

HULLBUSTERS

OCT 1987

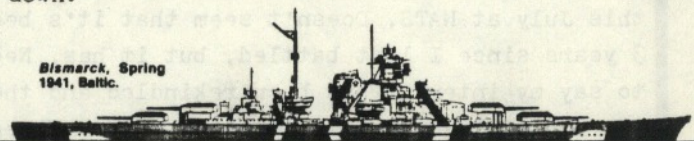


OBSERVATIONS OF THE FOUNDING FATHER By Stan Watkins

Greetings Combatants! Its September 17, 1987. 200 years ago the Constitution of the United States of America was signed. 100 years ago Amarillo, TX and Ardmore, OK were founded. 10 years ago at about this time the Mk I Radio Control operated miniature BB gun for model warships was being fitted into the hull of the new fictitious light cruiser USS Ardmore. 30 minutes ago (5:30 pm Thursday 9/17/87) a replica of the Mk I was test fired in the hull of that same old USS Ardmore light cruiser in preparation for the tenth anniversary of the first firing of this type weapon in a model warship by radio control while underway. This event ocured on October 23, 1977 and will be commemorated on October 23, 1987. The roots of our hobby are irrevocably tied to this event.

It was an exciting time but the pressure was not great. Although people nationwide and even world wide (right Peter) were waiting for this event, many of them didn't know it. So the pressure to develop the gun was light. It didn't really matter whether it was done today or next month. In August of 1977 the original simple restriction element was discovered. Stan was testing various types of hose searching for one that would work properly. Jeff brought over some aquarium air hose and it was tested and found to work well at about 70 degrees F. Some early efforts had involved an o ring but that had been too much effort to properly capture and contain the o ring. That would have to wait for the Mk IX GCH and (even better) for the Foster breech. A bottle of propane was used as the propellant. The hand valve of a propane torch was used to fire the demonstration shots by hand. This first shot was recorded for Fluegel on the second cassette tape that I had ever sent him. But it still had to be adapted to radio control to work in a ship. Fluegel meanwhile had fitted a fishing weight to a string on his R/C MEV trainer airplane. He could drop his "pendelum" and try to hit my ship. He had a weapon. The pressure for mounting the gun in a combat warship model was now increasing. A warship would not go against his airplane unarmed. An o ring seal spool valve was designed and fabricated. The valve would

connect the gun motorcycle fuel line hose magazine to the pressure supply. And propane was too much of a fire hazzard. Liquid pressure of Freon 22 was discovered to be about the same as propane and could be stored in a pressure tank made from screw together pipe fittings. Liquid storage was essential to be able to store enough volume of gas in a small container to fire at least a complete magazine load of BBs. Things were coming together but the old F&M Matador "reed" type R/C unit was too big for the new smaller hull of the Ardmore. My boss, Bill Evans, had a 7 year old Blue Max 4 channel R/C unit. It had range problems, so I hired old Ed Johnston (the guy who had sold me the F&M radio) to repair it. It was now ready to operate the o ring valve. The valve was connected to the servo and the system was tested on the back porch at 304 E. Willow Creek, Amarillo, TX about 10 years ago. There was no real urgency about performing the "on the water" test because Fluegel lived in Beaumont, TX (about 800 miles away). But on his 4th tape he indicated that he might be coming to Amarillo for Christmas and he would bring his awsome weapon (the R/C airplane) to challenge my ship. So let him come! The Mk I would be waiting. The Ardmore hull was not totally finished and was not ready to launch but when it was launched it would be armed. In the meantime my Arizona and Jeff's Missouri were involved in "ram wars" they were as yet unarmed. Ed Johnston was driving the Arizona and he rammed it into the Missouri that Kay poindexter was driving at the time. Jeff's Missouri went down.



And that's the way things were at this time 10 years ago. Still no R/C Warship Combat hobby. But it would not be long now. In just over a month an armed 1/150 scale 10,000 ton light cruiser would cruise the waters of Thompson Park Lake (site of the 2nd and 10th R/C Warship Nationals) and fire BBs by radio control. And, yes, we realized that it was a significant milestone and Jeff Poindexter photographed the spurting of the BBs from the Ardmore and their splashes in the water. Thanks, Jeff! By looking at this photo it can plainly be seen that the Ardmore was launched without a superstructure. It didn't have one yet. So on October 23, 1987 it will also go out without a superstructure for a more accurate commemoration. For the commemoration a brand new complete Mk I gun (using some of that original sample of aquarium air hose), magazine, o ring valve, and hoses have been fabricated as close to the original as can be remembered. The old Blue Max radio has been renovated and mounted into the Ardmore. The original Freon tank was still intact so it is being used. It's a strange system by todays standards. There are no clippard fittings. No poppet valve and no BB metering valve. It does have a lot of common features with todays guns though. The restrictor tube is the exact same principal as the "geek" restrictor. It's clear magazine hose is coming back into usage with some combatants. It use Freon 22 and BBs. Its magazine holds about 50 BBs and it's servo operated valve pressurizes its magazine when operated. Some things have changed, some have remained the same and some have changed and changed back.

Back to today: From preliminary reports it looks like the 88 Nationals will be in Amarillo. The

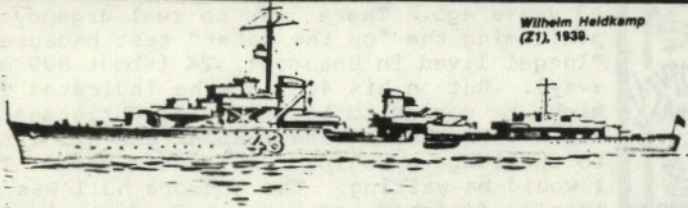
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major rules changes do not appear to be passing. So the rules of R/C Warship Combat are not changing much this year. I can live with that. Late news from Amarillo is that Billy Gainer is back in town and has installed single shot guns in his 1982 Prinz Eugen. This will balance the power in Amarillo with 2 Axis (Billy and James West) and 2 Allies (Stan and Jeff Poindexter). We're looking forward to preparing for the 10th Nationals of R/C Warship Combat in Amarillo's Thompson Park (where the gun first fired from a ship under radio control while underway).

Let's Battle (in Amarillo)

Stan *Stan*

Wilhelm Heldkamp
(Z1), 1939.



"BACK INTO IT"

It was a real pleasure to see all of you this July at NATS. Doesn't seem that it's been 3 years since I last battled, but it has. Needless to say my interest has been rekindled and the DANTE ALIGHIERE is almost in the water. Fluegel has been a help in supply of needed material to catch me up with reading and the latest. Carl caught me up with two pumps. The whole Springfield group doesn't know it yet but i'm planning a trip up there to get my guns and mags. in order.

For you who don't know about the Dante here are a few specs. She's 7 3/16" beam, 44 1/4" long at water line, and 1 1/2" freeboard with 2 1/4" draft. I'll have to watch the 7/8" Ram bow. She will carry 4 poly pack moters and 9 x cell batteries. For you who don't know about poly pac moters they were in the ole Bolzano cruiser that was out of scale and retired in Springfield in a hobby shop window. (Fate of old Ships) The speed of the Dante is 28 sec and 16.2 lbs. Turns are unknown to me as of this date. 4 unit ship that will sport a bow, stern, and starboard gun. two pumps will be located bow and stern. One gun/one pump may be disengaged at decision of captain/axis team.

Again its fun being a member of the sport and hope that my schedule will allow me to attend some battles.

