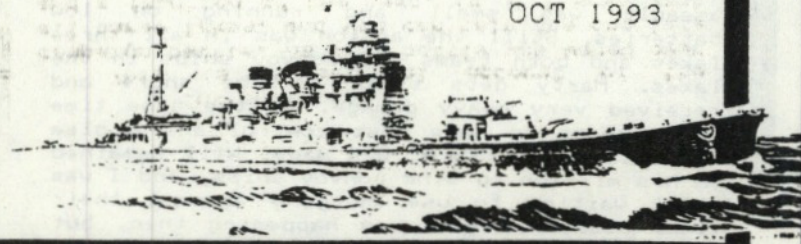


HULL BUSTERS

TAKAO 高雄

日本重巡洋艦(たかお)
JAPAN HEAVY CRUISER

OCT 1993



THANK YOU! THANK YOU! THANK YOU!

I would like to thank the following people for making NATS '93 possible, and so much fun; and easier for me. Brian and Colleen Craven for their many hours on the PC, phone, and travel time. Gerald Roberts for being CD when I had to work. Chris Pearce for the beautiful painting he did on the trophies. Jim Pate and David Haynes for being Admirals and making my job easier. Steve Milholland, Mr. and Mrs. Hayes, Mike and Karen Deskin, Fluegel, the Cravens, both Admirals, Rick Whitsell, and Gerald; for use of their cameras. Steve Baker, for helping me set up the camera areas. And, of course, all of you for making this NATS the best for me! I appreciate all of the hard work everyone did, and our wives and girlfriends for allowing us to do it.

If we have it again here we will have pallets set up in the water for ship launching, and a official clock set up for all to view. Any other improvements you can think of let us know and we'll see what we can do.



Sincerely Grateful,

Wade Koehn
1251 Wilcrest Apt. 103
Houston, TX. 77042
713-952-3078

NATS CAMPAIGN.

THE NEW TWO HOUR VERSION.

By D.W.Fluegel 9/25/93

Introduction.

This is a personal account of the campaign battle. As this battle was waged over all three lakes, and you can only see one lake and a fraction of the next, it will have vast omissions. I was disappointed that we were having this experimental campaign instead of the traditional champaign.

Brian typed the new campaign rules and I think made them up, so Admiral Pate commissioned him to generate the Allied strategy. After careful consideration over all the nuances of the campaign rules, Brian lead the Allies in their meeting and then came over to the Axies meeting and answered questions we had about the new rules.

In stunning contrast the Axies considered Brian's answers and formulated a strategy based on previous campaign tactics at lake side. It wasn't that we were so confident, more like a dread over a headache size issue we kept putting off. But alas we had a plan and we would see how it worked as the battle progressed, after all, if we could make our plans fast, we should be able to adjust the plans fairly easily during the conflict.

THE BATTLE.

My notes were recorded while I was battling. This diminished two of my abilities. The ability to take good notes and the ability to hold my transmitter sacurly. Admiral Dirty decided to surprise the Allies by launching a single convoy ship as soon as the battle began (at 2:00 I think). This was thwarted by the powerful presence of Chris launching his ship at our home base. I think Chris was just following orders, and had no idea that he had done any good at all by simply being there. I think Dirty mustered together an escort and made a successful run some time later.

The Allies started with a massive force defending their targets. This made it difficult to shoot their targets but it relieved the pressure of having a lot of Allied ships attacking our supplies. Still, we pressed an attack on their targets and in a gallant blocking defense technique, Rick's hull blocked more beebes than his pump could handle. We lost the battle of the targets, but we sank Rick's Battleship. That's a good trade, especially early in a campaign.



Target check # 1
Allies had 4
Axies had 2

Both teams launched convoy ships and most of them made it. Frances made residence in front of our foreword base and absorbed massive damage in defense of our supplies. He also acted as an alarm, summoning for help as Allied ships approached. It seems campaign offers alot of roles and captains become

specialists in one of them, sometimes by chance.

A prolonged attack on the Allied targets became one of my Nats high lights, Bart tells the story "We had one target left, which Marty and I had tenaciously defended. They had run through magazines. Lief couldn't get it, Dirty

MY BEST AND WORST OF NATS

By Lt. Sr. Grade Steve "FAB" Baker RN

Best of NATS-The way everyone got along and really had fun-The drive with Lief-Rooming with Tom-Night Battle!!!The battling site-Axis and Allies under the same roof-Shouting "Three Cheers For the Axis" when the shooting was done.

Worst of NATS-Sinking on Friday. Not because I sank, but for about 2 minutes I was sure that I had lost NATS for the Allies. Maybe I did, but I don't feel bad anymore!

What I learned-How not to use my search lights during night battle.

couldn't get it, they were just all over us. Fluegel comes over, backs up and with one shot over the top of my ship took it out... with one shot. It was an amazing display of Axis marksmanship. I compliment you sir." Thanks Bart, I also got a high-five from Will and Lief.

TARGET CHECK # 2

Allies had 0
Axis had 1



At 2:22 an Allied informant informed me that I was the only Axis ship on the water, I told him "then I'm the only ship on the water". It did seem that there was some sort of truce. I remembered how Admiral Pate had launched massive numbers of well defended convoys in past years (near the end of campaign) and felt they were plotting their final assault during this lull in the battle. At 3:15 Gerald drops his transmitter in the water.

At 3:33 I pull my ship in and reloaded, in anticipation of Pates climactic final assault. We have 6 supplies and Frances sits in the sun, on guard. Way over at the Allies home base I can see Jim talking to two of their guys. I know there planing something bad for us. I asked somebody how many convoy ships have gone down, they said we lost 1 and they have lost 3 or 4. Fifteen minutes till target check #3

A hard attack was made on our supplies, but mostly futile. Then Bart made his surprise solo attack. In Bart's words "It was marvelous, who was standing talking? Steve, Frances, Flug, and somebody else, there were 4 of them when I snuck in on yaw'll." Dirty said "We had yaw'll right where you wanted us" Bart added "Yes, they had us surrounded the poor scum." Well, the long and the short of it is

that Bart made a short, quick charge between our mighty but stagnate forces and shot our target.

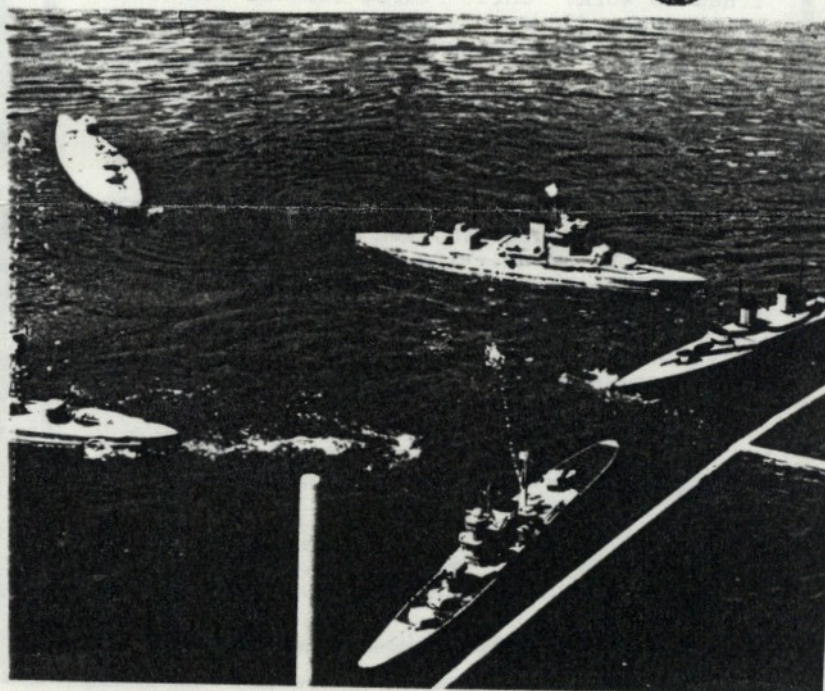
TARGET CHECK #3

Allies had 0
Axis had 1

Admiral Pate's dreaded Indiana is spotted sailing into our waters and I'm convinced the final assault is about to begin -his mighty warship had been mysteriously absent. The assault was small and running on low batteries. Still the action was in all three lakes and both teams had convoy ships in the lakes. Marty gets stuck on the shore and received very heavy damage. At the same time Baker seems to have lost control and a plea for Will to "get him" was made. Will remained on his mission to sink convoy ships, and I was still waiting to use my guns against their final assault, which was happening then, but unrecognizable compared to Pate's former powerful final assaults. They did launch a convoy ship and it did make it. A count down started for the last ten seconds of the battle and at "one" Will took their last target off its stand.

