

President I.R.C.W.C.C.

I would like to thank all the captains who showed up for the 1999 I.R.C.W.C.C. Nats. at North Carolina. Mike Torda did an excellent job as site host. I personally had a great time as I think most of the captains at the event did. I want to personally thank everyone for making my week as C.D. an easy one. Both fleets deserve a round of applause for the way they conducted themselves on and off the lake.

The rules meeting went very well, due to the help of my fellow e-board members. Thanks Chris and Ronny for being my voice since I did not have one.

I want everyone to think about all the rules that made it on the ballot very carefully. Some could result in sweeping changes for the following years.

If anyone would like to contact me, My e-mail address is Spedracr2@aol.com. My home phone is 410-544-1490. Evenings are best.

Lets everyone work hard to make this the greatest year ever for the best combat club in the world.
Steve Andrews

HULL BUSTERS

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Callisto, Xena and Gabrielle's arch enemy, doesn't know who to be mad at; the Allies for winning in North Carolina, her 'EVIL' team for losing, or Admiral Fluegel for not putting her on the June Hull Busters Logo!

1999

To **Subscribe** to Hull Busters or join the old club, wait until Jan 2000. Or, if you want to participate in an odd winter sanctioned event, and need the Namba insurance, send me \$6 + \$9 more if you want the 6 1999 Hull Buster issues, all of which are old, except the December issue (address on last page).

The new club did not include a "how to join", so let me say I would look at a past Hull Busters, or browse the internet.

Next dead line to contribute to Hull Busters is, Nov 25. Send to fluegel7@juno.com If you send the article as an attachment, send it to hullbusters@yahoo.com and Thanks!!!!

OFFICIAL IRCWCC 2000 RULES RESULTS

(Passed 66%)

General: Passed 75 % 1. Empower the Executive Board to incorporate the IRCWCC as a not for profit corporation if the board determines that incorporation is to the club's advantage.

Constitution Modifications: Passed 86% 2. Add sportsmanship clause and procedure for disciplinary action.

Passed 100% 3. Specifically empower the CD of sanctioned events to eject participants for safety or conduct reasons.

Passed 91% 4. Move event sanctioning duties from Vice President to Secretary.

Shiplist Modification: Passed 89% 5. Raise Class 1 Monitors from 1.0 unit to 1.5 units to correct transcription error from the 1999 ballot.

Construction Modifications: Passed 82% 6. Disallow multiple motor pumps.

Passed 81% 7. Pump outlets must be aimed within 10 degrees of horizontal or vertical.

Failed 46% 8. Increase single rudder area by 25% to level playing field between single and dual ruddered ships.

Failed 51% 9. Allow Nelson and Rodney dual sidemounts due to unusual turret configuration.

Battling Modification: Passed 100% 10. Clean up scoring rules to get rid of hole counting between sorties.

Awards Modification: Passed 100% 11. Add Brian Spychalski Memorial Award (For Good Sportsmanship) to list of awards given at Nationals.

Annual Championship Site :

79% Passed Friends Park, Maryland. David Laurence as Site Host.

Annual Championship Date: 56% Passed (only needed 50%) July 17 - 21

Battling in Two Nats, in Three Weeks. By Fluegel

It was fun to participate with Kevin Bray (a rookie of the year) in the beautiful mountains of North Carolina - old club Nats. Then come home for a week and produce the June issue of Hull Busters (the week between the Nats). Then go battle in the new club's Oklahoma Nats. Three weeks of obsession.

In looking back, the best thing about the old club's Nats was the vacation like atmosphere of the Appalachian Mountains. Cool temperatures, hot battling, and a warmth between the battlers, made this the most fun Nats. I did not like how few battlers were there, it felt like a large long regionals.