Dave
Dave Garrett, Italian

Treasure Report FOR 1987

Paid to Missouri club	
Scott and Jeff Lide	\$42.00
Stan Watkins	\$30.00
Dan Dees	\$30.00
Terry Darby	\$30.00
Jim Lisher	\$40.00
Steve Milhollani	\$40.00
James Foster	\$40.00

Paid at NATS	
David Haynes	\$35.00
Fick Schultz	\$35.00
Danny Schultz	\$35.00
Marty Hayes	\$35.00
Carl Shater	\$35.00
Randall Waller	\$35.00
Tom Jass	\$35.00
Paul Poulson	\$35.00
club dues	\$10.00
Jeff Poindexter	\$10.00
Dan Hamilton	
Mary Hamilton	\$142.00
Larry Dahl	
Peter Fuschek	
D.W. Fluegel	
Gearld Roberts	\$140.00

paid to J. Poindexter
Jeff paid tres. with ck.

total	\$734.00
Money left tres.	\$114.56

Club dues paid to treasure	
Eric Nobel	\$10.00
J.W. Fluegel	\$10.00
Peter Fuschek	\$10.00
Scott Lide	\$10.00
Jeff Lide	\$10.00
Gearld Roberts	\$10.00
David Haynes	\$10.00
Jan Hamilton	\$10.00
Mary Hamilton	\$10.00
Tom Jass	\$10.00
John Jass	\$10.00
Carl Shater	\$10.00
Martin Hayes	\$10.00
Danny Schultz	\$10.00
Rick Schultz	\$10.00
Jan Dees	\$10.00
Carl Camurati	\$10.00
Terry Darby	\$10.00
Stan Watkins	\$10.00
Randall Waller	\$10.00
John French	\$10.00
Larry Dahl	\$10.00
Wade Koehn	\$10.00
Scott Bene'	\$10.00

\$1,088.56

1,088.56

17.00 Curly Barrett NATS Fee one day
and club dues

~~21,105.56~~

Exp. 26.81 Tom Jass for nets and poles
24.29 Scott Lide for net
55.00 Jeff Poindexter for trophies and copies
25.85 NATS Programs
14.00
263.00 Steve Milholland chemicals
252.00 was paid to Milholland by
Lides, Watkins, Dees, Darby, Lisher, Milho
and Foster
2.56 Hamiltons for service chg. on checking
acct. for club funds.
8.00 Poindexter for trophy

\$434.05 left in club treasure
given to Dan Dees by
Mary Hamilton 7/18/87

MY 1987 NATIONALS

By P. Futschik
60 Park St. South Yarra 3141
AUSTRALIA.

I can only say that I had a really good time. True, it did take rather long to get there, but it was worth it. The fellowship of the combatants is really special, the guys are great.

I had lots of time to prepare my ship, but had never battled before I went to nationals. My Scharnhorst had three simultaneously forward firing guns which sounded impressive and made several hits on Allied balsa. The strategy I had been working on was, that as a rookie, I would probably not be a very good shot, but with three guns I would probably hit something!

After some pre-nationals "skirmishing" against Stan, my ship and I were allowed to battle in the "A" Fleet. The action in an "A" Fleet Battle is fast and furious. There seem to be ships everywhere. Several Allied Battleships took a lot of interest in my Scharnhorst and I soon had lots of practice in how to patch.

It's really great to battle. The adrenalin is pumping, all your attention is on your next target of opportu-

nity. There are guys running to and fro on the shoreline, all trying to get a better shot. Once you have battled, it is really painful to have to sit out a sortie if your ship is inoperative. To those of you that get Hullbusters but haven't been to a Nationals or a Regionals, build that ship and go!

My proudest moment during a battle was in the "Campain" battle on Thursday. My ship had developed a servo problem during what would be my last battle at nationals due to airline schedules and distances to travel home. By feverish repairs and replenishing, and with one bow gun inoperative, the Scharnhorst made it back onto the water. The Allied convoy ship was being well guarded by its escort, but suddenly there was an opening and three Scharnhorst salvos crashed home. The convoy ship sailed on to receive more hits from Fosters Vittorio Veneto and sank about a yard from its base!

The Scharnhorst won "Best of Scale" and I was declared "Rookie of the Year". I thank you all for your kind words and deeds. I felt really sad to be leaving. I will, however, return for the next nationals to see you all again. There will be a different ship and a different strategy.

Regards, your friend Peter.

TUESDAY IN THE PARK WITH THE AXIS

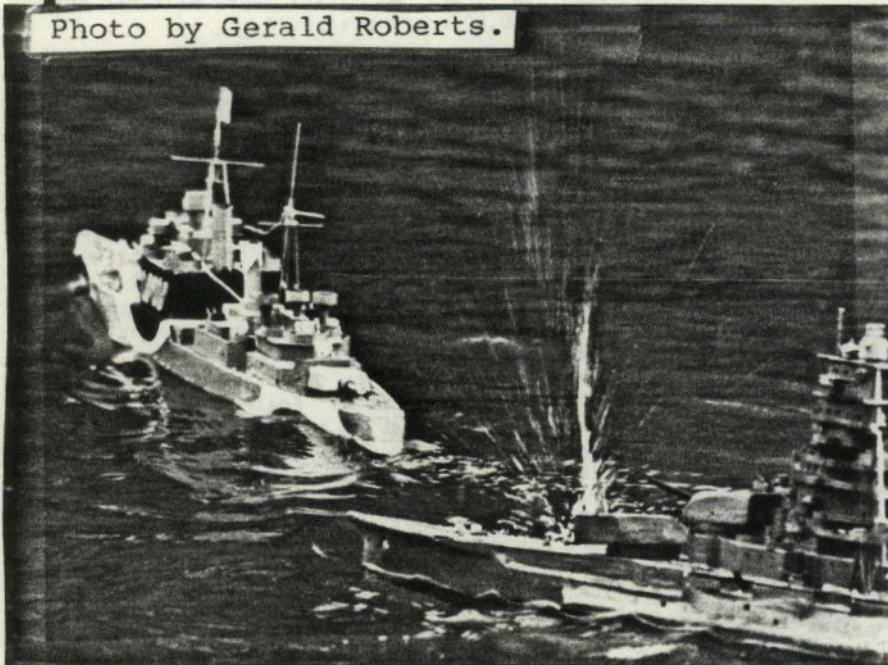
Photos by Dan Dees.

C. DAN DEES

No, that's not the name of a new Broadway musical -- in fact, it describes a tragedy not a musical comedy. Tuesday was a beautiful day, coolish (low 80s), not humid and sunny. The water level in the battling pond was much lower than on Monday as the Springfield guys had removed some boards from the spillway to lower the water level in the interest of safety. They felt that the high water level on Monday had contributed to an unsafe condition in that BBs were bouncing off the water and hitting captains and spectators on shore. Most of the battlers felt that the water level should be left high to help minimize the moss problem, but safety won out.

Monday at the craft center readying their ships. Would their presence turn the tide on Tuesday? Before the first fleet battle could begin, all captains felt that special moss rules should be placed in effect to counter the bad surface moss conditions that existed on the pond. All agreed that a captain could declare that his ship was "mossed" if the ship was dead in the water uncontrollable, or extremely slow due to the moss; the ship would have to remain on the water for 30 seconds in whatever condition it was, but could then be retrieved or driven slowly to shore without the penalty of being shot at. This decision turned out to be a wise one, as the moss conditions worsened during the day to the point of rendering battling almost impossible.

Photo by Gerald Roberts.