TARGET CHECK #4

Allies have 0
Axis have 0
We sank 1 big battleship
They sank 1 destroyer.
Campaign is over.



POST BATTLE INTERVIEWS.

CAPTAIN GERALD interview.

Question; "What were your major impressions about this new campaign?"

Answer; "The targets were better, they might need to be thinner. Protecting the targets was just really vicious, more vicious than fleet"

Q; "Was that good or bad?"

A; "Well it's good for those people who don't want campaign because they don't get enough battling in. I saw more heavy battling in there today around those targets than I've ever seen in fleet battle, so I think people should be happy for that, and we almost made that successful run on...editors note, this is top secret and will be revealed at next years Nats. Back to the interview with Gerald.

Q; "Have you been wanting to do this for months?"

A; "Yes"

Q; "Years?"

A; "Maybe a couple of years"

Q; "A couple of years you have been thinking about this?"

A; "Yes, It's one of the reasons I built that destroyer. But almost succeeding was fun, and exciting. It would have turned the whole battle, right there."

ADMIRAL PATE interview.

Q; "Tell us about the final assault".

A; "I probably would have done better not spending my ammo on your targets so I could have used it on Will's convoy ship...last one to make it. I lost both of my side mounts on the Indiana, and I just said NO, I'm not going to mess with it. I will just run the General Mitchell (his convoy ship) back and forth, back and forth."

Q; "Who sank the General Mitchell?"

A; "Lief"

Q; "Tell us about that."

A; "He shot a big hole, it lists until it's about 30% full of water and then it evens out but it tilted back to the side where he put the big hole in. Had Lief not prop washed it, I would have made it in because it lacked only 3 or 4 seconds."

Q; "What do you feel about the Allies day as a whole?"

A; "I think we're ahead now."

Q; "Are you surprised?"

A; "No."

ADMIRAL DIRTY interview.

Q; "What were your thoughts on campaign?"

A; "I liked it, I think we may ought to change it where we can't get that last minute rush at the very last." Baker "I liked it too!" Fluegel "I saw you out of control at the end but I was saving my ammo" Baker "I wasn't out of control, that was a trick." Dirty "I liked it because it didn't have the transit rule, I think that helped alot. I liked the targets, alot. The ease of scoring - they need to be a little smaller so they won't be hit so easily-and I liked having two ships at home base at once."

Q; "Were you hassled being the admiral?"

A; "It went pretty much the way I wanted. I liked calling convoy runs and who was going where, as a matter of fact I liked that more than being the admiral of the fleet battles!

Q; "Why"

A; "There were different aspects to it. When to run convoy ships, what to carry, different assignments. Pate and I were both apprehensive about it but now I like it better. There was alot to do. It kept me thinking, like who's in home base, (Dirty pretends he's giving an order....) "you come in after he's out..." You had to keep up with your target check times, like what ships can I have ready to attack their convoy ships and at the same time who am I going to release to run our convoy ships, and how many are they going to send? How many do we need to defend our targets?"

Q; "Did you feel you typically had enough ships to carry out the missions?"

A; "We could have used some more ships."

Q; "Did you know there was a time when I was the only Axis ship on the water?" (Is that a major rule in the new campaign rules?).

A; "That's what I mean!"

Q; "How did you feel about the Axis day?"

A; "Not good about the first sortie, almost like we were dysfunctional. We forgot what we were supposed to do and it cost us, so I wasn't happy. But I felt we had a good campaign. Our guys did what I wanted them to do. Not an argument one, perfect, (Dirty pretends like one of his captains asked him a question and then he responds) "What do you want me to do? Well you go there and do that, OK..." and they did it! Maybe that's why I liked it so much? They did it. Everybody did what they were supposed to do."

I, Fluegel, liked the new campaign and it won't hurt very much if we never play the old campaign again.

POST LAKE SIDE ACTIVITIES.

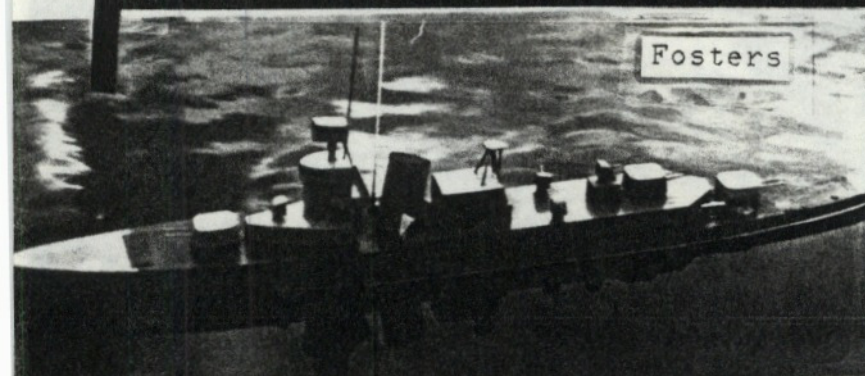
By 5:12 P.M. half of the battlers were gone and a fourth were packing. Our (relatively) fancy hotel had NO WATER. So we went swimming. That's the best swimming of the year, Nats swimming. Later I heard that Chris lost his keys in the pool, and everybody helped him search the pool. They were found in his swimming suit in his crouch. The gossip was "who found them there?" I support the theory that a homosexual British found them.

Gerald wanted some beer so he lead us to the Pizza hut. Or around the Pizza hut. We ended up at a mall eating who knows what, but who really cared. We were together and that's alot of fun.

filter to the lake, where Francis was ready to battle with his Lutzow. Lief was the next capital ship captain to be ready, and was looking for a fight, so the first battle of the day featured these two battlecruisers in a two-sortie duel of speed versus maneuverability.

Lief Goodson (Moltke) vs. Francis Rogowski (Lutzow). This battle would pit two of the Kaiser's best battlecruisers against each other in a real sidemount slugfest. The first sortie began with both ships trying to gain an advantage, and occasionally slugging it out side by side. Somebody forgot to tell Lief that the Axis don't have any good 26 second ships, and apparently Francis hadn't heard this either, because after the first sortie, Lief appeared to have the advantage, having hit the Lutzow below the waterline several times. This trend continued into the second sortie, as the more agile Moltke sank the Lutzow and won the battle to the tune of 2855 to 1220. Francis had 26 below, but he did fight back, as Lief's 14 below the waterline hits attested. Lief later said that he'd been waiting for this all his life - this was the first time he'd sunk an opponent in a one-on-one battle.

