (Jeff Poindexter) and the USS Oklahoma (Stan). Yes that was it! Where are those British when you really need them? Well, they were certainly there at Nationals and we really needed them there.

So the fleets were AXIS: 4 Cruisers and a Battleship, to ALLIED: 2 Battleships. Jeff and Stan would hear none of this Red and Green Fleet business. It was Allied vs Axis or nothing! Liberty or Death! The Axis were extremely confident that they would have a great victory since they outnumbered the Allies 5 to 2. The Allies felt that this was going to be another JavaSea but were insistant about making a stand and that they were in a "no loose" situation. They were expected to loose so if they lost that

Back at the war the Texas had been severely pounded but had not been sunk. Since he had been so badly pounded he declined the additional sortie of the battle. It had been the slaughter that the Axis had expected. Everyone except Fluegel then patched damage. It took the Allies quite a bit longer that the Axis!

It was the Texas turn to sink in the next sortie. The Oklahoma went out with the pumps running permanently and so did not sink. Without the Texas for some help Oklahoma declined the second sortie. It was another significant Axis victory. That was it for Saturday.

Saturday night the "Transistor Turn-On System" (see the Hull Busters artical by Martin Schneider of several years ago) in my Salt Lake City was copied and installed in the Okie. It was used alittle diferently. It was used to turn on the Radio Shack relay that is used to o the pumps. The relay has greater current capability than the transistor and no voltage drop.

And so the Sunday battling began. After some prebattling cruising the second that War was declared the USS Oklahoma went out of control. The only thing to do was to declare 5 minute rule and watch as the Axis did "distructive testing of my hull. But misteriously control was restored so as the Tirpitz closed in on the bushes that the Oklahoma had run into the Oklahoma could be moved slightly back and forth and could avoid a few of the shots. But soon Martin positioned the Tirpitz in such a way that the small movement of the Oklahoma did not caus any missed shots. The Captain decided that the risk of totally fouling the screws was worth taking since nothing could be worse than the present situation. The engine telegraph rang u Full SPEED! Then the order was given for WAR RESERVE SPEED! As the Oklahoma began to power herself deeper into the weeds that separated he from the open sea she signalled the Texas for help and telegraphed for WARP SPEED (Warp the Armatures but get us out of here!) Incredibly

MASTER SHIP'S LIST

We are in an era of evolutionary change within our hobby. Our bylaws have been expanded and clarified to give our model ships capabilities that more closely parallel their fullsize counterparts. The rule changes listed below are in this category.

1. SCALE DISPLACEMENT

The weighing of the models to insure that their displacement falls between the standard tonnage and the full load tonnage of the fullsize vessel.

2. SPEED RULE

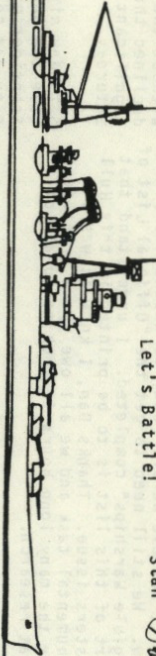
The speed rules provide maximum speeds for our models based on the speed of the fullsize ship.

3. OFFENSIVE/DEFENSIVE UNITS

The armament classifications provide for more powerful offensive and defensive configurations for modern (post Washington Treaty) ships.

Because there are many sources (some conflicting) that list a ship's characteristics, an official "Master List" has been established by our club and will be maintained with up-to-date data. This "Master List" will become the final arbiter for the characteristics of any ship that might be constructed. During this past winter, Dan Hamilton has compiled the list. He has researched most of the navies of the world, and has listed their ships from battleships to gunboats. This list is being placed on a computer to facilitate additions, corrections, modifications and easy reproduction. As of today, the battleships, battlecruisers, dreadnoughts, predreadnoughts, heavy cruisers and light cruisers for the following navies have been mechanized: United States; Great Britain; Japan; Germany; Italy; France. The destroyers, aircraft carriers, gunboats, armed merchantships, etc., of these navies will be input as my time permits. The other navies that Dan has collected data on (Russia, Chile, Holland, Siam, etc.) probably will not be input, but his lists will be available for reference. In order to get the List into HULL BUSTERS quickly, it is printed as I started it; this winter I will modify it so that all the ship names in each class are listed. Presently, only the lead ship of each class is listed. The full-load displacement of each class will also be given. As soon as Dan Hamilton gathers this data it will be incorporated into the List. Meanwhile, call Dan if you need to know the full-load displacement of a particular ship.

The Oklahoma Captain sent this reply: "To minimize damage shut off pumps. To display courage leave pumps on and fire at all targets of opportunity: request Texas check fire for



Good Luck Allies at the Decatur Regional! NO red and green please.

Let's Battle!

Stan

Although the damage was incredible the Texas did not sink. Both Allied Battleships had survived the sortie. What a great victory! The scores didn't look like an allied victory. The Okia was hit by some 40 hull hits and the Texas is believed to have broken the "John Jass Rodney Record". The Texas took some 107 hull hits! The Allied Fleet declined battle for the next sortie.

Then Stan went home to get his Salt Lake City. Night as well get all of the ship shot up; James West challenged Stan with his old Hipper that still had Mk IX poppet spurt guns. The Saly and Hipper maneuvered for shots with the Salt Lake City scoring first then something shifted in the Saly and she listed heavily. This caused her to lose much speed and let go maneuverability. Hipper maneuvered and let go with a mighty burst into the Salt Lake City's hull. At least the Allied Luck was constant. The Salt Lake City had received 2 below the waterline holes in her hull and one above the waterline. As she ran, Tower Stan wondered why her pump was not coming on (afterall she has a transister turn-on system). Then the pump began to dribble water weakly. This 12 volt pump doesn't work well on 6 volts. Oh for a dumas 4.8 motor for that pump! Slowly, agonizingly the water rose bearily over 1 minute left on the finally with slightly over 1 minute left on the 5 minute time she slipped beneath the surface. When things go wrong! Congratulations James. You got me! Even though the weather was poor the Axis had a good time. The Amarillo Allies must patiently wait for their day. But we are a patient lot.

(God finally took pity on the Oklahoma) the Oklahoma was now half way out of the weeds and the engines were still putting out a good propwash. The Texas was rushing to the scene to help. Even though shell after shell from the Tirpitz was crashing through both sides of the hull the crew was excited and sensed that all was not lost. Then Charlie barked. Has he hit No. the Oklahoma was breaking free of the weeds, breaking free of the terrible fusillade of the Tirpitz fire, free to open sea! The Axis response was quick. Attack with the two fastest Axis ships (Myoko and Lutzw).

Since Oklahoma could not use her guns (5 minute rule had been called) there was absolutely no danger in attacking the Battleship. Damage control reports began flowing in. The Tirpitz had inflicted significant but not serious damage. The engines were reduced to full speed, Charlie was unscathed, now for attention to the attackers. The Commodore asked about the Texas. She couldn't be raised by radio. Oh well, she had our own problems to be worried with. The Myoko and Lutzw were closing FAST and shell splashes were indicating that they were in range. It was time to chase splashes. These cruisers were seasoned warships and they were getting their share of hits soon the flooding reached the transister water sensors and the stern Vor-tec V6 fired up. (I love transisters for turn-ons). No sweat, the pumps can handle it. Now only 2 minutes left. Time to turn back and go back to harbor. The Myoko has emptied her bow magazine. I don't know if I could have stood any more good news. To keep the Captain from dying of joy the status report from the Texas was read. "Situation critical, Aground on uncharted underwater obstruction. Axis fleet having field day, any ideas?"

ONE SORTIE WEEKEND

by David Haynes

The last time I made a trip to Amarillo Texas to battle was April 1984. The weather that weekend turned out to be terrible. We were only able to battle one day because rain and sleet moved in the second day and put an end to any hopes of further battling. This time I hoped the weather would be more pleasant.