After the drubbing the Allies had taken on Monday, they were hoping for a turn around in the fortunes of war. The Axis were planning to keep the ball rolling and continue their victory string that extended back to the 1986 Nats. On Tuesday the O-Men (Darby and Dees from Oregon) were available to the Allies after both spending

FLEET BATTLE A3

The Allied fleet was at full strength this day and consisted of the following captains: Steve Milholland (USS ALABAMA), Jim Lisher (USS SOUTH DAKOTA), Dan Hamilton (HMS VALIANT), Marty Hayes (HMS WARSPITE), Danny Schultz (USS COLORADO), Dan Dees (USS WEST VIRGINIA), Terry Darby (USS PORTLAND), Stan Watkins (USS OKLAHOMA CITY) and Tom Jass (HMS SWIFTSURE). The Allied fleet consisted then of six BBs and three CHs.

The Axis fleet was composed of five BBs and two CHs: James Foster (Italian BB V SQUARED), (No First Name) Fluegel (German BB SCHARNHORST), Peter Futschik (German BB SCHARNHORST that was much better than Fluegel's), Gerald Roberts (IJN BB "GREEN HORNET"), Rick Schultz (German BC VON DER TANN), David Haynes (IJN CH) and Jeff Lide (IJN CH). As you can see, I have trouble with the crazy Axis ship names. The Axis "F boys" (Foster, Fluegel and Futschik) had been tough on the Allies on Monday -- would their string of victories continue?

During the first sortie Roberts and Jass both missed the action due to mechanical problems. The Axis continued -- no increased -- their domination of the Allies. They punished their foes with an astounding 5150 damage points! The damage was divided as follows: Hamilton 410, Milholland 300, Darby 990, Lisher 60, Hayes 240, Watkins 400, Dees 630 and Schultz 1840 (and a sink I believe). The moss was hurting the battling, but the Axis were hurting the Allies



**"CURLY, I REFUSE TO SAY
LOVE, HONOR AND CHERISH
YOUR SHIP!"**

RULES BALLOT RESULTS

Well, the results are in and the answers (as a record that was popular in my youth said) are 19-7-14-10 etc. Seriously, the first question is perhaps what is the location of the next year's NAT's, which is AMARILLO, Texas. Votes for location were each counted for one point (one for both 1st. and 2nd. choice), Counting 1st. choice only was for Amarillo also (12-2-4-7). Stan, those promises in Hullbusters better be right. Of the 15 remaining questions on the ballot, 10 passed. Remember that to pass a rule required a 2/3rds. vote in favor. In our case with 25 captains responding, 16.6667 or 17 votes was required to pass a rule.

The questions which failed are (2) reduction of the outlet hole size to 3/32", (10) authority for the contest director to choose awards and how they are given, (11) Change for the Von Fluegel to be based on cumulative points, (12) Battleships and B.C. to cover all four quadrants, and (16) new speed class for ships over 40 knots. The voting was very close on most of these with the exception of (10) which lost by a greater than half.

The passing questions and those which will be added to the rules are:

- 6) Outside or turning engines cannot exceed size or power of the main propulsion engines.
- 3) The IRCWCC will maintain a master set of rules from which all copies will be made.
- 4) The IRCWCC will mail a copy of the rules, ship list and membership card to each member.
- 7) Auto-tracking and ranging systems for guns are illegal.
- 8) Hull pressurization systems are illegal-any form.
- 9) No change in resistance in throttle system is allowed between sorties.
- 13) Speed requirements are a rate rather than an absolute.
- 14) Exec. Board has authority to change specific items on the ship list.
- 15) side mounted guns shall be defined as any gun more than 15° off the center line of the ship.

even more. The Allies only inflicted 1640 points of damage on the Axis in the first sortie. The damage was spread as follows: Foster 520, Fluegel 60, Futschik 510, Schultz 160, Lide 250 and Haynes 150.

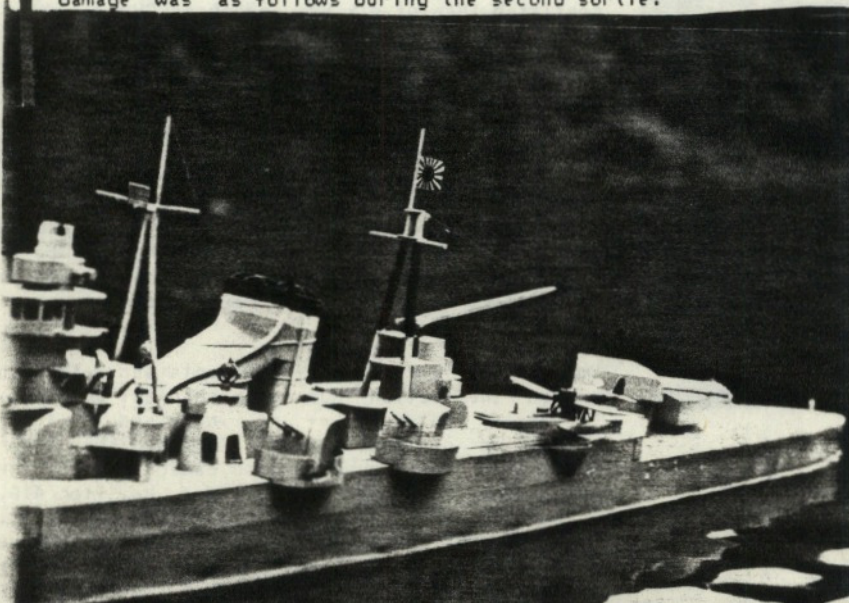
The second sortie began with Darby in serious trouble, Danny Schultz ashore and Roberts and Jass entering the fray by common consent from the fleet admirals. After a week these sorties all become a blur and its difficult to remember any (not all) of the details. All I remember is that the pounding went on -- and on -- and on! Darby sank in his first 1987 battle as did Dees. David Haynes was punished severely (1210 points) but remained afloat. The Axis won this second sortie 4730 to 3330 and the Allies had a 200 point ram penalty to complete the insult. Fleet damage was as follows during the second sortie:

Hamilton 270, Milholland 680, Jass 190, Darby 990, Lisher 280, Hayes 380, Dees 1640 and Watkins 300. Axis damage: Haynes 1210, Schultz 100, Lide 480, Fluegel 380, Futschik 650, Foster 360 and Kato Roberts 150.

The Axis had destroyed the Allies by the score of 9880 to 4780. At least the Axis had not broken the 10,00 point plateau!!

FLEET BATTLE A4

After the scoring and the patching (were the Axis more tired from counting Allied holes than the Allies were from patching them?) the fleets formed up for the second fleet battle of Tuesday. The fleets were the same as in the first battle except that Danny Schultz had retired the COLORADO for the day. So the fleets lined up as eight Allies (5 BBs and 2 CHs) against seven Axis (3 BBs, 2 BCs and 2 CHs). However, the fleet lineup was to change dramatically before it began when an incident occurred that will live in R/C Warship legend long after the results of the 1987 Nats are forgotten. Fleet Admiral Foster was leaning kneeling over the edge of the pond (remember the lowered water level?) making some last minute adjustments to the WW when he placed his hand on her gunwhale (which was about 24" below the level of the shore). The ship rolled away from him and he catapulted into the air. I saw the incident from about 100 feet away and all I saw was James one moment kneeling on shore reaching over his ship, and the next moment his feet were in the air and he plunged into the pond right on top of the WW! He sank the WW next to the pier, immersed his R/C transmitter into the water and thoroughly soaked himself in the process. Legend has it that he completed two flips or a half gainer while in the air depending on your vantage point, but all I know is that I saw feet and then a splash. Turns out he didn't land on his ship -- he claims he had the presence of mind to twist his body in midair so as to not



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For those with a more numerical bent, the questions #'s and their score appears below:

Question #	A(yes)	B(no)	C	D	
1	19	7	14	10	
2	14	11			failed
3	24	1			passed
4	25	0			passed
5	23	2			?
choice	10	8	5		
6	22	3			passed
7	18	7			passed
8	23	2			passed
9	17	8			passed
10	11	14			failed
11	15	10			failed
12	16	9			failed
13	20	5			passed
14	21	4			passed
15	24	1			passed
16	15	10			failed

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crush the U. She was not damaged, but I don't believe the twist bit. James is good -- but not that good (or is he?). Anyway, the Axis were to be without Foster and the U in the first sortie.