The next battle was at the opposite end of the scale, featuring James Foster's Ning Hai against the HMCS Huron of Chris Pearce. Having had the destroyer run out of control on him the last three times he set it on the water, Chris was experiencing more than the usual butterfly, but as battle was declared, the light cruiser and destroyer engaged in what had to be the most frantic battle of the week. For a great deal of time, both ships jockeyed for position, using their



A Wonderful Wednesday in Houston

A Travelogue of Sorts
By Chris Pearce

Wednesday at Nats marked a midpoint, and a welcome break to those of us who had been fighting a furious battle for the previous two days. For many of us, the day began with a visit to the USS Texas. A magnificent sight she was, and of great interest. Gradually, we began to

acceleration and speed to attempt to gain an advantage. The Canadian seemed to be having gun problems, but the Ning Hai had a difficult time getting any shots anyway (Thank heavens for one second speed advantages). After these two gnats came off the water, it was discovered that while the Huron had two good solid hull hits, one of the few times the Huron's gun did fire, it managed to connect with the waterline of the Ning Hai, resulting in a 25 to 20 victory for Chris. Not exactly the stuff that wins a Von Fluegel trophy, eh???

The third battle featured the new Scharnhorst of Ronny Hunt against the Nagato of Will Montgomery. Not exactly what I'd call a fair match, but Ronny had made an impressive debut with the ship, and seemed to be getting the hang of the capital ship game. The battle featured the usual tremendous gunnery of Will, while Ronny made valiant efforts to inflict devastating triple stern gun damage and bring his fledgling sidemount to bear. In the end, the Nagato had 13 above and 4 below for 330 points, and the Scharnhorst had 52 above, 2 on and 7 below for 920 points of damage. The Scharnhorst may have been a new ship, but she did shoot back...



Fluegels

Next was the annual Lief vs. Chris grudge match. It all started in 1990 when Chris's Augusta (formerly Lief's Houston) sank Lief's Lutzow (formerly Chris's Deutschland). The saga continued in 1991 as Lief's Von der Tann shamed Chris's Queen Elizabeth, beating it by some 300 points, and in 1992 as the Vanguard reversed the trend against the Bismarck, again by about 300 points. This year's installment saw the newly renamed Valiant battling the Moltke, and having a difficult time with the agile battlecruiser. Good shots were had by both captains, and Chris was helped by a control glitch on the Moltke partway through the sortie, but when it was all totalled up, the Moltke had 35 above, 6 on and 8 below for a total of 900 points, while the Valiant had 25 above, 4 on and 17 below for a total of 1200 points. Yes, Lief beat Chris by the same 300 points. Will this go on forever??? Who knows...

The next one-on-one was a mismatch, featuring the Akizuki captained by Gerald Roberts against the Lutzow, captained by Steve Milholland. The battle was short-lived, however as the Akizuki burned and sank shortly after the sortie started. Steve was fortunate in that he managed to hit the destroyer once before it sank, so he received the 10 points for the hull hit, and a significant bonus.

Onward to greater mismatches, the Ning Hai battled Fluegel's Bismarck in an extremely fun to watch battle. Fluegel kept his stern to the little one, and hurled out the occasional pot-shot, while the Ning Hai tried to keep out of the way of stern guns and occasionally used her acceleration to close and bring her own stern gun to bear. Splashes were seen all around the little cruiser, but the mighty Bismarck suffered from the same problem as the Japanese battlecruisers at Guadalcanal - most of her shots merely passed completely over the target, which had closed in to minimal ranges. At the end of this adventuresome battle, David won, taking only 75 points of damage, while Goliath took 425.

All this battling worked up a healthy appetite in the battlers, and like most of them, I was hungry for something a little more than shredded balsa. Our desires were satisfied, as they were the entire week as the catered dinner helped us get fat and happy for the upcoming Night Battle.

Night battle began with each fleet having a strategy, the Allies planning to mix it up and use the ambient light to their advantage, and the Axis in another corner of the big lake, apparently planning to use the reflected light from the airport. The Allies had an extra plan, and that was that they had stationed two battleships at the bridge with instructions to shoot anything that came near. All the other Allies had instructions to steer clear of this "Free Fire Zone". The Axis plan was to stay together, and try to avoid friendly fire, while making all their shots count against the enemy.

As the battle started, however, the situation degenerated into the usual chaos that we all know and love. Personally, I rushed the Axis fleet and took and gave shots to all corners, including the likes of Wade and Fluegel, who suspects that his five above the waterline hits came from the Valiant. Fluegel claims that he didn't see much action, and came back with rounds still in his guns, while he suspects that he did shoot the Nagato on one occasion.

In other action, the South Dakota ran out of control (again) and received help from the Valiant and Indiana as she survived her five, while the two French ships darted in and out among the attacking Axis ships, taking a toll in damage from every ship that passed, and on one occasion nearly receiving some sidemounts from a certain Allied captain. (Sorry, Mike...)

In the action at the bridge, Invincible and Marlborough caught a Scharnhorst and pumped vast amounts of rounds in her direction, albeit to no great effect. Meanwhile, Francis's Lutzow had run into some difficulties, but managed to evade detection with her stealth paint scheme. Really the only ship to be in serious trouble during the battle was Gerald's Mogami, which barely survived her five minutes with a clogged pump. Grasshopper's patience was rewarded, however, and the Mogami was retrieved reasonably intact. At this stage of the battle, the sage Admiral's advice was paying off, and it seemed that the conservative Axis had the run of the lake as the sortie ended.

As the damage was counted and the scores were tallied up, it looked like yet another very close battle. It sure was, the Axis winning by a score of 4440 to 3940, or by 500 points. Two more seconds (in Gerald's case) would have made the difference. This was the first night battle the Axis have won in years, and it heartened them in their quest for the championship. The Allies, however, were not daunted, as they knew that 500 points could be made up in one good sidemount exchange. It would remain for Thursday and Friday's battling to tell the tale.



As we all returned to the hotel, many people I spoke with told

me how much they enjoyed this year's night battle, and everyone seemed to have a great time. I'm sure there's many stories I've missed here, but when all you have is a flagrantly biased memory and a cassette tape to go on, I'm afraid you can't quite do Hemingway. But I hope that you've enjoyed this account, and I'll be looking forward to meeting all of you again at next year's Nats (Houston in '94!!!), if not sooner. Until then, I'll be busy making the Valiant more powerful than ever. After all, I can't let Lief beat me two years in a row, can I???

Fellow Battlers

This article is written to correct a wrong. In my hurry to record video tape, and keep score during NATS I unfortunately miscalculated the points for the Von Fluegel Trophy. The correct recipient of this award is Will Montgomery. I'm sorry for this mis-carriage of awards. Both parties have been informed of this error, and both were gracious in correcting this error.

I have went back gotten the bugs out of the programming, and calculating. Also, anyone who has counted scores during NATS will attest to the fact of how difficult it can be to interpret some of the battlers scoring. Maybe we could a very short run through of the scoring sheets during the captains meeting to help clear up any questions, or problems someone may have when scoring.

If we have NATS in Houston next year I promise you accurate results. I had a great NATS! I hope all of you had a great time too!



Sincerely,
Brian K. Craven
Brian Craven

THURSDAY AT NAT'S

by Lief Goodson

After the Axis' first Night Battle victory in five years on Wednesday night, the Allied's NAT's lead was just a mere 420 points. Thursday morning found both fleets ready for a decisive victory.

The Axis felt that they were loosing the "battle of the bridge". During Monday's and Tuesday's fleet battles, the Axis fleet was split at the beginning of each sortie. Some of the Axis fleet would be in the large pond and some would be in the channel pond which was separated from the large pond by a bridge. Although this bridge's main structure was some twenty inches above the water's surface, the bridge had several support beams that protruded down to about 8" above the waters surface, thereby making passage under it a delicate task. In the first couple of sorties free passage under the bridge was enjoyed by all. However, soon thereafter, the Allies effectively controlled bridge access and managed to inflict a heavy toll on the Axis fleet as they traversed this critical choke point. During the pre-battle briefing, Dave Haynes (the Axis Gross Admiral) advised the Axis captains to all launch in the big pond, thus eliminating the bridge as a choke point. Furthermore, Dave assigned allied targets to the various Axis two-man teams. Undoubtedly, Jim Pate (the Allied admiral) issued similar instructions to his fleet captains, which are not known by this author.