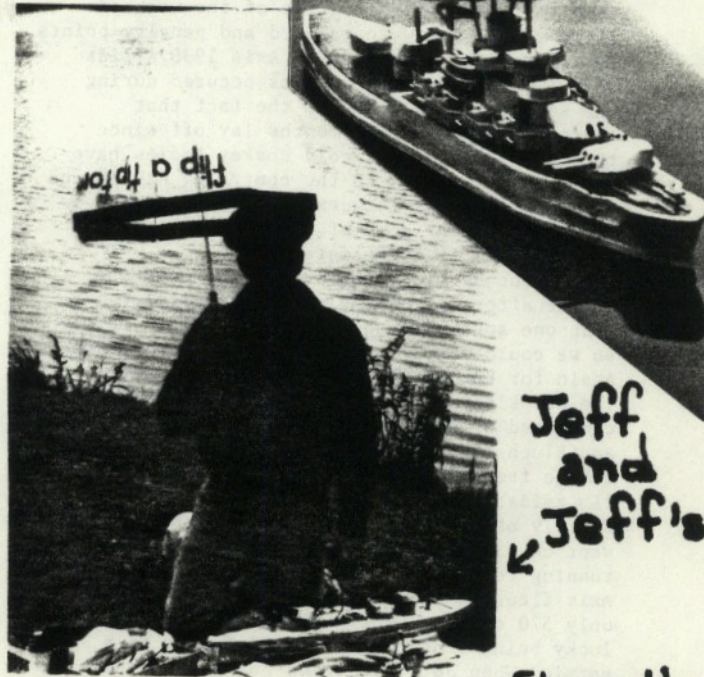
I arrived late Friday night (13th), at Martin Schneider's home after driving the entire distance from Abilene to Amarillo through rain, the weather didn't look promising. After a good nights rest and breakfast(thanks Catherine), Martin, Brian and myself headed for the lake hoping the overcast, misting sky would clear.

The first day, Sept. 14, began with the arrangements for battle under ugly weather, it didn't clear. It was determined that the battles would be the traditional Allied vs Axis. This was fine except for the fact that there were seven Axis and only two Allies. The gracious Axis offered to make the odds more even but the idea was rejected by the Allied captains. Stan stated that "Red, White and Blue are colors that will not run". This was to prove to be a regrettable decision as the following battle summary will indicate. Stan later said that stupidity should be confused with bravery; they were stupid.

Fleet battle #1 was set with the Allied fleet consisting of Stan's battleship Oklahoma and Jeff's battleship Texas pitted against the Axis fleet with Martin's battleship Tirpitz, Fluegel's cruiser Lutzow, the cruiser Blucher of James West, Brian Schneider's Scheer, and my cruiser Myoko. This was set up to be a two sortie battle. We all hoped the two Allied BB's could withstand the salvos of the superior Axis fleet and return for a second sortie. It must be remembered that numerical superiority in ships does not always prove to be an advantage, and it appeared this might hold true in this sortie. It was difficult to get in position to fire with so many of our own(Axis) ships in one area. Soon into the first sortie the guns of the Blucher froze and she went on five minutes. After many salvos and a great deal of maneuvering the inevitable happened. The Scheer ramed and sank the Lutzow while they were both attacking the Oklahoma! At about the same time the Oklahoma sank due to gunfire and the fact that her pumps turned themselves off. Those Allies always have the most ingenious devices on their ships. The first sortie of the first battle

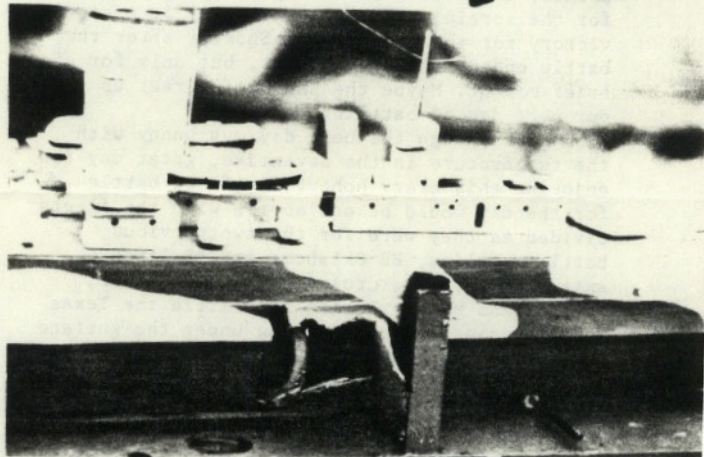
Stan's →

308



Jeff
and
Jeff's

← Fluegel's



The computerized lists will be published periodically in HULL BUSTERS so everyone has access to the data. If you are planning to build a model of a ship that is not listed, contact the Executive Board so they can determine the classifications that apply to your ship. A "review" procedure has been established so that you can challenge (and change) any data on the "Master List" that you have disagreement with. If Fluegel, for instance, feels that the BISMARCK's speed should be 45 knots rather than the listed value, he would provide the documentation (three sources) that supports his claim to the Executive Board; they would rule on his request for modification. The burden of proof lies with the person bringing the challenge, not the Executive Board who is defending the data in the "Master List".

NOTES ON THE LIST

The following notes were prepared by Dan to further explain the list:

LENGTH

The loa shown is overall length of the ship in most all cases. Infrequently, the length between perpendiculars is shown as that is what was available.

BEAM

This dimension is the maximum width of the ship. In some cases the below the waterline bulges are not included. The length and beam are given to the nearest whole foot.

DISPLACEMENT

This figure is the Standard Displacement in long tons as the ship was built. It is rounded to the nearest one hundred tons.

ARMOUR

This shows the maximum belt thickness, except on protected cruisers which had only deck armour.

GUN SIZE & NUMBER

This is the diameter (in inches) of the main battery barrels, and the number of barrels in that battery.

SPEED

The speed shown is the maximum continuous speed (in knots) that the ship could sustain. High trial speeds attained in light conditions are not counted.

BUILT

The year(s) of construction of the class of

ended as a overwhelming Axis victory. The Oklahoma sank and the Texas refused battle, so the second sortie was forfeited to the Axis, thus ending the first battle of the weekend. After the scores were tallied and penalty points subtracted the totals were; Axis 1930, Allies -115. Several damaging rams occurred during the sortie probably due to the fact that there had been several months lay off since the championships and cold shakey bodies have cold shakey fingers on the controls! At the end of the sortie Kay Poindexter arrived with some warm clothes for some of us who were cold and wet, boy was it appreciated.

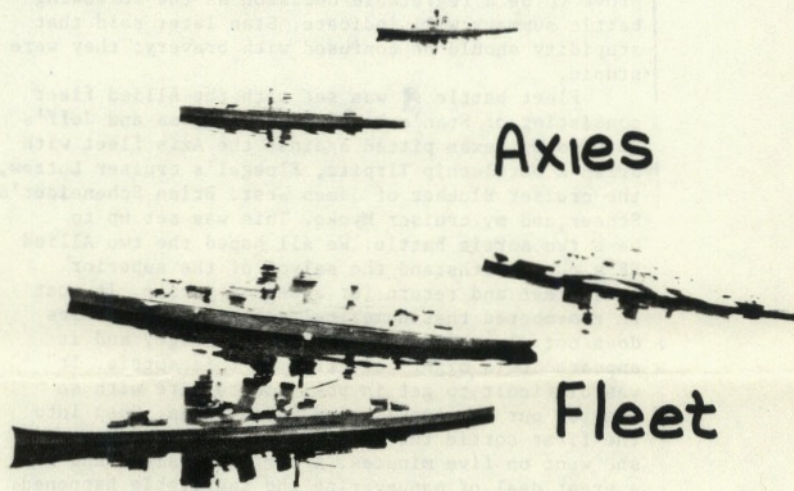
Fleet battle #2 was set to be only one sortie after discussing the feasibility of more than one sortie in the rain. All agreed on one so we could move to dryer, warmer surroundings. Again for the battle the Allies would have the BB Oklahoma and BB Texas. The Axis fleet consisted of BB Tirpitz, cruisers Scheer, Myoko and Blucher. The Lutzow had sustained severe damage from a ram in the first battle (a broken rib amidships) and was not able to battle. Shortly after the sortie began the Oklahoma went on five minutes out of control and began running in a circle. Somehow, with the rest of the Axis fleet shooting at her the Oklahoma received only 570 damage points. The Texas was not so lucky being sent to the bottom during this sortie. When Jeff recovered her she was smoking and muddy. The Axis suffered only 25 damage points, all scored on the Myoko. Final tally for the sortie; Allies 25, Axis 1725. A second victory for the Axis fleet! Shortly after the battle ended the sun came out, but only for a brief moment. Maybe the sun would greet us for our next day of battling on Sunday?