The Allies actually won the first sortie, 2660 to 2460!!! With Foster wet and out and Futschik sinking his own ship (that is another story), the Allies had turned the tide. Futschik's self-sink occurred in this fashion. He had brought the SCHARNHORST to the pond side after declaring the "moss rule" to demoss her screws. When he leaned far over the pond (remember the lowered water level?) and raised the stern of the ship from the water to remove the moss that was entwined around the screws, the bow of the SCHARNHORST was under water but unnoticed by Peter. She filled with water and slowly sank by the bow when she was returned to the battle. She had taken battle damage so she had to be ruled a battle sink, yet it was her captain who really sank her by filling her with water as he demossed her screws. Axis damage was: Haynes 440, Schultz 230, Lide 240, Fluegel 440, Roberts 490, and Futschik 860. Allied total damage was 2460: Hamilton 530, Milholland 200, Jass 280, Darby 660, Lisher 200, Hayes 170, Watkins 20, Dees 400.

The second sortie began with Foster wet but in and Futschik dry but out. The damage was less in this sortie and looked to be evenly distributed. All captains were having extreme trouble with the moss and the battling was often stopped to allow a mossed ship to be removed. I was out of the battle early as the SWIFTSURE got mossed and burned out a motor and I spent 5 hectic minutes trying to replace it at the ruling of the Contest Director. I was unable to get the job done in the allotted time but missed seeing much of the action. The damage to the Axis ships were: Haynes 40, Schultz 350, Lide 280, Fluegel 190, Foster 570, Roberts 100. Allied damage was distributed as follows: Hamilton 540, Milholland 230, Jass 0, Darby 230, Lisher 170, Hayes 40, Watkins 300, Dees 200.

When the points were totaled back at the craft center the Axis had squeaked through with a narrow 4260 to 3990 victory. The Allies had been penalized with 200 ram penalty points in Sortie 1, enough to tip the scales from a tie to a loss. However, this battle will live on in legend as the battle when two Axis ships were sunk (scuttled?) by Axis captains and the Axis still managed to win the fight.

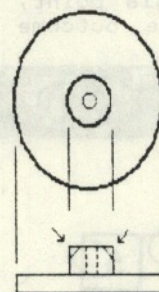
HOW TO BUILD:

The Secrets of the Von der Tann

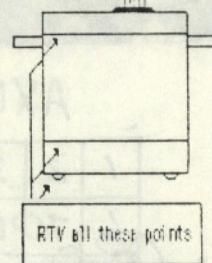
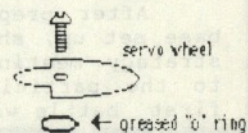
The Allied spy of the east wishes to file the following report on the newly launched "Von der Tann". The Von der Tann is claimed to sport all of the latest technology from expansion tanks for it's guns, electrically operated guns, & a microswitch speed controller. Even a few new wrinkles have been added by the builder, Rick Schultz.

Anyone who looked into the Von der Tann at nationals would have noticed that the servos did not sit in a waterproof box but rather tucked up under the center of the ship out in the open. The reason for this was that they were waterproofed by Rick using a method developed by the Italian navy some time ago. Rick's Light Cruiser also used waterproof servos. These are waterproofed by smearing all of the seams and screws with silicon rubber (RTV) and by modifying the servo wheel to snugly hold a greased "O" ring over the top opening. Rick turns down the outside of the servo wheel hub by placing it into a drill and applying a razor knife to the task like a lathe tool. See illustration below.

cut away portions indicated on servo wheel.



This provides a seat for the "O" ring.

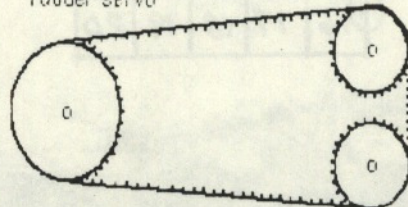


RTV all these points

The Waterproofing has been tested in Combat several times on the light cruiser as it has almost sunk several times in combat in the east and was ram sunk at Nationals once.

With the waterproofing available, Rick then tried another system which the northeastern Axis have been experimenting with: Gear and Belt Driven rudder control. The illustration below shows the system as hooked up in the Von der Tann. The breakthrough was made when Carl Canuretti had bought gears and the toothed belt for some purpose at work, found he didn't need it and heard of Danny's scheme of using gears for rudder control. Carl split the belt he had and sliced off several gears from the thick one he had.

rudder servo



Twin Rudders

Gear and belt rudder system ala Von der Tann

- advantages: 1) positive control no looseness in system
2) rudder throw regulated by gear size

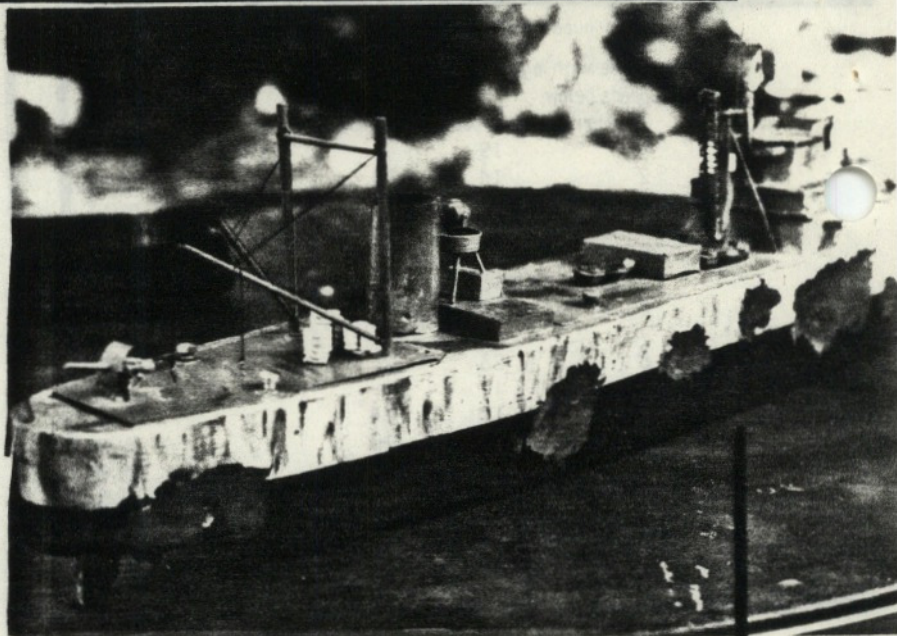
Rims need to be made so that the belt doesn't walk off of the gears but the system provides very positive control over the rudder with no slop.

Thursday, July 16, 1987. Mark that date on your calendars, fellow battlers. For it was on that date at precisely 1:29 PM that, for the first time in R/C Combat history, the Axis forces - are you sitting down? - SURRENDERED!

Now that I've got that out of my system, I'll start at the beginning of the day. Thursday had been designated Campaign Day at the Nats. After last year's initial - and very successful - trial of campaign battle as proposed by old man Jass and Chris Pearce, we were looking forward to an even better event this year.