Sortie 1

Shortly before the battle began, Gerald Roberts discovered that he had not patched the previous night's damage and began frantically

patching his Mogami with help from one or two other Axis captains. Gerald had intended to get a five minute extension, but had missed the two minute - no extension cut-off. Consequently, several Axis ships including the Moltke, Mutsu and Mogami launched in the channel lake nearest the pit area seconds before the battle began. So once again the Axis fleet was split between the two lakes. Not the start the Axis had hoped for!

Despite this Axis tactical error, the Allies failed to control bridge access and the Axis fleet managed to assemble all its ships in the big lake without much effort. From this point the battle spread out along the shores of the big pond.

The Nagato worked over the Washington with some support from the Bismarck (Fluegel). The Lutzow picked up the attack on the Washington and she (Washington) is in trouble and running for help. The Tiger and Vanguard attack the Bismarck (Fluegel), who gets support from the Scharnhorst. The Mogador and La Gallisoniere join the assault on the Bismarck, but the Bismarck comes out way ahead despite the numerical advantage of the enemy. The Tiger takes on a list for her efforts in the attack and declares five. Meanwhile, elsewhere on the lake, the Mutsu is battling heavy with the Valiant and others, and she takes a distinctive starboard list. Despite help from teammates, the Allies taste blood and swarm on the Mutsu until she roles and sinks.

The Washington finds help, but her attackers (Lutzow and Moltke) will not be deprived of a sink and pound her until she slides under the waves. During this attack the Lutzow runs aground and is mauled by the Valiant. Shortly thereafter the Tiger goes out of control and is hounded as her five minutes expire. Next the Moltke looses rudder and goes on five out of control and takes damage from the Invincible, Indiana and Valiant. As the sortie winds down, the Vanguard, Indiana and Valiant harass the Nagato who is on five and heading for deeper waters. Soon the sortie ends with just about everyone out of BB's and no one sure who was winning.

The damage from the first sortie was Allies 7,275, Axis 6,390 broken down as follows: (*=sunk)

Washington	63-6-13*	Bismarck (DW)	34-0-0
Invincible	47-7-7	Sverige	0-0-0
La Gallisoniere	14-1-0	Moltke	74-2-5
Warspite	35-2-10	Mutsu	44-6-14*
Vanguard	30-0-4	Scharnhorst	26-0-0
Tiger	55-6-7	Bismarck (SM)	20-0-4
Indiana	14-1-4	Nagato	31-1-2
Valiant	15-1-6	Mogami	28-3-8
Pennsylvania	9-1-3	Lutzow	37-8-16
North Carolina	23-0-1		
Mogador	0-0-0		

The Deception

In the pits it was observed by both the Allies and Axis that the Scharnhorst had a large hole in her hull near the waterline. Appropriately, the Axis Admiral "suggested" she go on five as soon as the second sortie began. Also appropriately, the Allied Admiral assigned a task force to attack and sink the crippled ship. In the truest tradition of the Axis fleet, the Scharnhorst's captain (Ron Hunt) totally fooled the Allies and deprived the Allied task force of their would-be sink. Just prior to the sortie beginning, Ron had his father (Cameron) carry his transmitter to the fourth lake, which had previously not been used. The Allied task force, sensing that Ron would launch his Scharnhorst in this lake, began to form near this distant lake. With about 30 seconds left till battle, Ron picked up his ship and began towards

the distant pond, and then suddenly turned and dashed towards the main pond, while his father sprinted to meet him. As the battle began, the Scharnhorst was in the middle of the large lake with a fleet of protection, while his would-be attackers were some three minutes away.

Sortie 2

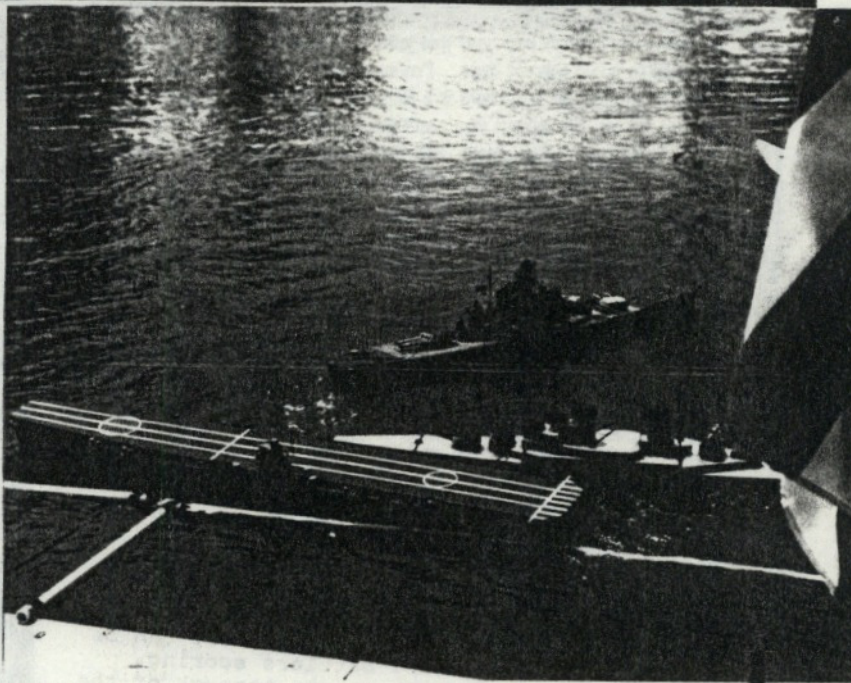
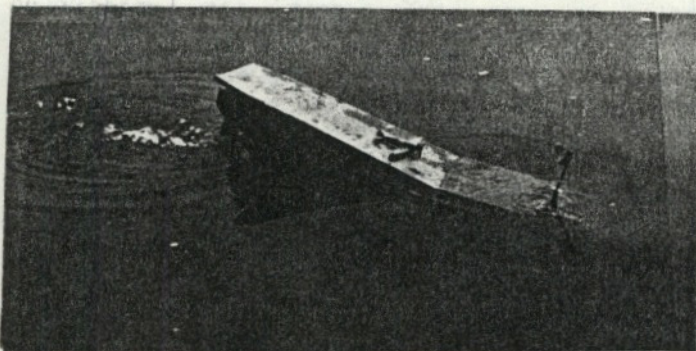
In the third lake, just as the battle began, the Moltke rolls over the Sverige, which sinks. Foster retrieves his ship and dumps the water and is back in the battle within a few seconds. It is not clear whether this RAM SINK occurred before or after the battle began. At any rate, both the Axis and Allies have divided their fleet between the main lake and the channel lake. Most of the action this sortie was in the channel pond, where initially the Allies are outnumbered. The Warspite and Pennsylvania get a lot of attention from the Bismarck (Milholland) and Bismarck (Fluegel). The Moltke and Lutzow dance with the Invincible and Indiana. All these ships plus the Sverige are all involved in one big melee in the small pond with the Invincible, Lutzow, Pennsylvania and Moltke pumping steadily. Lutzow moves to the large pond to attack the North Carolina and gets spurted by the La Gallisoniere. Back in the middle pond, the Invincible has had enough and goes on five emptying a lot of sidemounts into the water. The Mogami and Sverige give chase with help from the Bismarck (Milholland). The Valiant and Indiana come to the aid of their British comrade, while the Moltke, Warspite and Pennsylvania exchange the last of their BB's. The battle ends with several ships chasing the Warspite into the third pond.