The new club's Nats was hot. It was awesome to see Bart and Jass again, besides that the best thing was the large number of battlers and the large motel rooms. I felt a sense of repressiveness from the verdicts released by the new club's Board of Directors. Also, I vividly remember a meeting were "old salts" listened to the concerns of the young new rookies. I had forgotten about really caring about the youngest rookies (sad to say). It would be hard for me to have to choose between the two Nats if they're ever held on the same week! Both clubs are winners.

My Story (Sunday at the MWC Nat's)

by Lief Goodson

It was 8:00 am, Sunday morning. My Nat's experience had begun Saturday afternoon when Kevin Bray picked me and Brian Eliassen up at the airport. Now, some 16 hours later, I had already experienced the joy that is "Nat's". I had renewed old bonds, met new friends and enjoyed much good food (which after all is why I come to Nat's). Having flown to Oklahoma City, this was the first of my 11 Nat's in which I did not have my own vehicle. Traditionally, Sunday mornings at Nat's I attended worship services at a local church. But this year I had no transportation, a lot of work I needed to do on my ship, and I had not located a church to attend - so I figured I would skip church. God had a different plan!

As I lay on the motel bed, considering what ship task would be the first I would complete, the phone rang. It was God

(speaking through Stan Watkins). "Have you picked out a Baptist church for us to go to? Fluegel and I want to go to an early service if possible." In a groggy voice I said, "No - I'll call you back in a minute - bye." I called the front desk and asked if they had a church guide. They said no and hung up. So I go out the phone book and look in the yellow pages. I found a church with an 8:30 am worship listed. I called and got direction from the motel to the Cherokee Hills Baptist Church. Then I called Stan and told him I would come to his room and then we could go. Stan, Fluegel and I worshiped together with our brothers and sisters in Oklahoma City. It was an enjoyable experience that strengthened the bond between the three of us. As Fluegel said, "We worshiped before we warshiped!"

The remainder of the morning and early afternoon were spent making the final touches on my ship, while my roommate (Don Cole) watched the Pennsylvania 500 NASCAR race. At 2:00 pm, we had

One of the best ever Nats motels, welcomed us to their very large rooms, with refrigerator and oven and stove and extra space, all ground floor, with parking at only feet from your door. The price was even comfortable.



D.W., here is the compressed rule proposals that passed at MWC Nats 99. Do not turn these into a ballot, the ballot will be mailed out to the eligible voters in late October.

1999 Official Rule Proposals.

1. TITLE: Limit Cannon elevation.
 - B. Firing BB cannons shall not be elevated above the horizontal.
2. TITLE: No awarding of unofficial awards/prizes.

Unofficial awards and/or prizes not sanctioned by the MWC Board of Directors, or its membership may not be awarded at the National Championships.
3. TITLE: Downgrade Training cruisers.

I would like to move the following classes on the Ship List from the Light Cruiser category to the Gunboat category:

| | |
|------------|---------------------------------------|
| Abdiel | (British Minelayer) |
| Adventure | (British Minelaying "Cruiser") |
| Pluton | (French Minelaying "Cruiser") |
| Bremse | (German Minelayer/Training "Cruiser") |
| Brummer(1) | (Ditto) |
| Brummer(2) | (Ditto) |
| Okinoshima | (Japanese Minelaying "Cruiser") |
| Tsygaru | (Japanese Minelaying "Cruiser") |
| Katori | (Japanese Training "Cruiser") |
4. TITLE: Restructure High Points for each ship class.
 1. High Points for each ship class
 - a) (no changes)
 - b) During non-scheduled combat events, only the

- points scored in excess of the opponent's points will be awarded to the winner(s) of that event.
 - c) The captain who has accumulated the greatest number of points in his class in both scheduled and non-scheduled combat events will be awarded the High Point award for that class, with the following exception:
 - d) The Captain who wins the Founder's Trophy is ineligible for the High Point trophy.
5. TITLE: Update Sidemount Rules

Change II. H. 7 to the following:

 7. Classes 4,5,6 and 7 may have sidemounted cannons (any cannon which is angled more than 15 degrees from the longitudinal centerline of the model). Warships in these classes are allowed sidemounts as follows:
 - a. Ships under 720': These ships may carry a maximum of two sidemount cannons with a maximum of one firing cannon covering any specific side. On these ships, one specific fixed quadrant shall be left unarmed at all times. The definition of quadrants are: forward and stern quadrants are 30 degree segments arranged 15 degrees either side of the ship's longitudinal centerline; side quadrants are those extending from the end of the bow quadrant to the beginning of the stern quadrant on either side.
 - b. Ships over 720': These ships may carry a maximum of three sidemount cannons with a maximum of two firing cannons covering a specific side. When two cannons are firing into the same quadrant, they must be in separate turrets. The "third" sidemount must be mounted in a rotating turret, which rotates under radio control from one quadrant to another.



the Captains' meeting. A total of 32 captains participated in the captains' meeting run by the Contest Director, Tom Jass. The meeting lasted approximately 45 minutes and all relevant issue regarding the upcoming battle were discussed. After the meeting, Fluegel pointed out some anomalies from the meeting. Instead of voting on a moss rule, the CD stated that we would have a moss rule. Likewise, the CD

stated that the Admirals could only delay battle starts by a total of 10 minutes each day and that battling would begin at 10:00am each day. It was also stated that rookies could enter a battle at any time.

After the captain's meeting, everyone headed for the Sportsman's Club (not the Nat's lake) for speed testing. Speed testing was conducted in a fairly informal manner, and everyone used the opportunity for a

last "sea trial" (without guns). Then Fluegel, Stan and I travelled to "The Wilds" to reconnoiter the battle lake. The trip from the motel to the battle lake took 21 minutes on an ever deteriorating road. "The Wilds" was a very remote place with many interesting areas. The "pits" pavilion was large with a copious number of picnic tables. The lake was long and dark with large portions covered with duck weed and moss. Our

All quadrants may be covered.

c. Yamato, Iowa, and Richelieu classes: These ships may carry a maximum of four sidemount cannons with a maximum of two firing cannons covering any specific side. When two cannons are firing into the same quadrant, they may be mounted in a single turret.

All quadrants may be covered.

d. Rotating turrets (turrets that traverse from one quadrant to another) are allowed on classes 4-7 provided that they do not violate the above restrictions.

e. Pivoting turrets (turrets that traverse within one quadrant, and do not leave that quadrant) are allowed.

f. Side mounted (broadside) cannons may not be down angled more than 20 degrees measured from the horizon.

6. TITLE: Safety penalty clarifications.

Replace "will be assigned during an event" with "will be assigned against specific battlers (and not their team) during an event".

7. TITLE: Double sink points for declared sinks.

Replace "1-1/2 times the sink points" to "double the sink points" for a declared sink.

8. TITLE: Add Internal Armor to official rules.

4. Internal "armor" may be used to prevent bb's from damaging internal components or exiting the other side of the hull, as long as it does not violate rule II.A.3. (Note that internal armor is typically a sheet of plastic, plywood, or other impenetrable material mounted about 1/2" behind the hull skin, to prevent bb's from causing internal damage while still allowing them to penetrate the hull.)

9. TITLE: Eliminate redundant section.

Remove II.E.7. (Maximum cannon elevation) because it's

redundant with I.B.

10. TITLE: Eliminate damage count between sorties.

Propose changing the following so that damage doesn't have to be counted every sortie: "As an alternative, combat damage may be assessed at the end of the battle, instead of between sorties. See III.C.7.a. for more details."

Add to the end of III.C.7.a. (or perhaps as a bullet) "If combat damage is assessed only at the end of the battle rather than between every sortie, then a captain who did not participate in a sortie will only receive points for the fraction of the battle they participated in. For example, if a captain participates in only one of two sorties, his weight factor will be halved, so that he receives 1/2 the points that he would have if he had participated in both sorties."

11. TITLE: Specifically mention ram patching between sorties. Change III.B.6. to:

6. Between sorties, water may be removed from a ship's hull, and ram damage (as approved by the CD, opposing Admiral, or ramming captain) may be repaired, but battle damage may not be repaired.