Due to the shape of the "lake", it was decided that each side (Allied and Axis) would have its forward base in the same physical location as its home base. Upon leaving home base a ship would have to transit to forward base by passing designated points on the water. This seemed to work fairly well with less confusion than might be expected.

After preparations for battle (home base set up, ships ready) each side held a strategy meeting. At this point, unknown to the participants, the outcome of the first battle was decided.



Dakota to the Axis target and pounded it in spite of the efforts of Dirty Dave Haynes with his Suzuya and S.M.S. Von der Tann (Rick Schultz). At the same time U.S.S. Maryland (Dan Schultz), H.M.S. Warspite (Marty Hayes), and U.S.S. West Virginia (Dan Dees) stood by to launch as soon as Axis units approached the Allied shore target. These big, slow, older battleships were chosen because of their ability to absorb more damage.

H.M.S. Swiftsure (Tom Jass) and U.S.S. Portland (Terry Darby - who pays homage to the Northwest by naming his ship for a city in Maine) greeted the Axis hoard as they approached the shore target. Axis efforts to shell this target were effectively blocked by the big BBs assigned to the target - but at a price! Although I filled the West Virginia's magazines regularly I used few of our forward base ammo supplies - I used a lot of BBs salvaged from inside my hull! After the last battle someone counted 162 hits on the West Virginia's hull.

One of the intrepid Allies (I don't remember who) got too much into the spirit of things and took the sting out of the Green Hornet - he sent Gerald Roberts to drydock by ramsinking the Haruna.

The plan had been to protect the target with our hulls but it soon became obvious that this wasn't good enough. The Axis dogs were shooting over our hulls and hitting the target anyway. So we had to position our superstructures between them and the target.

The current made it difficult to stay in front of the target without constantly backing and filling, so the West Virginia was allowed to settle on the bottom in front of the target. When the Axis claimed that she was sunk, I simply turned on the pumps and floated her off. The Axis cried "Foul Play" and we magnanimous Allies had to agree that it was a very Axis-like trick. So battle was halted while the river bottom was scooped out in front of both targets.

As battle resumed we Allies were becoming smug in the knowledge that our strategy was so far working to perfection. Our target was nearly unscathed so we had most of our forward base supplies. The Axis ships were milling about with little effect.

AXIS

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20

ALLIES

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20

The allies based their strategy on the belief that the goal of campaign is to destroy the Axis ability to make war while protecting our ability to do same. Thus, hit their shore target hard, destroying as many forward base supplies as possible, and protect our target - no "individual" battling. A BB hit on a ship is just that, but a BB hit on their target could wipe out hundreds of their BBs.

At about 12:15 when the battle started Jim Lisher immediately took his South

I was beginning to lose respect for Axis gunnery because every time I lost my position in front of the target they still couldn't hit the target - just my ship.

As I noted at the start of this tale, the Axis flabbergasted everyone by surrendering with hardly a struggle. Their big complaint was that we weren't running any convoys. Well, that was a direct result of the success of the Allied strategy - we still had plenty of supplies.

So a conference was held. Axis Admiral James Foster and Allied Admiral Steve Milholland agreed to add a rule requiring that a convoy be run every 37.5 minutes.



So the second campaign of the day began about 2:15 PM with Fluegel's Scharnhorst being rammed. The Allies launched two convoy ships, Dan Hamilton's cargo ship commanded by Carl Shaffer and a liberty ship commanded by Larry Dahl. The battling was pretty furious this time out and frankly, most of it is kind of a blur to me. Traffic congestion around the convoy ships was a major problem but both Allied convoy ships were sunk.

Much of the battling took place in front of the Allied forward base, particularly as the convoy ships were attempting to limp in. I was still sitting in front of the target with my West Virginia, but nobody was paying much attention to the target during convoy. I think everyone just get used to seeing my ship sitting there and ignored it. I loved it. My ship was armed! Every time an Axis cruised by I got in several good shots. Peter Futschik finally noticed that the WeeVee was armed when, on about the third pass in a row, chunks of that beautiful superstructure of his Scharnhorst started flying off.

On the third try the Allies finally completed a successful convoy. When they reached forward base I said, "Great. What was the cargo?"

"What cargo?" they asked.

"What was on the cargo manifest - you know, the little slip of paper you put inside the hull?"

"What little slip of paper?"

So the Allies successfully escorted

an empty cargo ship to the forward base. Definitely not a part of the great Allied strategy.

I don't remember who won the last campaign, if there was a winner.

Later I learned through my secret source in the Axis camp, Deep Throat (who will remain nameless - I can only reveal that he edits a well-known national hobby newsletter) that the Axis strategy was as follows:

1. Do not defend the Axis target.
2. Do not launch a convoy ship.

3. Do not attack the Allied target - concentrate fire on the ships guarding the target. (Remember when I thought their gunnery was bad? Not so.)
4. Since Allies will probably launch two convoy ships at same time, Axis will form two groups -
 - A. One group (2 cruisers) will guard Axis target. If not attacked, one of these cruisers (Suzuya - Dirty Dave) will join other group.
 - B. Second group - main group - will escort Axis convoy ship, which will be launched as soon as Allied convoy is done, when Allies will be low on ammo from convoy run. Axis ships will guard convoy ships with their hulls, particularly the two Scharnhorsts, Fluegel's and Futschik's.

Yes, a daring strategy indeed - except that it depends completely on the Allies launching a convoy. Which never happened because the Allied strategy worked so well.

Anyway, it's obvious why the Axis surrendered - they had an Italian admiral.

Before the 1988 Nats we definitely need to incorporate into the campaign rules some alternate ways to end campaign. Some good ideas have already been suggested. We also need to somehow relieve the congestion around the convoy ships, possibly by limiting the number of ships allowed to

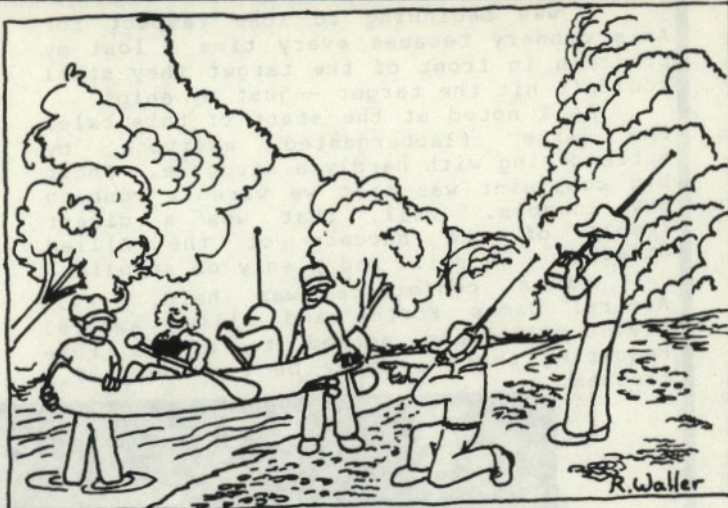
either attack and/or escort the convoy.

If I missed some people who participated, I apologize. I know I missed a lot of the action since I was pretty busy myself.

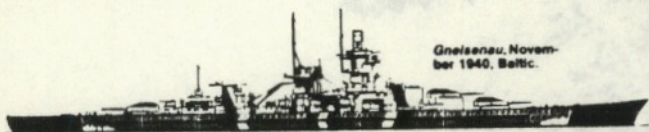
I can include everyone when I say that one of the most remarkable aspects of campaign was the willingness of everyone to follow the orders of their admiral. Without this cooperation campaign would become a free-for-all.

I hope to see you all in Amarillo in '88 to help celebrate the tenth anniversary of this great hobby.