The battle ended without any additional sinks, but with the Axis claiming a narrow victory 11,500 to 10,725. The damage looked like this:

Washington	63-6-13*	Bismarck (DW)	63-1-4
Invincible	92-7-13	Sverige	3-0-0
La Gallisoniere	14-1-0	Moltke	155-15-21
Warspite	108-13-20	Mutsu	44-6-14*
Vanguard	47-0-5	Scharnhorst	26-0-0
Tiger	58-6-7	Bismarck (SM)	37-3-10
Indiana	28-6-8	Nagato	51-2-5
Valiant	43-1-10	Mogami	48-4-11
Pennsylvania	83-2-6	Lutzow	38-8-19
North Carolina	44-0-6		
Mogador	0-0-0		

Campaign Lite

With the morning battle over, it was time to try Campaign Lite for the first time ever. This was to be a one hour battle with no paper work and no target checks. Points would be awarded for sinks, completed convoy missions and targets still standing at the end of the battle. Although everyone was a little fuzzy on the scoring, this battle would be fought much like a fleet battle in that only light ships could reload and come back into the battle. Everyone else was limited to the BB's they had at the battle's start.



The Axis planned on using Gerald Robert's 1.5 unit Japanese aircraft carrier to defend its targets as the carrier was "armed" with two pumps. Unfortunately, when the battle began the Axis targets were for the most part undefended. The Indiana's triple stern guns went to work and had virtually all of the Axis targets knocked down within the first few minutes. By the time the carrier was launched, only two or three Axis targets remained standing. However, from this point forward, the Axis protected their remaining targets with a fanatical vigor that literally involved every one of its ships.



The Scharnhorst and Sverige were the first ships to make a sustained attack on the Allied targets and destroyed many despite defense by the North Carolina, Washington and Vanguard, and harassment by the Mogami and La Gallisoniere. Later the Mogami added its firepower to the onslaught.

With the target assaults continuing, both fleets launched convoys. Invincible lead the attack against the Axis three-ship convoy directing the Allied captains to hold their fire on the ships that Invincible's captain (Steve Baker) felt were mortally wounded. He was correct for two of the three, but a Japanese tanker made it to port just before sinking. At least one of the Allied convoy ships made it through, while the others fell to the guns of the Nagato and Mutsu.

The Fluegel Factor

From time to time, the outcome of a battle is determined by the performance of a single captain. This would be true for this campaign battle as well. Everyone sensed how close the battle was - so both the Axis and Allies made attempts at additional convoy runs. This is where the Fluegel Factor comes into play.

Shortly after the allies launched the General Mitchell, Fluegel's Bismarck made an over-aggressive attack ramming the convoy ship and causing damage. According to the rules, this equated to a complete round trip mission for the General Mitchell (@ 1250 points). With this complete, the Bismarck headed to the forward base area where it shot a half dozen sidemounts into an AXIS convoy ship 15 seconds before it would have completed its mission. This extra damage and the resulting prop wash sent the Japanese seaplane tender to the bottom five seconds before completing its mission at a cost of 600 sink



points and the loss of 500 points for reaching the forward base. Some Axis captains were grumbling that Fluegel's Bismarck cost the Axis fleet @ 2,350 points, and that mandatory retirement rules should be put in effect.

The Battle's End

The campaign battle continued with intensity until the time limit was up. The light ships, which were allowed to re-arm as often as possible, became an important factor as only a few ships still had ammo at the battle's end. The Axis attack on the Allied forward base continued until all their targets were destroyed a few minutes before the battle's end. The Allies continued to press the attack on the Axis's two remaining targets, but were unable to score any hits. The Allies did manage to inflict heavy damage on the defending Japanese carrier, including a massive hole inflicted by a spurt from the Mogador. In the excitement, the carrier's pump was turned off for too long and she sank. At the end of the battle it was not immediately clear who had won.

After counting the completed convoy missions, the convoy and warship sinks, and the Axis's two targets, a final score of Allies 5,200, Axis 2,350 was calculated. The Allies had won by a margin of 2,350. So once again, after another full day of battling, no fleet, had obtained a decisive victory.

I NEED HELP!!!!

By Lt. Sr. Grade Steve "FAB" Baker RN

In a tape that Fluegel talked to me recently, he was bemoaning the fact that our membership has become rather static. He felt something should be done, if possible, about that and I agree. It seems to me that if you ask the members that have joined in the last 5 years 90% will tell you "I saw it in a magazine article". I would be in that 90%.

What I propose to do is write an article on our battling activities. The California gang writes so much that you would think that is the only place it goes on. It would not be on any specific battle, but just about our club, how we battle and where and about the past season.]

What I do need is pictures. If you have a really good picture, you know with splashes and stuff, would you please send me a copy? A story of this kind needs good/great pictures to accompany it. I will also be including points of contact in each area of the country that we exist in. I will call each person I have in mind to make sure it's OK to use their name and address ect.

This is something that our club needs badly. Please help me.

Thanks,
FAB

We had 23 battlers at \$85.00 each. A few paid a \$15.00 late fee. We had three people pay \$55.00 for meals who didn't battle. You can do some quick math and figure out that we didn't cover our costs. This doesn't include all of the little extra things like target material, and much more we didn't include. We're not complaining, but we thought we'd let you know the facts so if NATS is here in Houston again you will understand where the money goes, and why it cost so much.

In Orlando Dirty Dave and I split \$340.00; including hotel, state, and local taxes. If you shared a room you paid \$170.00. Nats fee was \$20.00. You spent \$190.00 to have a room and pay your Nats fees, and NO MEALS.

In Houston next year we plan to charge \$110.00 for Nats fees including meals. The hotel is \$225.00; \$250.00 if you include hotel, state, and local taxes. If you share a room your cost is \$125.00. Your cost at Nats is \$235.00, INCLUDING 6 MEALS! As you can see for only \$45.00 more you get free drinks all day and 6 meals! That is a good value. You may have put a little more money up front, but the hotel is cheaper, and as anyone who attended Nats '93 they can tell you how nice, close, and easy everything was.

If you battle at '94 Nats, whether or not you eat the catered food, you will be charged \$110.00 lake use fee. If you just want to eat there will be a \$10.00 a day charge, plus \$15.00 for the banquet. They charged us \$9.00 a day for the meals at lakeside, and \$13.00 for the banquet this year. We're guessing every meal will be a little more. There will be no family discount. If you get your fees in by December 31, 1993 you will get a 10% discount, and only get charged \$100.00. From January 1, 1994 to May 31, 1994, the cost will be \$110.00. A \$15.00 late fee will be tacked on if you pay after May 31, 1994. We need to put a \$750.00 deposit down to hold the lake for the date we want. PLEASE SEND MONEY IN

REPORT OF THE COST OF '93 NATIONALS (and)

HOW MUCH '94 NATS WILL COST IF IN HOUSTON

The cost of '93 NATS is as follows:

Lake
(includes all meals,
and the \$200 for
the banquet hall)



attend your money will be completely refunded.

We hope this article will answer some questions of the cost of NATS '93, and NATS '94. If we get 25 to 30 battlers in '94, depending on when they pay and how many come, we will be able to cover the cost. We could save about \$100.00 if we don't get as nice of trophies this year. Ask anyone who got a trophy and they'll tell you how nice it is. Also we gave out participant plaques this year to everyone who battle. We might be able to save a few more dollars if we didn't make those. I thought the plaques were nice though.