Sure enough the next day was sunny with the temperature in the seventies, great day for enjoying this crazy hobby! The fleet battle for the day would be one sortie with the fleets divided as they were for the two previous battles; Allies, BB Oklahoma and BB Texas Axis, BB Tirpitz, cruisers Lutzow, Scheer, Blucher and Myoko. During the battle the Texas became entangled in something under the surface of the water and became the target of the Scheer, Tirpitz and the Blucher. The Lutzow and Myoko attacked the Oklahoma with a co-ordinated effective system. As one ship would press the attack the other would move into position to

take over the offensive as the first ship lost good firing position. The Oklahoma went on five minutes, but Stan did an excellent job of maneuvering to avoid extensive damage. The Texas suffered the most damage, probably a record number of points scored on a ship without the ship sinking. The Texas received 4,400 points of damage in this one sortie! The Oklahoma received 1,300 points of damage, while the Axis fleet received 415 points of damage. A third victory for the Axis fleet, and the last fleet action of the weekend. All remaining actions were ship to ship challenges.

The final total for the fleet actions saw the Axis fleet defeat the Allied fleet by a score of 9,355 to 325.

Lutzow vs Scheer; This encounter saw the Scheer, commanded by Martin Scheneider, against the Lutzow of D.W. Fluegel. The momentum shifted back and forth during this battle as tactics changed. It appeared that the Lutzow was in danger during the latter stages so the Lutzow went on five minutes, but as it turned out there was no cause for alarm. The Lutzow won the affair 135 to -90 due to a ram penalty on the Scheer.



Hipper vs Salt Lake City; During the time between the fleet action and the ship to ship challenges, Stan brought out his SLC to do battle. His opponent was the Hipper of James West which he had at the lake along with his Blucher. The SLC was a single shot ship while

MODEL DISPLACEMENT

The weight of a 1/144 model of the ship, using the Standard Displacement as the weight of the full-sized ship. (To determine, divide the weight of the ship in long tons by 1333.)

OFFENSIVE/DEFENSIVE CLASS

The Warship Class that the model ship falls into, based on 1986 Battling Rules.

SPEED

The model speed (in seconds) through a measured 100 foot course. Rules that apply to measuring model speed are found in the 1986 Rules.

SOURCES

The following sources were used to verify the data contained in this list. Three sources had to agree on a characteristic before it was considered official.

CONWAY'S ALL THE WORLD'S FIGHTING SHIPS (1905-1922)

CONWAY'S ALL THE WORLD'S FIGHTING SHIPS (1922-1946)

DREADNOUGHT (R. Hough)
(N. Friedman)

BATTLESHIPS (A.J. Watts)
JANE'S FIGHTING SHIPS

BATTLESHIPS AND BATTLECRUISERS (A. Preston)

BATTLESHIPS OF THE U.S. NAVY (S. Terzibaschitsch)

BATTLESHIPS AND BATTLECRUISERS (R. Humble)

BRITISH BATTLESHIPS AND BATTLECRUISERS (A. Raven & J. Roberts)

BRITISH CRUISERS (A. Raven & J. Roberts)

FIGHTING SHIPS OF THE WORLD (D. Brown)

FIGHTING SHIPS OF WWII (J. Westwood)

GERMAN NAVY IN WWII (J. Mallmann)
BATTLESHIPS OF WWII (A. Preston)

GERMAN RAIDERS (P. Schmalenback)
U.S. AIRCRAFT CARRIERS (N. Friedman)



the Hipper used the old multi-shot guns. After some jockeying for position the Hipper hit the SLC with a salvo which holed the SLC below the waterline. It was a slow, agonizing sink taking nearly four minutes to happen, but the SLC finally went under. Final score; Hipper 225, SLC 35. The multi-shot gun had triumphed.

Myoko vs Texas; Jeff had repaired the Texas from the earlier battle and was ready to do battle once again. This would be my second time to battle a battleship one on one. The first time had been against the Bismark. Shortly after the sortie began the Texas began experiencing radio difficulties. Following a period of maneuvering and firing the battle was over. The tally of the scores showed the winner to be the Myoko; Texas 5, Myoko 275.

Myoko vs Hipper; The Hipper had already won a ship to ship challenge by sinking the Salt Lake City, which made me a little anxious about

going against a ship armed with multi-shot guns. While trying to stay away from the shotguns of the Hipper the Myoko was holed by one of her blasts. The Hipper ran out of ammo shortly, while the Myoko had ammo remaining. The Hipper slowed due to a prop fouling and the Myoko was able to take full advantage of the situation. Myoko defeated the Hipper. The score; Myoko 645, Hipper 75.

Blucher vs Myoko; This challenge took place right after the last fleet battle but I am writing about it last. That's where it was in my notes anyway? Following several exchanges of shots the Blucher began taking on water between the hull rim and the deck. The lake was a little rough and the more she turned the more water she took on until the pump could not keep up with it and she sank. Since the Blucher had been holed it was counted as a combat sink. The Myoko won, 625 to 0.

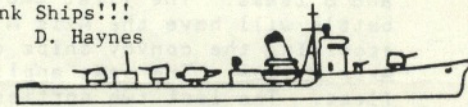
That is about it as I recall and I hope I didn't leave anything important out. If there is something missing send the info to Fluegel, he'd be happy to have your input. Thanks to the Amarillo crowd for their hospitality, and especially to the Schneider's for letting me stay at their home.

The final point tallies;

David Haynes CA Myoko	3680
James West CA Blucher/Hipper	3037
Martin Schneider BB Tirpitz	1947
D. W.Fluegel CA Lutzw	1841
Brian Schneider CA Scheer	1337
Stan Watkins BB Oklahoma	299
Jeff Poindexter BB Texas	68

Sink Ships!!!