12. TITLE: Eliminate 1/4 Units

PROPOSAL: Propose removing all reference to 1/4 units (Mostly in II.H.1, II.H.5., and similar places) and make 1/2 unit the minimum. (i.e. all 1/4 unit ships become 1/2 unit ships.)

13. TITLE: Correct Light Cruiser Speed Problem

PROPOSAL: Change in table II.I.1:

| | |
|---|--------------|
| Light Cruisers >= 9000 tons (after 1922) | 24 sec./100' |
| Light Cruisers < 9000 tons (after 1922) | 23 sec./100' |
| (or if the speed up cruisers rule passes) | |
| Light Cruisers >= 9000 tons (after 1922) | 23 sec./100' |
| Light Cruisers < 9000 tons (after 1922) | 22 sec./100' |

1580 reconnaissance lasted approximately 45 minutes with Fluegel trying to locate a battle position on the side of the lake opposite the pavilion (He had limited success). We returned to the motel in time for a meal at Olive Garden with the Texas Axis (Dirty, Gerald and Wade). Shortly thereafter, it was time for the Axis captains' meeting. The Axis Admiral, 'Dirty' Dave Haynes lead the meeting in which captains were assigned to combat groups of 2 or 3 ships. My Moltke was assigned to a group with Gerald Robert's 28-second, 4-unit Japanese ship and David Au's Von Der Tann. Walkie-talkies were handed out to each combat group for better communication during the battle. Each group was assigned a geographic region on the lake or a specific task. There was very little emphasis on our expectations

of the Allied strategy and no specific Allied ships were targeted. Prior to adjourning the meeting, we drew names for the Axis "grabbag" (a tradition started by Curly Barret). Gerald Roberts won the grabbag which included many treats such as a poppet valve, motor, safety glasses, combat trading cards, etc. We were all impressed with the quality of the items included in the grabbag.

After the meeting, we all returned to our rooms to complete last minute ship enhancements and to banter with other Nat's captains. On Sunday night almost all captains felt that the Axis would be victorious during Nat's 1999, but nothing was certain.

Monday NATS 1999

By Kevin Bray.

secure the bridge area. In past years, the Allies had ignored the Axis slower ships and "hunted" their faster ships. They had been quite successful in this so the Axis planned to use these slower ships to secure a "safe" area where Axis ships that were on "5" (a rule dictates that a ship must remain on the water for 5 minutes after the captain is through battling) or damaged could retreat into. First sortie...