Dan Dees
Dan Dees



The convoy is in trouble, Launch the canoe!



1987 NATIONALS

FLEET

NAME	A1	A2	A3	A4	A5	A6	SS1	SS2	B1	USA JAP	USA JAP	ONE/ ONE	TOTAL POINTS
FOSTER	1353	1047	1944	389	1188	222	810	73				1650	8676
FLUEGEL	1184	916	1701	819	1127	389						2500	8636
FUTSCHIK	1084	916	1701	478								920	5099
SCHULTZ, R.	1015	785	1458	702	644	222		73				310	5209
ROBERTS		785	645	702	966	278				671			4047
LIDE, J.	846	555	1215	585	385	278				559	390	410	5223
HAYNES	846	655	1215	585	805					559	390	890	5945
LIDE, S.	272							13					285
BARRETT					805								805
	6600	5659	9879	4260	5920	1389	810	159	0	1789	780		43925
MILHOLLAND	646	900	757	645	676	261						1280	5165
LISHER	646	900	757	645	176	261				677		180	4242
HAMILTON, D.	365	788	662	564	274	229		213		230			3325
DEES			662	564	592	229							2047
SCHULTZ, D.	565	788	214		592						230	220	2609
HAYES	565	788	462	564	592		610	213					3794
JASS	404	563	320	403	423		37	213					2363
WATKINS		253	473	403	227	163	24						1543
DARBY			473	203	423	163					423	1640	3325
	3191	4980	4780	3991	3975	1306	671	639	0	907	653		28413
WALLER									0			705	705
SCHAFFER							19		0			-118	-99
DAHL					227	163			0			40	430
PAULSON									0			150	150
HAMILTON, M.												40	40

A Rookies View of The Manual for RC Warship Combat

After sending five dollars to Martin Hayes about a week later I recieved the RC Warship Combat Manual, I was thrilled on the abundance, overall scope, and variety of information in the manual. It gives an overall view of the "magnificent obsession," never before achieved. Background on the beginning of the sport, and a step by step sequence of building of a ship. There are a few gaps in the detail of skinning of a ship and radio equipment set up, but otherwise very complete coverage of ship building.

Hullbusters fills in on detail of construction of a ship with it's "How To," "Observation of the founding father," and other articles. See and Say tapes offered by Hullbusters will, in some cases, go into more detail than The Manual, but does not cover the wide spectrum of The Manual. D. W. Fluegel offers a video of the construction of the Lut-zow, the same ship I'm building, but there is a few people in front of me to get it. I'm sure the video would be a great help to me, but the time I get to see

it my Lut-zow will be almost built. I am now making a standing offer to Fluegel that if he gets his video and makes a copy of it I will pay for it. After one month of use I will return the video to Fluegel for other rookies and the like to view. This sport is growing and the addition on of another video would help shorten the waiting time. By the way Fluegel I'm waiting for the second See and Say tape, and pictures, are they ready yet?

The Manual for RC Warship Combat is the encyclopedia of this sport, a must for all rookies and good material for the experienced battler. The Manual could be revised to include more new material, but then would get as large as a Funk and Wagnel. Thank you very much from a rookie Martin. Your hard work will be a great benefit to the sport for bringing in new people like me and showing them how it's done. Good luck on the hard-back edition let me know when it's coming out.

Wade Koehn

AT THE DRYDOCK

BY KIM JONES

There seems to be some skepticism about the existence of an R/C Combat Warship Club in Tulsa, Oklahoma. Let's hope that this article will quell that vicious rumor!

The Tulsa Ghost Squadron is about a year and a half old at this writing. Tom Lane, an old member of the Washington group, has been responsible for several small clubs across the country. As an engineer who helps design waste treatment plants, Tom travels from city to city like "Johnny Appleseed", pollinating the crazy minds of the people that enjoy this hobby! Tom recently left Tulsa to plant more seeds in the far Northeast. Good luck, Tom. Now on to the current Tulsa Ghost Squadron members.

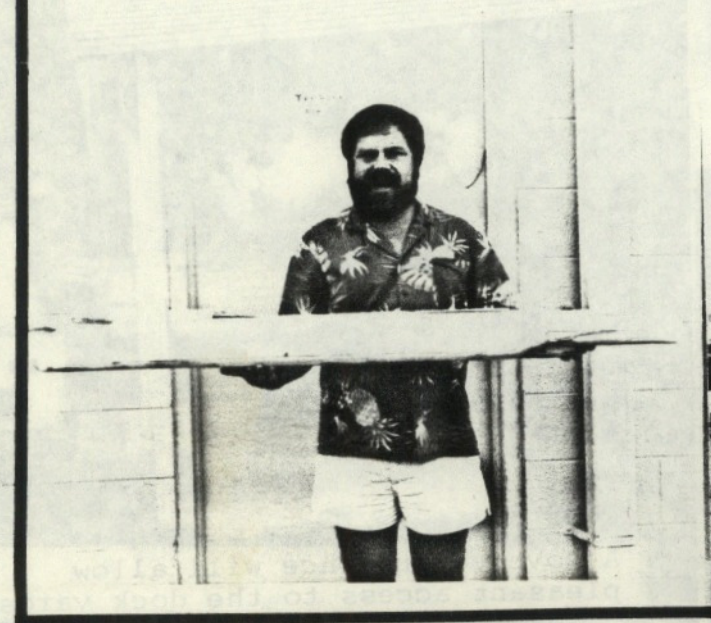
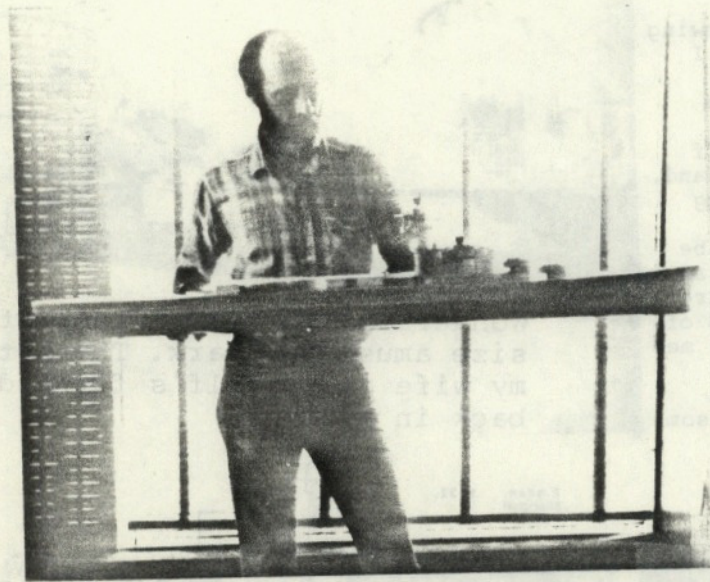
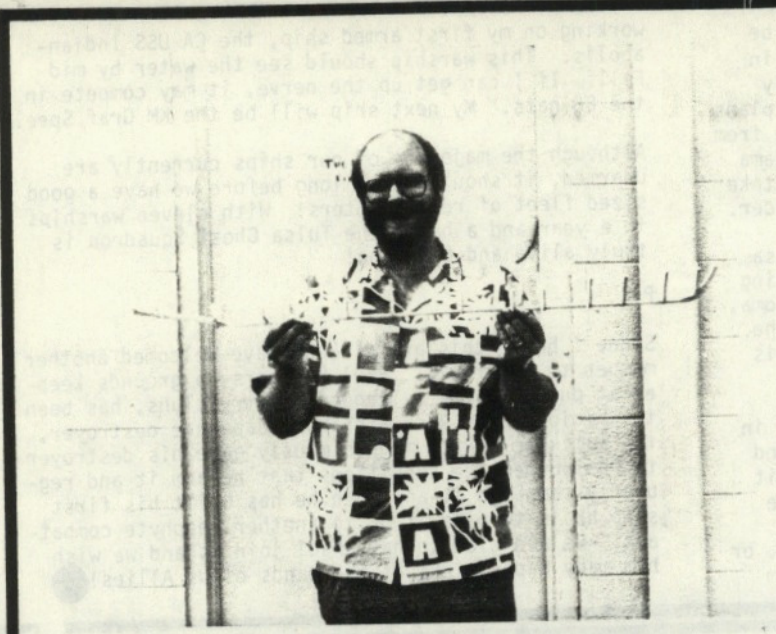
We begin with Randy Waller, the only member to actually enter the '87 Nats. Not only did Randy enter, but he brought back one of two trophies for Best Scale Warship. Randy won his trophy with the Salt Lake City, a U.S. post-treaty CA. Randy is currently working on the Fletcher class destroyer, The USS Waller.