D. Haynes



701-15 Chidori

FILENAME:JAPAN LRC=005	CLASS	# SHIPS	NAME	LOA (FEET)	BEAM (FEET)	STNDRD DISP (TONS)	FULL DISP (TONS)	MODEL DISP (LBS)	ARMOUR (INCHES)	GUNS #	DIA (INCHES)	SPEED (KNOTS)	BUILT	OFF/DEF CLASS	SPEED (SEC/100 FT)			
																HEAVY	MODEL	ARMOUR
PREDREADNOUGHT BEFORE 1922	DREADNOUGHT	2	MASHINA	470	78	15,900	17,200	12,903	9.0	4	12	18.00	1905-06	4	30			
		2	TSUKUBA	475	75	13,700	15,400	11,553	7.0	4	12	20.00	1907-08	4	30			
		2	KURANA	485	76	14,600	15,600	11,703	7.0	4	12	21.00	1909-11	4	30			
		2	SATSUNA	482	84	19,400	21,800	16,354	9.0	4	12	18.00	1909-11	4	30			
		2	KAWACHI	533	84	21,600	22,800	17,104	12.0	12	12	21.00	1915	3	28			
		2	FUSO	698	109	29,300	39,200	29,407	12.0	12	14	24.00	1915-17	2	28			
		2	HYUGA	721	111	29,900	39,500	29,632	12.0	12	14	25.00	1917-18	2	26			
		2	NAGATO	738	113	32,500	42,800	32,108	12.0	8	15	25.00	1920	2	26			
		2	YAMATO	863	127	64,000	72,000	54,014	16.0	9	18	27.00	1941-42	1	26			
		4	KONGO	729	103	27,500	36,400	27,307	8.0	8	14	30.00	1913-15	3	24			
PROTECTED CRUISER LESS THAN 9000 BEFORE 1922	PROTECTED CRUISER	1	TONE	373	48	3,800	4,900	3,676	3.0	12	4.7	23.00	1910	6	28			
		3	CHIKUMA	475	46	4,400	5,000	3,751	3.0	8	6	26.00	1908-09	6	26			
		2	TENRYU	468	41	3,200	4,400	3,301	2.0	4	5.5	35.00	1919	6	24			
		4	KUMA	533	47	5,100	5,800	4,351	2.0	7	5.5	36.00	1920-21	6	22			
		6	NAGARA	533	47	5,200	7,000	5,251	2.0	7	5.5	36.00	1922-25	5	22			
		3	YUBARI	535	48	5,200	7,100	5,326	2.0	7	5.5	35.00	1924-25	5	22			
		1	MATSUBI	478	40	3,400	4,400	3,301	2.0	6	5.6	34.00	1923	5	24			
		3	MATSUBI	438	53	5,960	6,400	4,801	2.0	4	5.5	15.00	1939-41	5	30			
		4	AGANO	572	50	6,700	8,600	6,452	2.2	6	6	35.00	1941-44	5	22			
		1	OYODO	630	55	8,200	11,500	8,627	2.0	6	6.1	35.00	1943	5	22			
HEAVY CRUISER AFTER 1922	HEAVY CRUISER	2	FURUTAKA	607	54	8,700	10,400	7,802	3.0	6	8	33.00	1926	4	24			
		2	AOBA	607	52	9,000	10,700	8,027	3.0	6	8	33.00	1927	4	24			
		4	MOGAMI	661	61	11,200	14,800	11,103	3.9	10	8	34.00	1935-37	4	24			
		4	NACHI	669	68	11,000	15,100	11,328	3.9	10	8	34.00	1928-29	4	24			
		2	TONE	662	61	11,200	15,200	11,403	3.9	8	8	34.00	1938-39	4	24			
		4	TAKAO	669	59	12,800	15,400	11,703	3.4	10	8	34.00	1932	4	24			
		PREDREADNOUGHT VERT DARTON	PREDREADNOUGHT VERT DARTON	3	439	80	14,800	15,800	11,853	11.0	4	12	18.00	1907-08	4	30		
				5	481	85	18,400	20,000	15,004	10.0	4	12	19.00	1909-10	4	30		
				DREADNOUGHT BRETARNE	DREADNOUGHT BRETARNE	4	548	89	22,200	26,000	19,565	11.0	12	12	20.00	1913-14	3	28
						3	545	89	23,300	26,000	19,505	10.5	13	13	20.00	1915-16	3	28
BATTLESHIP RICHELIEU	BATTLESHIP RICHELIEU					2	813	108	35,000	49,900	37,434	13.5	8	15	30.00	1940	1	24
						BATTLECRUISER DUNKERQUE	BATTLECRUISER DUNKERQUE	2	704	102	26,500	35,500	26,632	9.8	8	13	36.00	1937-38
HEAVY CRUISER BEFORE 1922	HEAVY CRUISER BEFORE 1922			1	486			70	12,500	14,000	10,503	6.7	12	6.5	22.00	1908	5	28
				2	522	70	14,000	15,900	11,928	6.7	14	7.6	23.00	1916-11	5	28		
				1	515	70	13,400	15,500	11,628	6.7	4	7.6	23.00	1909	5	28		
				HEAVY CRUISER AFTER 1922	HEAVY CRUISER AFTER 1922	2	629	62	10,000	12,200	9,152	1.1	8	8	33.00	1928	4	24
4	643	66	10,000			12,900	9,677	2.4	8	8	31.00	1930-32	4	24				
1	611	66	10,000			13,900	10,428	4.7	8	8	31.00	1934	4	24				
LIGHT CRUISER LESS THAN 9000 BEFORE 1922	LIGHT CRUISER LESS THAN 9000 BEFORE 1922	1	428			46	4,300	5,000	3,751	3.5	12	4.1	25.00	1911	6	26		
		1	455	44	4,500	5,600	4,201	2.0	12	4.1	27.00	1912	6	26				
		1	468	45	4,900	6,400	4,801	2.4	12	4.1	27.00	1915	6	26				
		1	497	47	5,400	7,100	5,326	2.5	8	5.9	27.00	1916	6	26				
LIGHT CRUISER JEANNE D'ARC LESS THAN 9000 AFTER 1922	LIGHT CRUISER JEANNE D'ARC LESS THAN 9000 AFTER 1922	3	596	56	7,200	9,400	7,052	0.7	8	6.1	33.00	1926	5	24				
		1	558	58	6,500	9,000	6,752	1.0	8	6.1	25.00	1931	5	26				
		1	581	53	5,900	9,100	6,827	1.0	9	6	34.00	1934	5	24				
		4	589	57	7,600	9,100	6,827	4.0	6	6	31.00	1935-37	5	24				

FILENAME:FRANCE
LRC=004

First of all, I would like to thank the club for allowing me the privilege of being your 1986 National Championship contest director. Tom will be a hard act to follow, but perhaps I can equal his effort.

In case you are wondering when the event will be, mark your calendar for Monday, July 14 through Friday, July 18. See you then!

As I feel the contest is primarily for the fun and enjoyment of the club members, I would like suggestions from the club membership as to what they would like to see to make the week's battling more enjoyable. If the suggestions are good I will attempt to schedule them in the time we have available. Please let me know your ideas. The area I will primarily concentrate on is the Convoy event. I want to try and have at least one good convoy battle during the week. In an effort to bring this about, I will send to captains that can give me a firm commitment pre-cut ribs and decks for a semi-liberty ship design. By firm I mean that they will build and bring to the Nats a convoy vessel. If you decided to help with this project you will be responsible for constructing the hull and superstructure and providing the drive train and radio gear. The drive will be standardized as a Dumas 4.8V motor run at 4V driving a Dumas .049 plastic prop. The radio gear can be removable so other captains can insert their equipment to control the ship. I will be building one and Tom Jass has already given his promise to build one. As far as the organization of the battle is concerned, the Axis and Allied fleets will be divided into A and B teams. The first two sorties of the battle will have the Axis A team warships escorting the convoy ships controlled by the Axis B team. The same applies for the Allied fleet. The last two sorties of the battle

will switch roles, with the Axis B team warships escorting the convoy vessels captained by the Axis A team. Again, the same for the Allied fleet. As you can see, the battle will be in two halves of two sorties each with the winner determined at the conclusion of four sorties of battle. This should allow everyone to participate who wishes to and alleviate frequency conflict problems.