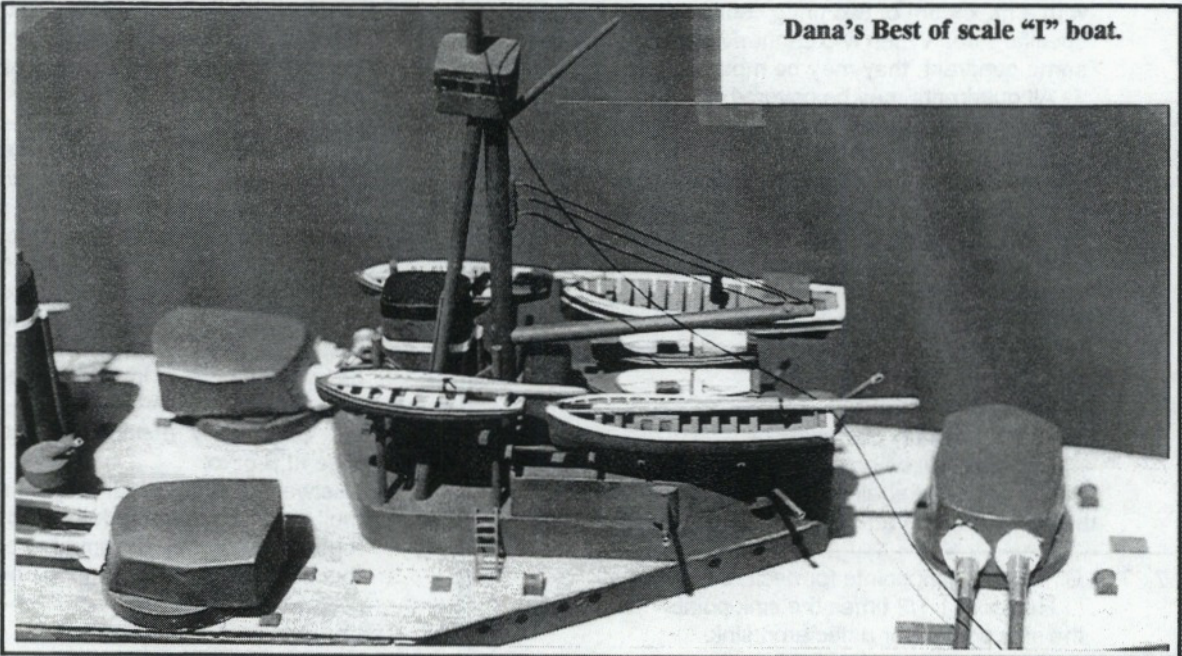
As battle was called, the heart of the

Allied fleet became the north end of the pond. A sign of things to come came in the form of Ted Brogdens power switch failed and he quickly declared it "sunk". Bob Eakin was seen having difficulties as well. He also declared his ship "sunk". The opposition to the Axis was getting thin as the Allies seemed to be falling on their swords. With no Allied ships in the bridge area, Admiral Dave "dirty" Haynes decided to reassign the 28 second ships. He

ordered them to move out and form a net so that any wounded Allied ships would have to go through them to escape. Those Allied ships that were capable of battle quickly became surrounded by the Axis fast attack group of Jim Pate, Chris Pearce, Chris Au, and Andy Ray. Ironically, they had been on the Allied side the year before. (These captains represent the most intense battlers in the hobby today.) Several of the Allied

Captains called "5" and ran. Larry Dahl's Bellerophon hid among some paddle boats but to no avail. Chris Groissant in his North Carolina found the bottom of the pond as well as Admiral Steve Milhollands Michigan, Dana Graham in his I-boat, Rick Whitsell in his North Carolina, and the final Allied ship to sink was Jim Ewers who declared his I-boat in the moss. At the end of the sortie, 8 Allied ships were sunk while not one Axis ship had tasted the waters of shame found only at the bottom of the pond. As ships were recovered and brought back into the shipyard, the extent

Not willing to admit defeat, the remaining Allied fleet congregated again at the north end of the pond. Battle was called and again the attack fleet of the Axis went to work. Their target would be the Might Missouri of Don Cole. As a testimony of their fire power they put the huge capital ship under. John Messere's in his Atlanta and Frank Whitsell with his North Carolina soon followed. The battle would end with 11 Allied ships calling the bottom of the pond "home" and not 1 Axis ship paying a visit. It looked like a



Dana's Best of scale "I" boat.

of the carnage was being felt. I had never knew what it might have felt like for the Indians at Custers last stand as they looked at the smoldering battle field or for the Americans when they destroyed the heart of the Japanese fleet at Midway but now I felt something similar. The feeling was one of amazement in that here at this place the Axis executed their plan flawlessly.