Next in line is the longest continuous member of the Tulsa Ghost Squadron, Rick Richards. Some of you might remember Rick from the '86 Nats. Rick is probably the most vocal advocate for R/C Combat Warships that I have met! He talked me into the hobby and I don't know a poppet valve from a capacitor! Rick is a telephone installer for a private Tulsa based firm. Rick began his battling with the IJN destroyer Kamikaze. Since those early days, he has fought the USS Michigan and is currently working on the HMS Exeter and the KM Scharnhorst. Look out Peter and Fluegel!

Jim Anderson, an elementary school principal, is our next member. Jim is probably our most meticulous builder. Gaining his sea legs on the IJN destroyer Yukikaze, Jim is currently building the BB IJN Kongo, or Fungo, as Jim fondly calls it. This battleship is going to be difficult to beat in the scale category. Jim also has plans to build an IJN I-400 class submarine to try his hand under the waves.

Mike Davidson, owner of a military miniatures shop, The Hussar, is fast becoming the club benefactor. Mike allows us working space in the back of his shop and is always willing to lend a hand when there is a club project to be done. Mike, like Jim Anderson, began his combat warship career with an IJN Kaguro class destroyer, the Amatsukaze. Although Mike's

continued on next page



destroyer is unarmed, I can tell he is going to be quite a combatant, never fearing to put himself in harm's way to prove his point! Mike is currently working on his second ship, The IJN Tama. Mike plans to work on this until his KM Scheer plans arrive from Poindexter. He is contemplating finishing the Tama to the point that a new member might be able to take it, complete it, and be in the water in short order.

Mike Batson is the newest member to join The Tulsa Ghost Squadron. Mike owns his own business selling picture framing supplies to frame shops in Oklahoma, Missouri and Arkansas. Mike is now working on the KM Prinz Eugen from Jeff Poindexter's plans. This ship should be ready for a Fall '87 christening.

I guess this brings me to me, Kim Jones. I went in thirds on a battleship hull with Mike Davidson and Jim Anderson. After many hours of frustration, it turned out to be the French BB Richelieu. As the unanimously proclaimed flagship of the club, the Richelieu is unarmed so as not to draw fire from, or pose a threat to an armed warship. Currently I am

working on my first armed ship, the CA USS Indianapolis. This warship should see the water by mid Fall. If I can get up the nerve, it may compete in the 88 nats. My next ship will be the KM Graf Spee.

Although the majority of our ships currently are unarmed, it shouldn't be long before we have a good sized fleet of real fighters! With eleven warships in a year and a half, the Tulsa Ghost Squadron is truly alive and battling!

P.S.

Since I began this article, we have welcomed another member to our ranks. Paul Schepers, a grounds keeper at one of Tulsa's largest country clubs, has been the recipient of Rick Richards' Japanese destroyer, the Kamikaze. Rick magnanimously gave his destroyer to Paul under the conditions that he arm it and regularly campaign it and when he has built his first ship he is to pass it on to another neophyte combatant. We are glad to have Paul join us and we wish him many happy sinks at the hands of us Allies!

CONDITIONS REPORT FROM THE SITE OF THE 1988 NATIONALS

by Admiral Fluegel

My family and I journeyed to Amarillo, Texas last Labor day. I couldn't resist viewing the Thompson Park recreational facilities. I was impressed!

Stan told me that the city was going to drain the lake and smooth the bottom. The grounds were covered by grass with a drop off about 10" right at the contact of water to land. There is no mud, NO MOSS, and no prop busting rocks.

The lake is Texas size. We had better be alert and prepared if our ships should sink at a distant spot out in the lake. Precautions are required in order to insure against the loss of a sunken ship. Night battle honestly scares me a bit. Some sort of attached piece of superstructure may need to be set up on each ship. Maybe a catapult or smoke stack with some thread tied to the deck would be worth constructing.



Wonderland Park is a respectable size amusement park. The site of my wife and myself's first date back in 1969.



Emden, 1932,
Shanghai.

continued on 486



Parking is ample and about 100' from the lake.



A concrete slab from the dock yards will double as a launch facility.



A covered entrance will allow pleasant access to the dock yards.

2. Even if you haven't flown from Australia, you will probably be a little tired when you get to Nationals and more so after 4 days battling. Some of the combatants drive a long, long way. Make sure your gun reloading is easy. Foster could get a his gun valves, disassemble one and check for some grit in it with an absolute minimum of fuss I couldn't. How easy are your valves to exchange in the heat of battle?

Imagine you have competed in the first sortie of a fleet battle and suddenly a malfunction occurs in one of your guns. The allied fleet needs your help! One of your gun valves is inoperative. How long does it take you to exchange it? Can you do it by the time the Contest Director says "Let's Battle" for the second sortie? Do you have a spare? Is it back at the dry dock? Mine was (Thank you Mary for driving me.)

3. I did not realize that the ships normally fought within about 10 to 15 feet of each other, sometimes closer. I thought that the ranges would have to be further apart for the game to be realistic and fun. No, wrong again! It was great at the rather close ranges the ships were fighting at.

It also seems to me that the Fleet Battles at Nationals - say 10 ships to a side are so much of a melee that the ranges come right down and this is what enables the battleships to make full use of their side mounted guns.

My Scharnhorst attracted more than its fair share of attention from what seemed to me like about half the Allied battleships in the first few sorties of the fleet battles. I deduced later that they must have decided (reasonably enough) that this Rookie ship would be easy to earn the sink points on.

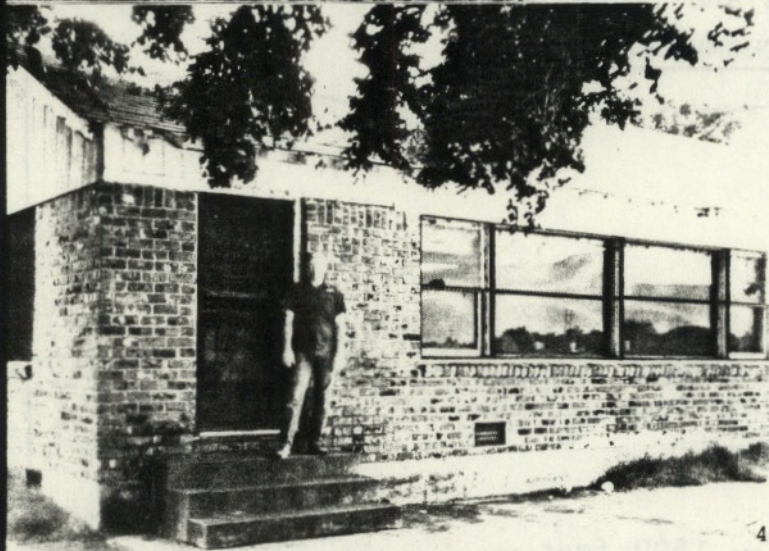
While they were sailing round my ship trying to shoot it, they got in each others way and made easy targets for my Scharnhorst's powerful triple B.B. salvos. I also learned a lot about combat in a short time. I had only ever shot at milk cartons before Nationals, so I knew nothing at all to start with! At the start of the week I was pleasantly surprised to hear the sound of B.B.'s penetrating Allied salvo. By Thursday I knew when a salvo would hit home.