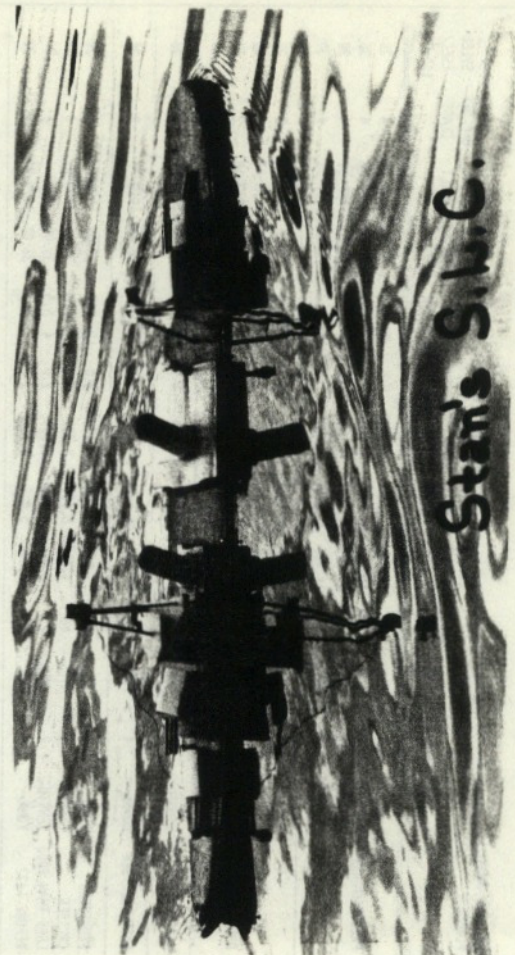
Now for the bad news. There will be a blind draw test run on each ship brought to the Nats for compliance in the areas of hull hardness, speed, displacement, and rudder surface area. Your ship or ships will be drawn at random and tested in one of the four categories. This testing will be done on Sunday, unless you arrive later in which case the testing will be done during slack periods between battles. I will be constructing a photoelectric timer for speed testing to eliminate any human error in the testing process. So read the rules and make sure your ship is in compliance not only with the above four areas but with all restrictions and specifications.

To clarify an area of confusion in the rules, know now that superstructure damage due to combat will not count. Ram damage to the superstructure will still result in a penalty. Also, to avoid a sink, your ship must be recovered from the west wall in the same area it was launched. Simply touching your ship will not be sufficient, it must be removed from the water. I will explain in more detail the specifications of this procedure before the start of the Nats.

Well, so much for this article, and send me any suggestions you may have to make the 1986 Nats the most enjoyable yet.

James C. Foster

FILENAME:USA	CLASS	NAME	# SHIPS	LOA (FEET)	BEAM (FEET)	STNDRC DISP (TNS)	FULL DISP (TNS)	HEAVY MODEL DISP (LBS)	ARMOUR (INCHES)	GUNS	SPEED (KNOTS)	BUILT	OFF/DEF CLASS	SPEED (SEC/100 FT)
PREDREADNOUGHT	CONNECTICUT		6	457	77	16,000	18,000	13,503	11.0	4	12	18.00	1986	30
	RHODE ISLAND		5	395	73	13,000	17,000	12,753	11.0	4	12	18.00	1985	30
	WYOMING		1	562	93	26,000	31,000	23,256	11.0	12	12	20.00	1912	28
	DELAWARE		2	510	85	20,000	22,100	16,579	11.0	10	12	21.00	1910	28
	MICHIGAN		2	453	80	16,000	17,600	13,203	12.0	8	12	18.50	1910	30
	FLORIDA		2	522	88	21,825	23,000	17,254	11.0	10	12	20.75	1911	30
	ARKANSAS		1	562	104	26,000	31,000	23,256	11.0	12	12	20.00	1912	28
	TEXAS		2	573	95	27,000	31,900	23,931	12.0	10	14	21.00	1914	28
	NEVADA		2	583	95	27,500	31,700	23,781	14.0	10	14	20.50	1916	28
	PENNSYLVANIA		2	488	97	31,400	32,600	24,454	14.0	12	14	21.00	1916	28
	NEW MEXICO		3	624	98	32,000	36,200	27,157	14.0	12	14	21.00	1917	28
	TENNESSEE		2	625	114	32,600	40,300	30,233	14.0	12	14	21.00	1921	28
	MARYLAND		3	625	98	32,500	40,400	30,308	14.0	8	16	21.00	1923	28
	N. CAROLINA		2	729	108	35,000	44,400	33,308	12.0	9	16	28.00	1941	26
	SOUTH DAKOTA		4	680	108	35,000	44,500	33,363	12.0	9	16	28.00	1942	26
	IOWA		4	887	108	45,000	57,500	43,136	12.0	9	16	33.00	1943-44	24
	ALASKA		2	809	91	27,500	34,300	25,731	9.0	9	12	33.00	1944	24
	PENNSYLVANIA		6	504	69	13,600	15,500	11,628	6.0	4	8	22.00	1905	28
	TENNESSEE		4	505	73	14,500	16,500	12,378	5.0	4	10	22.00	1905-06	28
	ST. LOUIS		3	427	66	9,700	11,700	8,777	4.0	14	6	22.00	1906	28
	BROOKLYN		9	408	62	10,000	12,900	9,677	5.0	15	6	32.50	1938-39	24
	NORTHAMPTON		6	460	66	9,300	12,500	9,377	3.0	9	8	32.50	1930-31	24
	NEW ORLEANS		7	588	62	10,000	13,500	10,128	5.0	9	8	32.75	1934-37	24
	INDIANAPOLIS		2	610	66	10,000	12,800	9,602	4.0	9	8	32.75	1932-33	24
	CLEVELAND		29	610	66	10,000	14,100	10,578	5.0	12	6	32.50	1942-45	24
	BALTIMORE		17	674	70	14,000	17,100	12,828	6.0	9	8	33.00	1943-45	24
	PENSACOLA		2	586	65	9,100	12,500	9,377	3.0	10	8	32.50	1929-30	24
	WICHITA		1	608	62	10,000	13,600	10,203	6.0	9	8	33.00	1939	24
	OMAHA		10	556	55	7,400	9,600	7,202	3.0	12	6	33.75	1923-25	24
	ATLANTA		8	542	53	6,700	8,400	6,302	3.8	12	5	32.50	1942-45	24



NEWS FROM THE N. E. REGION

by Marty Hayes

The main news from the N.E. is we had a regional meet on Labor day weekend. It was small, only five ships showed up to try their worth, but it was enjoyable. The pond was a North-eastern special, many islands to run around and try and hide behind.

The five ships were Carl's Doria, Bob Amend's California, Rick Schultz's Maryland, Danny Schultz's Colorado, and my Warspite. On Saturday, the Warspite did not show and the other four fought, Doria and Colorado vs. California and Maryland. The Colorado was sunk. On Sunday, the Maryland and Warspite (each disabling one gun) fought the Doria and lost. Then the Doria & Warspite fought the Maryland and California, the Europeans won with the Maryland sunk. The Maryland won against the Colorado in a individual contest with a declared sink. The Maryland, having a full day, fought and lost against the Doria.

On Monday, only one single sortie battle was fought, Doria against the Warspite and the Maryland - this time the Doria lost by about 200 points. Everyone claimed the meet was a success and talked of plans of one last meet in New Jersey this year. Scores for the meet ran from Carl (in the 6000 range), and Rick (in the 4000 range) to down near the 1000 range. One ship (the California) took 61 hull hits during a two sortie battle and still fought back. We are not getting smaller scores with the s/s guns but the repairs are easier.

BEST & WORST

MY WEEK
By Chris Pearce

Well, Fluegel asked all of us to write a paragraph about our high and low point of the week. In response, I can say that I did not have any real low point of the week, but I guess Monday, when nothing worked was as close as it came. As for a high point, perhaps it was plastering the grounded Lutzow. Either that, or being awarded Rookie of the Year on Friday. Anyways, I had a lot of fun, and it would have been even better if everything would have worked at once. (When I finally got my propulsion working, I discovered that my bow gun had a dent in the magazine from a BB) Anyways, I will bring this to a close, and, if I have time, write an article about something. Finally, I would like to thank all the many people who helped me work out the many bugs on my ship.