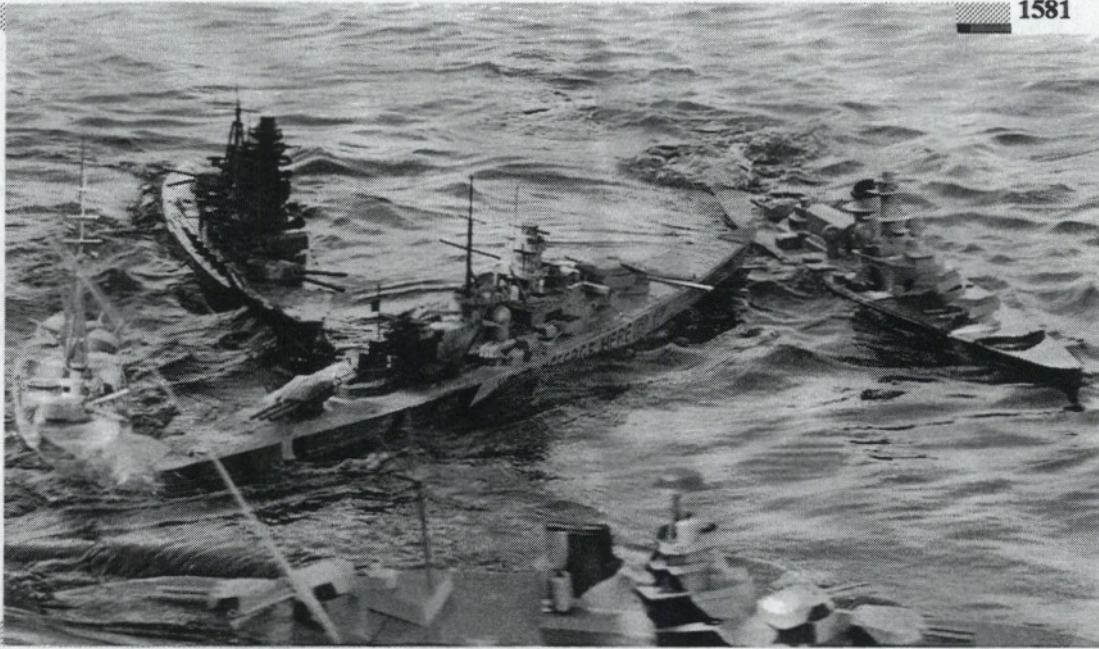
Second Sortie...

long week lay ahead for the Allies. Many of the Axis ships had returned still having ammo because there was no one to oppose them.

Second battle, first sortie...

This battle started with a slightly reduced Allied fleet. Several of their less reliable ships had proven unable to respond to the call. This weeded out the sick and

decrepid and left only the best ships the Allies had to offer. To a first time observer this would mean that the Allied situation had gone from bad to worse but this is untrue. With the less "sea worthy" ships off the water, the Allies were not just going to role over and die. There seemed to be 2 separate Allied Fleets. The one to the North past the bridge and the one around the bridge and south. All Axis ships responded to the call to battle. The reliability of the seasoned veterans was the largest factor in favor of the Axis. Battle was called and the Allied captains went on the defense. The