A few improvements in '94 will be pallets in the water for a dock to launch your ship from. A large official clock with a sweep second hand displayed so everyone will be on the same time as the CD. Better score keeping. There will be a memo in your NATS package from the person who quoted the room rate that you can show it to the front desk so there won't be so much confusion about the weekly rate. And a full set of rules written

out just for Campaign Lite. Campaign Lite, and the targets were liked so much we may not see the longer, and old Campaigns much ever again.

Anyway Brian and I hope this answers your questions. Send your money to me this year. As soon as I get \$750.00, or close enough so I can make up the difference, I'll pay for the deposit. I'll ask the E-board if I can borrow the money from the club for the deposit, until I get enough from fees to pay back the club.

One more thing. If all the people who bring cameras next will allow us to hang on to their copy for a month we will be able to improve the clarity of the film. The film was good this year, but we could do better if we had to make one or two less tape to tape copies.

1251 Wilcrest Apt. 103
Houston, TX. 77042
713-952-3078

Thanks!

Wade Koehn

Where is Winnie, Bart?

or

How I saw the State of Texas while going to the Battleship Texas.

or

Ensign Purvis runs aground.

By Lt. Sr. Grade Steve "FAB" Baker RN

Wednesday arrived as a much needed day off from the heat of battle. One of the main objectives for the day was to escort Admiral Jass on his tour of the USS Texas. As the Admiral's Aid it was my responsibility to see to his safe conduct to and from the monument. As the group going to see the dreadnought was rather large, a convoy was arranged. The Admiral would take the helm of our vessel HMS Gashog, with Ensign Purvis acting as Navigator on the bridge (that's the front seat, the air-conditioning worked better up there) while I would act as Convoy Commander (in the back seat). We would be escorted by Mike Deskin and his wife Karen with her brother Waverly in Mikes Light Sedan class auto. Waverly joined us in the flag ship as we had room to spare. He didn't know about the air conditioner.

Ensign Purvis took charge, began issuing orders to the helmsman and we were under way. Ensign Purvis nominated himself as Navigator because "I know where it is, just listen to me and everything will be just fine." He even complained that the Helmsman (Jass) wasn't following his instructions in a timely fashion. I assured the Ensign that the incident had been duly noted.

HMS Gashog and escort were making good time down the wide open freeway system. We were assured by the Nav that it was only about 50 minutes from the hotel. The crew lapsed in to lively banter. I started to recognize landmarks from my drive in from FLA on the previous weekend. Bad sign #1. I noticed a landmark that I knew for a fact was 50 miles from Houston. Bad sign #2. I think the helmsman had tumbled on to our situation at this point. A mileage marker that said -Winnie 10mi- flashed by. The helmsman couldn't stand it any more. Jass asked the Navigator "Where is Winnie, Bart?" The ensigns feathers were ruffled. How could these cheeky

Brit's doubt his navigational skills. Besides, if we were lost he knew his goose was cooked. This would rival the foam episode. This story, if it ever got out, would haunt him for years. It just couldn't be. Eye glasses went on and maps rustled. I watched from my bridge chair with the detachment required by Command. I could smell cooked goose. After a long pause punctuated by gurgling noises and several guttural grunts the vaunted Nav spoke "It aint on the Map". Bad show. I knew the entire mission was hanging in the balance as the crew was near mutiny. I had to take action. "Helmsman, execute a 180 degree turn to port, stop your engines, and drop anchor." Jass executed my command and after HMS Gashog's anchor chains had rattled out the hawse pipe, I appraised our escort of the situation. I then informed Ensign Purvis USN that "You are relieved of your duties, please leave the bridge". An ugly situation this, he was in a funk by this time wadding maps and fumbling about. I held off on the order for sedatives. I assumed the duties of Navigator to the Admiral and we once again were underway. Each time a mileage marker would go by stating -Houston 50- or -Houston 49- ect. there would be a fresh round of gurgles from the Ensigns stateroom (the back seat). Of course His Nibs (Jass) and I took great pity on the poor sod. We refrained from taking advantage of the situation. Some would have heaped abuse on the crestfallen Yank. Not us, nope, we're Brit's and above all that 'eh what. I think he lapsed into delirium at one point, (as we drove onto the ferry). He was sure that I, the Admirals Aid, had made a terrible navigational error, as there was no ferry shown on the map. The Admiral and I exchanged knowing, and slightly smug smiles.

We arrived at the USS Texas, none the worse for wear, and explored her for hours. We all tried to put the ugly episode behind us. I even allowed the Ensign to Navigate on the way home, closely supervised of course. He did well. This could be a very embarrassing episode for the good Ensign from Georgia, therefore I would ask each of you to treat it with the utmost secrecy.

To Subscribe to Hull Busters
for 1993 send
Fluegel \$6 for all 6 issues.

EPA Whacks Contractor \$18K for HCFC Release

In a move some felt was inevitable, the Environmental Protection Agency (EPA) fined a New England general contractor \$18,101 for illegally releasing hydrochlorofluorocarbon (HCFC) refrigerant into the atmosphere. The general contractor, Global Construction Corp., of Laconia, N.H., was notified last December that it faced the fine for "the knowing release of an ozone-depleting refrigerant" in violation of recent amendments to the Clean Air Act.

Global subsequently filed a response admitting that the release took place, but arguing that the employee who did it did not know about the HCFC regulations, and thus the company was not liable for a "knowing" release of HCFCs. As of late February, Global and the EPA were holding informal "settlement discussions" to try to work out some solution

without going to a hearing.

The alleged violation took place last October, as part of a demolition job Global was doing at a mall in Holyoke, Mass. The EPA charges that a Global employee cut a refrigerant line on an air-conditioning unit that was to be removed, thus knowingly releasing HCFCs into the atmosphere. HCFCs have been shown to destroy the earth's protective ozone layer, and their release has been banned since last July 1. Contractors are now required to "capture" HCFCs into special units (which cost several thousand dollars) so that they can be recycled.

Most hvac contractors have invested in the equipment and training necessary to comply with the HCFC-capture regulation. But EPA lawyer Thomas Olivier, who's handling the Global case, feels there are still a lot of violations going on. "It's often difficult to gather suffi-

cient evidence," says Olivier, "to show both that the refrigerant unit was charged with HCFCs and that the people knew it was charged when they released it."

Olivier denies that the \$18,101 fine was calculated to "set an example." The fine is as high as it is, he says, to make violations more expensive than compliance, which itself costs several thousand dollars. The maximum allowable fine is \$25,000.

Example or not, the fine sends a clear message through the construction industry that violating the HCFC-venting law can be quite expensive. Contractors working on jobs requiring removal of air-conditioning units or other refrigerant-using equipment should either invest in HCFC-capture equipment themselves or contract the work to a reputable hvac contractor who already owns the capture equipment. □

PRE OFFICIAL BALLOT (RULES) RESULTS.

By Fluegel

These results come from our secretary via a phone conversation on 10-10-93. Chris gave me permission to publish these unofficial results. A "?" means that it's to close to call. P=passed, F=failed.

RULE CHANGE PROPOSAL OFFICIAL BALLOT

Dear _____

Here is your 1993 rules ballot. In order for your vote(s) to count, fill this out, and get it postmarked to me by October 8, 1993.

Yes	No	Description of Proposal
P		1. Issuing repeat ribbons every three years.
P		2. Changing ribbon colors and issuing a color copy every 3 years.
P	F	3. Changing superstructure ram penalty to 0 points.
P		4. Add Oregon City to Ship List.
P		5. Large CAs get to use 1/2 unit as gun or pump.
P		6. Use 18" or longer tube for drop test.
P	?	7. Make withdrawal penalty equal to sink points.
P	F	8. Give Hood 6 units.
P	F	9. CO2 weight bonus of 25% for small ships.
P		10. Require hydrostatic testing of CO2 tanks every five years.
P	F	11. Give 1/144 Iowa and Yamato 8 units.
P	F	12. Muzzle velocity limitations and penalties.
P		13. Add Campaign Lite as played.
P		14. Add 2 hour version of "New" Campaign.