BEST & WORST, by Fluegel

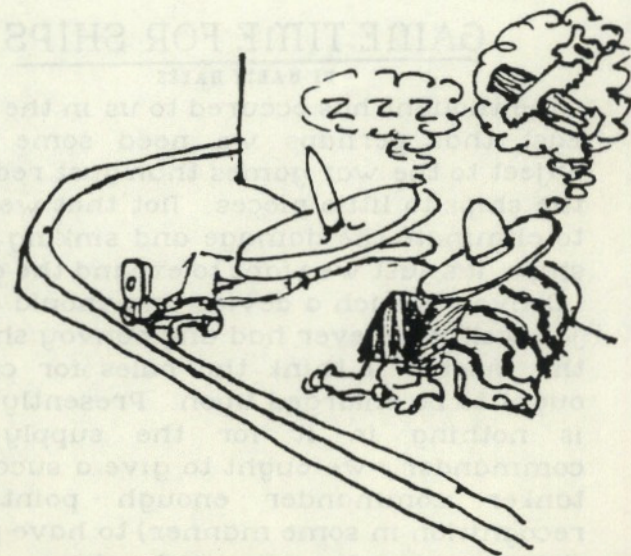
The most fun I had was an individual challenge between Rick Schultes, Maryland and my Lutzow. I had superior speed and maneuverability and the waters were not congested by "fleets" so it was an exercise in offensive tactics. When one has so many technical advantages it is really fun, you feel smart because all your strategies work.

The worst thing to happen was at the door prize drawing. I put my name on a slip of paper, folded it crooked and dropped it into the box. It is traditional to draw the slip of paper out of the box for the best prize and put it aside until the end of the drawings. This time the best prize was for a 6 channel radio. The first slip that was drawn (for the radio) was folded just like I had folded mine. Well, there were two prizes left and only four people had not had their names drawn. I straightened my hat so I would look good going up to receive my new radio.....I mean my 6-pack of Areogloss cub-yellow paint.

The best advice or idea I had came from old-man-Jass. He was drying his radio off with freon. Not only does this physically blow off the water droplets, but freon is a chemically dry gas, so it was a pleasant alternative

FROM THE DALLAS and SPRINGFIELD CLUBS

• REPORT •



Dan And Mary

Mary and I both agree that just seeing everybody is our greatest highpoint of NATS. The lesson I learned is to take great care to make sure your pump works all the time. A interesting thing I learned for all rookies is that you can buy a pump. It was used by the I.J.N. Katori. Its is called the mark X and is made by Sonictronics available thru Tower Hobbies or a local hobby store for \$13.00 to \$17.00. The six volt pump is #650 the twelve volt pump is #1250. Home made pumps can pump greater volumes maybe but this one draws up to once and is very reliable. So if you rookies need one and don't want to build it here you go.

by David Haynes

Fluegel wanted to know from all of the people who attended the championships The Most Fun thing that happened, The Least Fun thing and something we learned during the contest. The most fun for me was the fellowship (shooting the breeze) with all the fine members of this hobby during the week. The least fun was watching the ESPANIA and the PENSACOLA riddle the MYOKO with holes after she had gone dead in the water because of a bad X-cell. The best thing I learned was that single-shot battling is the most fun because of less patching!

By Stan

Fluegel wanted to tell our best and worst times at the Championships, ok. My best time at the battling was when my O'Bannon caught the IJN Katori napping and put a quick 3 holes in her hull. My worst time was when Martin's Tirpitz caught my USS Salt Lake City napping and put a quick 3 holes in her hull.

Also Fluegel wanted me to give the best advice from my experiences at war. OK, Don't put your 3 redundant pump actuation switches on the same radio function. Mine were all on "down elevate" and the radio got wet and went to up elevate so my pumps would not come on. That water is dark and wet in night battle.

313 Rule recommendations

by Marty Hayes

2. Battle ships over 41,000 tons be allowed 7 offensive/defensive units. (rule H.1)
3. Battle ships over 41,000 tons may protect all four sides. (rule H.7.c)
4. side shooting guns must strike the water at a distance of 10 inches or greater from the firing ships side. (rule H.7.b)

GAME TIME FOR SHIPS

BY MARTY HAYES

The thought has occurred to us in the North East that perhaps we need some other object to the war games than just reducing the ships to little pieces. Not that we want to eliminate the damage and sinking of the ships, it's just we want to expand the game.

Convoy is such a device and should do the job well if we ever had any convoy ships at the meets. I think the rules for convoy ought to be enlarged upon. Presently there is nothing in it for the supply ship commander, we ought to give a successful tanker commander enough points (or recognition in some manner) to have people fighting over the chance to steam across the pond and bring the ammo to us front line captains. (what could induce Camurati, Flugel, Schneider and Milholland to build convoy ships?) If the convoy section of combat extended over some period of time with ships being able to leave port and return at any time during that period for supplies and perhaps even some repairs (chewing gun on the large holes?), the whole thing can become a full war.

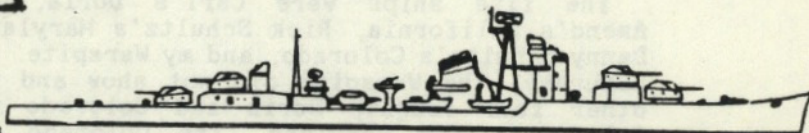
Another style of war game might be one suggested by Carl and partially tried out in the North East is shore bombardment. A target (which shows hits) is placed at each "home port" and the ships can fire on that as well as the other ships. However, the point value of the target must be of enough value to make protecting it and attacking it a high priority. Again the damage to ships is still counted, and the winner is determined by total points.

Secret fleets might be a possibility at some ponds where the "home" ports are out of sight of each other. The ships could be divided into two different fleets at the beginning of the "day" but sail during different times of a longer time period, which would mean the fleet make up on the pond at any one time might be almost convoy ships?) If the convoy section of combat extended over some period of time with ships being able to leave port and return at any time during that period for supplies and perhaps even some repairs (chewing gun on the large holes?), the

OLD HULL BUSTERS

By: Fluegel

As I feel the newly obsessed need the most recent Hull Busters, I am now making all the 1985 Hull Busters available for \$1.50 each. The 1984 issues are also available for \$1.25 and the only annual issue is the 1982 issue which is a mere \$5.00. I have sold out of the 1983 Annual issues but I hope to print up another 50 copies in the near future. So the only Hull Busters not currently available are the 1981, 1983 & 1986.



whole thing can become a full war.

Another style of war game might be one suggested by Carl and partially tried out in the North East is shore bombardment. A target (which shows hits) is placed at each "home port" and the ships can fire on that as well as the other ships. However, the point value of the target must be of enough value to make protecting it and attacking it a high priority. Again the damage to ships is still counted, and the winner is determined by total points.

Secret fleets might be a possibility at some ponds where the "home" ports are out of sight of each other. The ships could be divided into two different fleets at the beginning of the "day" but sail during different times of a longer time period, which would mean the fleet make up on the pond at any one time might be almost anything. Some sort of penalty could be used to insure that the "seas" are protected at all times. (use of shore bombardment, convoy, or a cost in (point multiplied by time period.)) The fleet to rule the seas for the longest period wins.

Other possibilities exist such as board games ashore which dictate fleet makeups, 3 way fleet battles, or other variations to add new flavor to the game. There was and is a good deal more at stake in fleet conflict than which ship can pound heck out of another, and I would like to gain some of that flavor at times.

CONSUMER REPORT

By: Fluegel

The batteries most often used to power the propulsion systems, is the Gates Company "X Cell". The G.E. Co. has what appears to be the exact same battery. Their batteries are now available from Jerryco, Inc. Their address is 601 Linden Place, Evanston, Illinois 60202. Telephone #(312) 475-8440. The catalog number is J-3166-1. Cost is \$12.50. Add \$3.00 for shipping and handling. I'm 95% sure this battery is comparable to the "X Cell" and it is available and cheap. This data was taken from the June, '85, "Sir Plus Surplus" catalog.

OBSERVERS' VIEWPOINT OF THE '85 NATS

by Jeanette Shotwell
and Scott Bené (future Axis captain)



ROMA FACTOR UPDATE

Several issues ago in HULL BUSTERS, I published an article that developed a factor (called the "ROMA" factor) to determine the weight in pounds of a 1/144 scale warship if you knew the weight in tons of the full-sized ship. The factor was 1500 (actually 1492.9); if you divide the weight of the full-sized ship in tons by 1500, you will determine the weight of your model in pounds.