4. I always wanted to know what was important about the "ship" qualities of a ship in battle. I think now that any improvement in manoeuvrability is a great advantage. Not just turning left and right but going from forward to reverse as well. I had worked hard on getting my ship to turn well. My ship did not use a "turning system" but I had done quite a few experiments with different rudders and rudders in different positions. Quite minor changes of $\frac{1}{4}$ " or so could be seen to markedly change the way the ship behaved. One particular rudder type worked well for steering in reverse.

5. What is the Scharnhorst like? I am writing this description for the benefit of those Hullbusters readers who haven't been to Nationals or yet built a ship (or are building one.) It's the kind of information I wanted to read, so I hope it is of interest to YOU!

O.K.: The hull - below 1" below the waterline the hull is mostly solid balsa except for the spaces for batteries and freon tanks. The ship weighs 23 lbs. and is powered by one motor on the centre shaft. In reverse, one of the outside shafts also comes on. The ship travels at 24.3 seconds per 100 feet. The framework is made of 3/16" marine plywood. The freon tanks are 1" diameter brass tubes.

The drive system. I used 6V motors which have a maximum current capacity of 7 amperes and the drive motor and pump motor each run off a separate 6V 10AH battery. The centre motor drives the ship at legal speed with a 3 bladed plastic



Stan stands on the back porch.
Let's not fall off the small
porch and damage our war effort.

What This Rookie learnt At Nationals

By Peter Futschik 60 Park St. South Yarra 3141
AUSTRALIA

Hello RC Combat friends! It is traditional for the "Rookie of the Year" to write articles about what he found out at Nationals.

Things that I learned and I had not been able to foresee included the following:

- 1) When battle is commenced the feeling of the combatants is much like it would be in a real shooting war. There is excitement, danger, fun. When it is your ship out there you are really involved. If you didn't care about your ship and battling ability you would not have bothered building a ship. The excitement is very real, and there may be systems on your ship which perform well only when you are by yourself and you have all the time in the world to finish an operation. My ship has three simultaneously forward firing guns and a rear gun, hence it needed three tanks. My filling system just wasn't easy enough to operate under battle conditions. (John Jass may wish to explain his, which is excellent.) Before one battle I had lost a rubber seal in my filling hose but tried to fill my tanks anyway (I did not want to miss a sortie). I had freon burns on my fingers which hurt and made subsequent replenishment and working on my ship more difficult.

1 1/2" diameter propellor. The batteries account for 9 lbs. of the total 23 lbs. of ship weight.

Scale appearance: My Scharnhorst has the decks planked out of individual 1/16" square Bass wood planks, glued down with super glue. These are sanded only, not sealed or painted. I also drilled in the portholes in the subdeck with a 1/8" drill after planking the sides of the ship. I took some trouble with the main and secondary armament and stuck on sailors who used to be "Station Staff" from a model railway shop. I also took care to use good quality matt model paint.

For my ship the main colours are light grey upper works, dark grey hull, red below the waterline, black funnel cap and waterline. Some superstructure decks are a reddish brown, supposedly an antiskid linoleum. There were 6 plastic ships boats.

Details left out partly through lack of time, partly through lack of availability and partly deliberately, included most of the searchlights, all the anti air-

craft machine guns, all railings, all rigging and some of the minor cranes and davits.

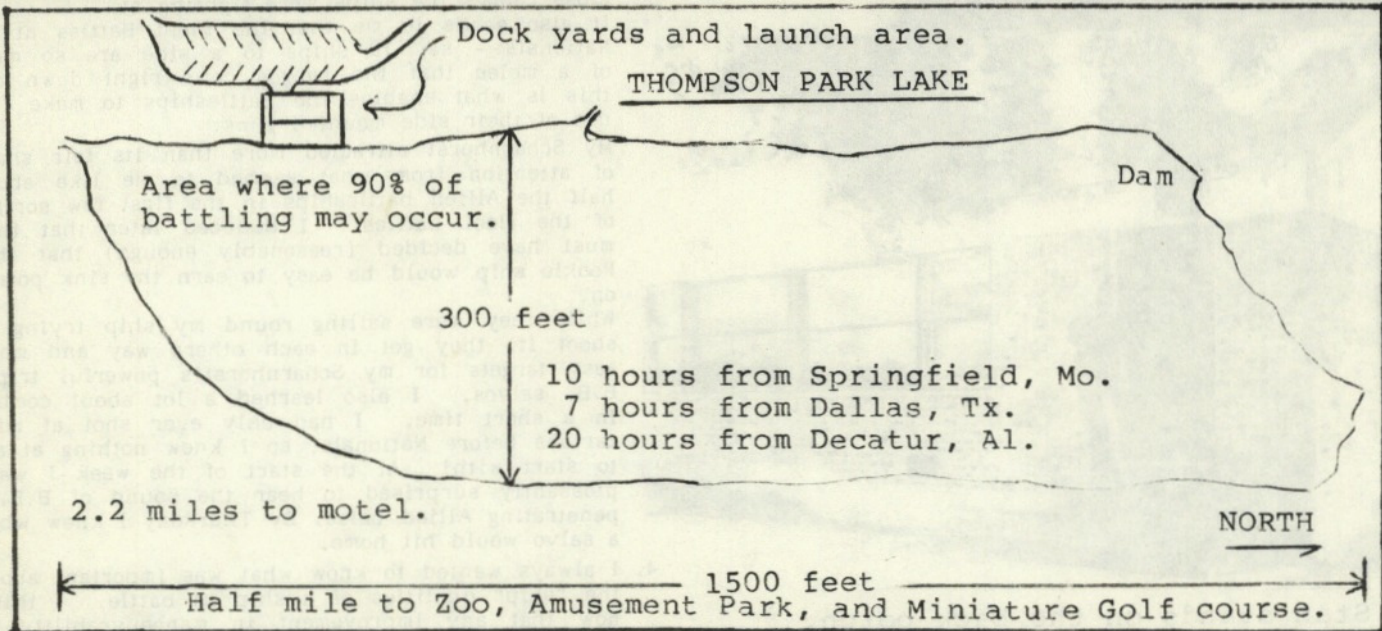
The overall effect was good enough to win "Best of Scale". There were a number of ships I thought, which could have easily been vastly improved in scale appearance by a) Correct colour schemes. b) Matt paint. c) Main armament rendered more accurately.

For instance, don't spend 100 hours on one particular item and 5 on some other obvious one - the rough item will make the really great item look less good. Maybe its better to spend the time on the really obvious items on your ship. I think these are what your eyes are automatically drawn to, and when I look at a ship it is a) The main armament, b) The decks, c) The superstructure. d) The hull.

I hope this last paragraph helps satisfy the curiosity of those Hullbusters readers who are in the same position I was before I got to battle.

Build that ship and "Lets Battle".

Your friend Peter F.



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MESQUITE, TX 75150