Date of next year's Nats: July 11-15, 1994 P Yes No
 Location of Next Years Nats: P Houston or Maryland

OBSERVATIONS OF THE
FOUNDING FATHER**USA****Why Stan Watkins is the
Founding Father of R/C
Warship Combat**

Ecclesiastes 4:16 There is no end of all people, even of all that have been before them: they also that come after shall not rejoice in him. Surely this also is vanity and vexation of spirit.

By Stan Watkins, 9/25/93-10/5/93

In the late 1970's R/C Warship Combat was somewhat different than it is today, but it was still R/C Warship Combat. The first R/C Warship Combat battle occurred on April 20, 1978. Earlier attempts at battles occurred, but on this date the first ever hole was shot in one combatant's ship by another. How do we know this? We know it because it was recorded in Stan Watkins' "Progress Reports" Memo book # 1. It clearly states; "April 20, 1978 Thursday, 1.) Had short Naval Battle Arizona versus Missouri. After repeated early problems with a new magazine line in Arizona, Managed to achieve "first wartime hull penetration". Missouri's hull was pierced in one place and dented in two more places. Who were the captains of these ships? Jeff Poindexter (USS Missouri) and Stan Watkins (USS Arizona). So Stan and Jeff were the first two battler? Technically yes. Of course Fluegel and Stan had had an earlier altercation in December of 1977. The ship(s) were USS Ardmore (Stan Watkins) and M. E.N. trainer (R/C airplane) D. W. Fluegel. Fluegel had no gun in his plane, only a deadly fixing weight suspended from a string that he tried to drag into the USS Ardmore. But we are beginning to get off the subject of R/C Warship Combat.

Years ago I, Stan Watkins, was made Historian of the hobby. I have many original early records (Memo books, manuscripts, tapes to and from Fluegel, pictures, "Sea Wars" battle book, gun sales receipt books, etc.) and artifacts (prototype guns, ships, pre-combat models, early combat warships, trophies, medals, and lots of other development hardware) that tell the story of the early days (1976-1982). I am not the appropriate person to be the historian of later years. Dan Hamilton would probably be a better choice for historian for the years between 1983 and 1989. I am not sure who would be a good choice for the history since 1989.

Since many of the first generation combatants are no longer active in the hobby, there has recently been some question as to why I (Stan Watkins) am the Founding Father or R/C warship Combat. Fluegel is still a participant and I am not. Maybe Fluegel should become the Founding Father. I believe that the Founding "title" is not something that can be changed with time. The "Von Fluegel" traveling trophy (named by Stan) serves the function of recognizing current excellence of performance. George Washington did not quit being America's Founding Father when he died. This article will explain the history of the beginning of the hobby which explains why Stan will always be the Founding Father of R/C Warship Combat.

First of all D. W. Fluegel and Jeff Poindexter are also in the original 3 R/C Warship Combatants. Without their help, encouragement, harassment, friendship, and participation the hobby probably would never have come into being. They are therefore also founding fathers but not

"the" founding father. Well why is Stan "the" founding father and not just "a" founding father. What is a founding father anyway? Well, as for George Washington, his contribution to the creation of the United States of America was so important that there is little doubt that there would have been no America (as we now know it) without him. True he had to have a lot of help, but his drive, determination, and personal sacrifice were critical to the creation of a nation that could be formed in such a way as to operate successfully even without him.

By 1982 there were some 19 active combatants. Jeff Poindexter assembled a "Janes"-like bound book of the battlers with pictures and descriptions of the captains. For Stan he wrote in his "Jeff's R/C Fighting Ships 1982" the following: "Stan is called 'Father of the Hobby' because of his relentless, often tyrannical, pursuit for the improvement of the hobby. He has mentioned on several occasions that he has lost control of the hobby. This is what he has wanted from day one, is to have a hobby that is escalating on its own. Stan invented the Mini-gun which many of us use today. As fate would have it he was also the first one to sink by it. (He who invents the gun shall be sunk by it)". Who sunk Stan? Jeff Poindexter on July 1, 1979. While captaining the USS Houston, Jeff, using his down angle bow gun, shot a single hole below the waterline of Stan's USS Wichita. Maybe Jeff is really the Founding Father. But Stan's refloated Wichita also sank Jeff's Houston about a hour later. From no sinks ever, to 2 in one day! Wichita was also the Von Fluegel winner that year (1979, the first year, when it is easiest) and the next (1980).

To answer who is the founding father we should also ask; What did it take to make the hobby possible, and who did what? For us who know, there is no doubt. For you who don't know, there is nothing but doubt (based on that lack of knowledge). This study should enlighten you (and remind us).

I believe these things were essential to "Found the Hobby".

1. Development of the R/C operated automatic Mini-BB-gun for model ships. Without a mini-gun there could be no hobby.
2. Development of basic ship design for Combatant warships, that R/C Warship Combat could occur. Without compatible ships there could be no hobby.
3. Writing of Rules by which to play the game, that there could be uniformity of scoring, construction, and battle conduct. Without rules there is no game.
4. Writing of story for a hobby magazine to get the word of the hobby's existence out to prospective combatants, that they too might participate. Without participants there is no hobby.
5. Develop a capability to manufacture and sell mini-guns (many guns) to perspective combatants, that they might participate more easily. To start the hobby there was a need to be able to buy a low cost gun to help get going. Even with this gun, the hobby was slow getting going. It probably would not have gone at all without that gun purchase availability.
6. Affiliate with a national hobby club for purposes of obtaining liability insurance (so public lakes could be used). The insurance is mandatory for use of many public lakes. Without

Cont Next Issue!

Don't Make Me Shoot!

by John Barrett

I had just finished my popcorn and was nearing the end of my Mountain Dew when the video I was watching showed the HMS Tiger about to sink. Suddenly the camera operator, presumably attempting to get better footage, embarked on a cross-country trek with the camera still running.

The resulting footage looked like an old Timex watch commercial -- from the view point of the watch -- ferns and weeds whipping the lens, the sound of feet sloshing through mud and water.

By the time the Wild Kingdom footage was through, the HMS Tiger was just a memory, as was my popcorn and Mountain Dew.

After two years of shooting for the ABC affiliate in Minneapolis, I have a hard time stomaching the footage that documents our glorious hobby. This primer should help the novice camera operator shoot a better war.

What's this button do?

The most important aspect of getting good footage is knowing your equipment. If you are lending your equipment to a volunteer, you owe it to the hobby to walk the volunteer through a few simple basics.

Camera:

- How to turn it on.
- How to remove the lens cap.
- How to record.
- How to stop.
- How to pause.
- How to load a new tape.
- How to zoom in and out.
- How to focus.
- How to override auto-focus.
- What all those other buttons do.
- Any quirks in operation.



Tripod:

- How to loosen tilt-head.
- How to adjust legs.
- How to mount camera.
- How to loosen pan-head
- How to raise and lower tripod.



Batteries:

- Where spare batteries are.
- How to reload batteries.
- How to identify low batteries (warning).
- How much time is left after warning.
- Estimated length of time per battery.

Get to know the equipment!

The cameras that record the war have many interesting features available that can improve or destroy the video quality.

Auto-Focus seems like a wonderful invention, but it has its problems.

First, the surface we are battling on is of a reflective nature, and my camera tends to focus on the trees that are 200 ft. behind the ships -- it

focuses via the reflection.

Second, if you are down at the water's edge shooting two ships, be careful that the camera doesn't focus on the area between the boats.