The original ROMA factor was developed using tons of 2000 pound weight. If you were to use "long tons" (2240 pounds) in the calculation, the ROMA factor would change to 1333. The Master Ship List that the Executive Board is publishing will be based on 2240 pound tons, therefore the model ship weights will be determined by dividing the full-sized ship weight by 1333 rather than 1500. This will help out those of us whose models (like ourselves) are somewhat overweight.

IF THE SHIP WEIGHT IS KNOWN IN LONG TONS (2240 POUNDS), DIVIDE THE TONNAGE BY 1333 TO DETERMINE THE MODEL WEIGHT IN POUNDS.

Attending the Nats as observers was probably not as exciting as it would have been if we had had a ship ready for battle.

In January my son Scott, age 12, had read about the Nats in a March 1984 issue of Scale Ship Modeler magazine.

We made a few phone calls to learn more about the R/C Warship Combat Club. No one in the Oklahoma City area where we live seemed to know much about this group.

We ordered an information pack from Jeff Poindexter. Scott found out more about the kit plans for ships that Jeff had available. Scott and his dad decided to build the Lützwow.

Their goal was, of course, to have the ship ready for the Nats in July. However, due to lack of enough time to work on the ship plus slow shipment of supplies ordered, the Lützwow was not ready.

Scott's dad was unable to take him to the Nats, so I decided to take him for the first part of the week.

My son Scott, another son Kyle (age 9), and I left OKC Saturday around noon and arrived in Springfield about 6:00 p.m.

As we pulled into the Battlefield Inn we saw a station wagon with a Texas license plate and two coffin-looking boxes on top which obviously contained warships.

Scott, Kyle, and I went into the lobby to register and were delighted to meet Fluegel who had just registered.

We had read about Fluegel in HullBusters and knew he was the one who sent out the newsletter plus he was one of the originators of the R/C Warship Combat Club.

Fluegel introduced us to the Hamiltons and a few others who had arrived. Mary Hamilton rode with us to show us the way to the dry dock area.

It was quite interesting to see the warships that were already at the dry dock area, being readied for the battles.

We were glad we had arrived Saturday evening so we could meet the participants from across the country as they arrived Saturday and Sunday.

Many of the participants were quite helpful to Scott, giving him advice and offering suggestions for his ship. (We didn't take Scott's unfinished ship, but a few participants had built Lützwows for the Nats which was helpful for him to see.)

I took several pictures of the interiors of ships as Scott and his dad were not sure how to complete the interior of Scott's Lützwow.

Scott and I were glad to see a few other people in his age bracket who are interested in this hobby.

The battle area was an ideal spot for the battles. Since we hadn't witnessed any battles before, the first sortie was especially exciting to us.

Between the sorties Scott, Kyle, and I watched participants ready the ships for the next sortie. It was interesting to learn how BB holes and major damage could be repaired.

We watched the sorties all day Monday and until noon on Tuesday. I felt that was long enough to stay since Scott didn't have a ship to bring.

As an observer without much prior knowledge of warships, I can truly say that I learned a lot and enjoyed myself. (I know Scott and Kyle did too.)

The camaraderie among the participants reminded me of a fraternal organization. Everyone was a friend to each other even though they might be on different sides in the sorties.

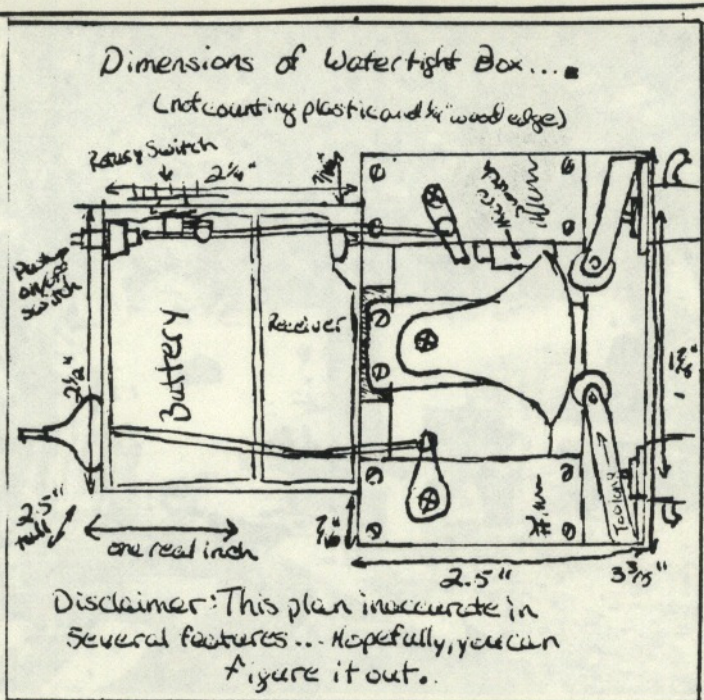
Each evening everyone went to the same restaurant for dinner. It made us feel good to go along although we weren't participants this year.

Axis will sink like bricks in '86!!

Tom Jass

Tom Jass

It seems that lately, especially at Nats, I had a problem with space in my ship. I literally had to cram to be able to fit in my two watertight boxes, freon tank, and batteries. This certainly did not help my freon leaks at all. Now, however, I have built the box that contains all the functions I need, is sturdy enough, and is also is very small, about half the volume of both of my old W.T. boxes. To start off with, maybe I should mention that the sides and bottom of this box were made of .030" styrene plastic. By firing into the plastic from my big freon tank, with the gun tweaked as tight as I thought wise (it hurt my ears), I fired into .020" Plastruct, and the other side just whitened a bit. The .030" Evergreen stuff took only a small dent, but is softer and easier to work with. If I was doing it again, I would use .090" plastic for the bottom, because it was accidentally warped while I put the sides on. As for the stats of the box, it contains batteries, receiver, switch, and three servos with control over two poppet valves, a six position rotary switch throttle, an on/off pump switch, a momentary on micro switch for lights and destroyer siren, and rudder linkage. I built this for my Airtronics system, so other systems users might have to adjust the dimensions, and if you like clearance greater than 1/16" on most edges, you may want to increase the size. Now for the size... 2.5 inches high, 4 inches wide at the widest part, and 5 3/8 inches long. This includes the 1/4" square edges. With the extra room this gives me, I can fit the speaker for my siren, a good waterbathed freon tank, a turbo pump, and put my batteries flat on the bottom. Now some others of you might have smaller watertight boxes, but I haven't read about it in Hull Busters... One thing that made this small size possible was that I raised the gun servo 1/4 inch so the cam for the poppet valves would clear the other two servo arms. As for assembling the plastic, I first used plastic cement, and then made superglue fillets to strengthen the joints. I haven't got all the wiring in and done, but I know it will go in and work. I plan to use tape around .040 clear plastic to seal the top, with sealing tape. I really hope that is enough, because the one disadvantage to the small size is that if this thing gets wet, it will take a lot of dismantling to remove the servos and receiver. I have already checked out the box itself, immersing it until I almost swamped it in our sink. In all reality, it will not be much harder to take apart than my main control box from this year, and that wasn't very much problem. The other problem would be that the rudder is designed to exit out the front of the box, so some sort of bellcrank must be made up to get it going in the right direction. I suppose I will make some drawings to include with this in case someone might be crazy enough to want to build something this small. I guess I will even draw



up my idea for a 180 degree bellcrank that is adjustable so you can get the proper rudder throw. It is made of simple parts, and the only complex thing is a 3/32 inch collar left over from Turbo pump construction. I guess there is not much more I can say, except that if any of you warped (but nice) people would want to contact me for some odd reason, I will be off to college in the land of the midnight sun... also known as the Upper Peninsula of Michigan, but my parents could forward it to me, so who cares anyway?? While I am there, I don't expect to be able to do much work on my ship, especially since I will have to leave it at home, for now at least. Rest assured, however, that next year, the Swayback Maru will be at Nats, equipped with systems that will be infinitely more reliable. If I am lucky, I will also have a REALLY good looking superstructure.

Glory for all,
Chris Pearce

From the Secretary of the Navy
The new rules which have passed, state that the Von Fluegel Traveling Trophy will now be awarded to the person with the highest total point score at Nationals and not to the person with the highest total point score for the entire year as has been done in all past years. Even though there is now no present award for highest points scored in the year I will continue to keep track of the points scored thru this year as in past years to be reported in Hullbusters as in past years. I was asked by several people at Nats and others by cassette tape to continue this tradition. So here are the total points as reported to me from all the battles around the country as of this day the 22th of Sept. 1985-1986 battling season.

- | | | |
|---------------------|-------|-------|
| 1. Carl Camurati | ----- | 6,115 |
| 2. Rick Shultz | ----- | 4,829 |
| 3. Bob Amend | ----- | 2,500 |
| 4. Marty Hayes | ----- | 1,895 |
| 5. Terry Darby | ----- | 932 |
| 6. James Foster | ----- | 918 |
| 7. John Jass | ----- | 880 |
| 8. Dan Schultz | ----- | 865 |
| 9. Steve Milholland | ----- | 622 |
| 0. Gerald Roberts | ----- | 440 |
| 1. Tom Jass | ----- | 437 |
| 2. David Haynes | ----- | 355 |
| 3. Wayne Stevenson | ----- | 238 |
| 4. D.W. Fluegel | ----- | 220 |
| 5. Jeff West | ----- | 110 |
| 6. Stan Watkins | ----- | 5 |

The Secretary of the Navy

Dan

FOR SHIP MODELLERS CATALOGUE 1985

JAPANESE IMPERIAL NAVY VESSELS PLANS

1/200	Battleship	Yamato	\$20.00
"	"	Musashi	20.00
"	"	Nagato	5.20
"	"	Mutsu	5.20
"	"	Yamashiro	15.00
"	"	Kirishima	20.00
"	Heavy Cruiser	Takao	7.00
"	"	Suzuya	15.00
"	"	Ashigara	5.20
"	"	Nachi	5.20
"	"	Tone	15.00
"	Aircraft Carrier	Akagi	20.00
"	Light Cruiser	Kitakami	13.00
"	"	Tama	5.20
"	Destroyer	Akizuki	5.20
"	Aircraft	Kate	7.00
"	"	Val	7.00
"	"	Zero 21	7.00
"	"	Jake	7.00

OISHI & CO.

P. O. BOX 30
KANAOKA, SAKAI,
OSAKA, JAPAN 591

Navy Department News

Well the vote is in and here are the results. Well over 30 ballots were sent out, to vote you must be a club member and have battled in the past two years in a sanctioned event. We recieved back a total of 25 returned ballots. 18 votes were yes
6 votes were no
1 vote abstained

This high percentage of returned ballots as in last year shows the strong interest in the future of our club by its members. Remember your counts, all rules must pass by a two thirds majority to become legal.

Dan

COMBAT REPORT FROM THE N.E.

by Mike Deskin

On Saturday, April 20th., the USS California engaged the British BattleCruiser Hood in a duel to the death which ended with the Hood taking some serious first hand depth readings.

The California being a new ship was working exceptionally well while the Hood, Hoodoo ship of the British fleet was up to her old antics of control problems and such.

In the first sortie the two ships made one pass and then ran side by side exchanging broadside fire until Hood starboard gun blew the barrel off and she withdrew. The Hood was trying to keep the Yank away from her unprotected side with her superior speed but her inferior manouverability made it almost impossible. Now the California's speed control arm came off and she became a home for the few remaining shots on board the Hood.

Sortie tow saw the Hood blow the barrel off X turret again so she was one gun short until her bow gun jammed due to a bad BB. Now unable to defend herself with her port gun she took a hit on the rudder while cavitating to move forward which broke the rudder free and with no steerageway to keep moving which keeps water off her bulge she sank by the stern.

Sunday saw the Hood seeking revenge but only finding bad luck. Her first bow shot opened a hole in California's port side just above the waterline about the size of a dime. After a few more passes and 3 below the waterline hits Hood was pumping heavy and went on five.

In the second sortie bothships were very aggressive. Hood due to the large hole in California's side and the Yank because of all the water Hood was taking on from her low hits. After a few passes, Hood's pumps were heard slowing down so she went on five. Time, however, was not on her side and she sank by the head with six seconds remaining, her pumps now silent due to a bad cell in her pump string. Bob Amend took some excellent pictures of the sink I'm told. Come on Bob, give them up. The whole R/C Combat world wants your new address, Right Gang?

CONCLUSION
Fluegel

316-

Boy, was that ever a wonderful issue! Thanks contributing authors. It's neat to have the new author in this issue and I hope to hear more from her. Thanks also goes to Chris Pierc for the Logo. I need another one for the next Hull Busters.

The deadline (post marked) for the next Hull Busters is November 25. I will complete the ships list in that issue and try to print the ship construction rules (the new ones). Also we will enjoy the Battle report of the Northeast Regionals and maybe the report of Dan's Southeast Regionals.

If you want to propose a rule, send it to the secretary (Dan Hamilton) not to me, he will forward them to Hull busters. The Jap plan set article has no "Order form" with the catalog. I recommend someone write them and find out how much one adds (if any) for shipping and handling: Their catalog doesn't mention it. By the way, the line drawings in this Hull Busters are from their catalog. Another good address for getting plan sets (only german) is Maritm - ERLAG/Brigitt Scholz/ D-3180 Wolfsburg 1 West Germany/ Stalsunder Ring 5 Telephone (05361) 792185. Ask them to invoice you for a ship. They will send you an invoice and you will mail them the marks. Then they will mail you the plan set. They have all the famous WW 11 ship plans (about 15 different ships) and a few from WW 1. You may wish to order a catalog. The process takes 3 to 5 months. (I don't have their catalog). I have seen one of their plan sets. It was \$50.00 and beautiful!

Texas will be represented at Dan's Regionals by Dirty Dave and myself so Allies may wish to stay home that weekend. I'm excited about seeing so many of my friends at the battle and I remember what a blessing it was for me to participate at Dan's last regionals, so get your Act together and join us in Decatur Alabama on October 19th. If this Hull Busters arrives at your home after that date you may wish to commit suicide.

Love Fluegel

Carl Camurati 69-52 181 St Fresh Meadows NY 11365 David Haynes 4151 Russell Abilene TX 79605 Steve Milholland Rte 1 APT A7 Brookline MO 65619 James Foster RR 1 APT 7 Brookline MO 65619	} Pres } V. Pres } Tes } C.D. }	DAN Hamilton Rte 3 Box 558 Decatur AL 35603 sec gun Stuff Tom Jass 312 E. Circle Ave Lombard IL 60148
---	---	--

Subscription Change of Address

Name _____

Address _____

City/State _____

Zipcode _____

Amount Enclosed _____

USA	Feb \$ 6.00
	Apr \$ 5.00
	Jun \$ 4.00
	Aug \$ 3.00
	Oct \$ 2.00
FOREIGN	Dec \$ 1.00 ←
	Feb \$18.00
	Apr \$15.00
	Jun \$12.00
	Aug \$9.00
Oct \$6.00	
Dec \$3.00 ←	

SEND MONEY! To D.W.Fluegel, 3524 Gray dr, Mesquite TX, 75150. Past 1985 copys \$1.50 each, 1984 \$1.25 each, and 1982 Annual issue only \$5.00. No "funny money" from out of U.S.A.. Foran rates are duabled. ADVERTISING rates are \$2.00 per column inch (approx 8 lines). CONTRIBUTING AUTHERS are vital! send articles typed, single spaced, title it and include "By line". This is important, the length of your typed line must be 4 3/4" long. Pleas use a ruler.

cut

The BISMARCK
is
UNSINKABLE



SEE THEM LAUGH, PLAY AND TICKLE BABIES

HULL BUSTERS VERY LIMITED
3524 GRAY DRIVE
MESQUITE, TX 75150