Third, any movement between you and the subject you are shooting will cause the camera focus to move -- captains, other ships, and insects are just a few of the culprits causing focus problems.

The *Time and Date Stamp* is a cute and helpful tool, but should be flashed on at the beginning and end of a fleet battle -- not left running throughout. It's distracting and helps no one.

Electronic Zooms are a nice addition, but some cameras don't allow you to use the electronic zoom without the auto-focus. Figure these features out before you even mount the camera on the tripod.

I mention the tripod because you should always use a tripod.

I mentioned the tripod twice because it's so important to use a tripod. The eye likes a nice steady platform to view from, and hand-held is not the way to go. Sure, the network guys do it all the time, but their cameras weigh 25-35 pounds. That ensures no quick movements -- only smooth ones. The new cameras are so lightweight that your heart beat can cause a noticeable bouncing in the shot. Hand-held is great for the Timex watch point of view, but that's not the way to document the war.

Learn how to SLOWLY pan (Pan: side to side movement) and tilt (Tilt: pivoting up and down movement) the camera through a full range of motions. You will want to loosen the tripod heads just enough to allow movement, but not so loose that the camera can flop around.

Know how to pause the camera, pick up the tripod, move to a new location, set the tripod up again, and start shooting -- and don't forget to remove the lens cap.

Documenting Dockyards

For most of us, the two most important aspects of the hobby are the people and the boats. The perfect time to document both subjects is in the dockyard. The boats don't move, they usually don't shoot at you, and the skippers can relax and engage the camera operator in rounds of good-natured banter.

A wide, non-moving (locked-down), one-minute cover shot of the entire dockyard will help the viewers grasp the situation better.

Next, set up the tripod by each boat or captain (find a good spot to get both the captain and the boat without having to move) and record a short segment; get a good face shot of the captain, zoom out to include the boat, zoom in on the bow of the boat and slowly pan toward the stern, zooming out to include the captain and boat before ending the shot.

When you are shooting -- and this goes for everything -- press the record button and let the tape roll for a few seconds before (and after) recording. This allows the camera to get "up to speed" and avoids short, choppy segments. Pretend the viewfinder is a TV screen; does the footage you are shooting look like something you'd see on TV?

Try to avoid the urge to roam about with the camera. The time to mingle is when the camera is off. You are there to document the hobby (and steal information regarding the opponents' technology). Remember to encourage banter -- taunt when appropriate.

Location, Location, Location.

The three most important things about buying a house are the three most important things in shooting the war. Location is everything. Good location means you can stay put and get the best possible footage with the least effort on your part. Bad location means you're off and running, selling those Timex watches again.

To get a good location, find a spot that is near the center of action. Sweet-talk the CD into roping off an area for the camera. Explain the benefits of good video documentation while at the same time complimenting his new paint scheme. Most CDs can be bribed or blackmailed into cooperating. The spot should be on the south side of the lake so the sun is at your back -- this lights the boats better and

VOTE FOR YOUR AXIS ADMIRAL!

Wade Koehn

After the glorious Axis victory at NATS over the cabinboy Allies, it's time to vote for your Gross, Grand, and or Imperial Admiral. Dirty Dave engineered a brilliant strategy that forced the Allies to take it on the chin. Will Dirty lead us into battle this coming year? Or will another captain step forward to the reins of command? Your vote will decide who will lead us to victory in '94.

Vote 1 for your first choice of Admiral, and 2 thru 4 for your next choices. One is worth 4 points, two is worth three points, three is worth 2 points, and four is worth 1 point. Grand (Imperial), Admiral will be decided on the total number of points. Vice-Admiral on down will be decided accordingly. You must have battled at NATS or a regional in the last two years to vote.

_____	1
_____	2
_____	3
_____	4
_____	5

Votes must be postmarked by November 15, 1993.

Send to: Wade Koehn
1251 Wilcrest Apt. 103
Houston, TX. 77042

avoids the reflection of the sun off the water.

Plan to stay in the same spot for the entire battle. Ideally, there will be several cameras in different locations to capture what's going on elsewhere. Don't cluster! If there are several cameras, spread out and cover the war.

Always wear safety glasses, we have already seen (and heard) several "photogs" getting shot while taping the war.

Make sure that you have no obstructions that block your view of the pond. I can't believe the botany studies I've sat through because the camera operator thought I could see through trees and bushes. By roping a wide area (please Mr. CD) you will keep the captains away from you as well.

In Times of War

This is the most difficult part. Ships cruising by from all directions, BBs flying, captains shouting, allies sinking...and you have to try to capture it all.

How? You can't!

The first thing to realize is: one camera can't cover a major event like NATS (the Super Bowl has 24 cameras to cover the action). Don't even try to cover it all. If everything works out, someone else will be covering the stuff you miss.

The second thing you have to realize is: the battling is fast and furious, but the camera work should not be. Nice smooth moves. Follow one ship for a while. Don't try to get it all. Every so often, zoom out slowly so we can see the proximity of the various ships.

Don't forget to get shots of the captains during battle. Zoom out to include them. They are important.

NEWS FLASH: BBs are very small and move very fast! This is not incredibly newsworthy, but serves to remind us that the visual aspects of battling are made more enjoyable when accompanied by the audible aspects. The sound of guns firing, poppets leaking, gears grinding, pumps spraying, and captains cursing are all lost if the camera operator decides he is really Howard Cosell doing play-by-play.

Please, for the sake of all concerned, don't talk while taping. Have you ever seen a news story where the camera operator tosses his two-bits in every time something happens...NO! The people behind the camera should be quiet and document the people in front. Of course, if the camera operator gets hit by a BB they are allowed a muffled curse or two, but if you want to do commentary, give the taping duties to someone else.

If you are going to zoom in on a ship, do it slowly and give lots of lead room. This lets us see what's coming up. Try to include the opponent. One ship gives no indication of the conflict. Let us see who is out there. Keep the action centered and remember to make all movements smooth.

When a ship is near sinking, stay on it. They go down fast. I'd rather see a ship for three minutes before finally watching it slide under the foam than watch three minutes of battle footage followed by a close up of unexploded bubbles.

If you are taping on one side of the pond and hear something on the other side, slowly pan the entire pond until you find it. Don't whip the camera toward the sound. Don't look up from the eye-piece. Look through the eye-piece and slowly pan. The sound will be on the tape whether you saw it or not. Hopefully, someone else was covering that action.

Don't pick favorites. Get a mixture of ships and captains. Even though they're ugly, get a few Allied ships on tape (they sink well). Get a shot of a Chicken Ship hiding in the weeds. Perhaps the public humiliation of being caught on tape will cause him to battle more aggressively next year. Destroyer captains pay the same amount to enter NATS as a Battleship captain. Give them equal coverage. And know that the destroyers are only going to be attacking for a short while -- cover them early on. Give faster ships more lead room, and always move slowly and smoothly.

It helps to watch video tapes from previous years. Study the shots that you enjoy and note the ones that make you wretch. Shooting good video is a skill, but it can be learned by anyone.

Battler's Calendar

July 26-30	1993 Nationals - Houston, TX
July 31	Axies celebrate another victory!
Nov ?-?	Texas-triple crown. Abeline TX. Call Dirty. @ (915) 695-1692.
July 11-15	1994 Nationals - Houston, TX
July 16	Axies celebrate another victory!

CONCLUSION.

Thanks to all the contributing authors! We need more. Just a columb about the N.E., S.E., and Springfield battles would have been interlising. Congradulations to the Pates on the birth of their new baby boy, and to Steve Smith on his wedding!

D.W. Fluegel
3524 Gray dr
Mesquite TX
75150



RETURN TO SENDER
42001
FORWARDING ORDER EXPIRES

Maline, Michael
255 Hillington Dr.
Paducah, KY 42001

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