Oklahoma City 1999 Nationals

Fleet #1 Allied

| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Sortie Average | | |
|---------|----------------|------------------|----|-----------|-----------|------------|-----------|------------|-----|--------|------------|----------------|-------------|-------|
| | COLE, D. | MISSOURI | | 8 | 8 | 128 | 13 | 48 | | Y | | 5205 | 366.02 | 183 |
| | EAKIN, B. | WASHINGTON | | 6 | N | 27 | 5 | 4 | D | | | 2095 | 183.01 | 91.51 |
| | ELIASSEN, B. | SOUTH DAKOTA | | 6 | 6 | 16 | 4 | 3 | | | | 410 | 366.02 | 183 |
| | GROSSAINT, C. | NORTH CAROLINA | 6 | N | 38 | 5 | 15 | | Y | 200 | 2255 | -16.99 | -8.49 | |
| | MAXWELL, M. | NORTH CAROLINA | | | | | | | | | | 0 | 0 | |
| | RUCKER, R. | NORTH CAROLINA | 6 | 6 | 2 | 0 | 0 | | | | | 20 | 366.02 | 183 |
| | WATKINS, S. | NORTH CAROLINA | 6 | 6 | 4 | 0 | 1 | | | | | 90 | 366.02 | 183 |
| | WHITSELL, F. | NORTH CAROLINA | 6 | 6 | 67 | 6 | 30 | | Y | 200 | 3320 | 166.02 | 83.01 | |
| | WHITSELL, R. | NORTH CAROLINA | 6 | N | 4 | 3 | 2 | | Y | | | 1215 | 183.01 | 91.51 |
| | BROGDEN, T. | QUEEN ELIZABETH | 5 | N | 22 | 5 | 13 | | D | | | 2345 | 164.71 | 82.36 |
| | POINDEXTER, J. | TEXAS | | | | | | | | | | 0 | 0 | |
| | DAHL, L. | BELIEROPHON | 4 | N | 22 | 8 | 17 | | Y | | | 2070 | 146.41 | 73.2 |
| | EWERS, J. | INVINCIBLE | 4 | 4 | 41 | 5 | 6 | | D | | | 2035 | 292.82 | 146.4 |
| | GRAHAM, D. | INVINCIBLE | 4 | N | 20 | 2 | 8 | | Y | 400 | 1450 | -253.6 | -127 | |
| | MILHOLLAND, S. | MICHIGAN | 4 | N | 41 | 2 | 13 | | Y | | | 1910 | 146.41 | 73.2 |
| | WHITSELL, J. | INVINCIBLE | 4 | 4 | 27 | 3 | 5 | | | | | 595 | 292.82 | 146.4 |
| | | ZINAT, A. ESPANA | 4 | 4 | 23 | 5 | 17 | | | | | 1205 | 292.82 | 146.4 |
| | JASS, T. | SUMATRA | 2 | 2 | 2 | 0 | 0 | | | | | 20 | 219.61 | 109.8 |
| | MESSERE, J. | GEORGE LEYGES | 2 | 2 | 0 | 0 | 0 | | | | | 0 | 219.61 | 109.8 |
| | MESSERE, J. | ATLANTA | 2 | 2 | 26 | 0 | 7 | | Y | | | 1210 | 219.61 | 109.8 |
| | PURVIS, B. | JAVA | 2 | 2 | 0 | 0 | 0 | | | | | 0 | 219.61 | 109.8 |
| | ZINAT, A. | ATLANTA | | | | | | | | | | 0 | 0 | |
| | Totals | | | 87 | 52 | 510 | 66 | 189 | | | 800 | 27450 | 3940 | |

Fleet #1 Axis

| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | | |
|---------|-----------------|--------------|----|-----------|----------|------------|-----------|-----------|-----|--------|------------|-------------|--------------|-------|
| | HAYNES, D. | NAGATO | 6 | 6 | 5 | 0 | 0 | | | | | 50 | 2018.4 | 1009 |
| | KOEHN, W. | BISMARCK | 6 | 6 | 6 | 0 | 2 | | | | | 160 | 2018.4 | 1009 |
| | PEARCE, C. | NAGATO | 6 | 6 | 47 | 2 | 3 | | | | | 670 | 2018.4 | 1009 |
| | RAY, A. | NAGATO | 6 | 6 | 23 | 1 | 4 | | | | | 455 | 2018.4 | 1009 |
| | FLUEGEL, D. | BADEN | 5 | 5 | 7 | 5 | 5 | | | | | 445 | 1816.5 | 908.3 |
| | PATE, J. | SCHARNHORST | 5 | 5 | 19 | 4 | 2 | | | | | 390 | 1816.5 | 908.3 |
| | REICHENBACH, S. | GNEISENAU | 5 | 5 | 9 | 3 | 1 | | | | | 215 | 1816.5 | 908.3 |
| | ASMAN, D. | NASSAU | 4 | 4 | 0 | 0 | 1 | | | | | 50 | 1614.7 | 807.4 |
| | AU, C. | HARUNA | 4 | 4 | 23 | 2 | 9 | | | 200 | 730 | 1414.7 | 707.4 | |
| | AU, D. | VON DER TANN | 4 | 4 | 23 | 3 | 0 | | | | | 305 | 1614.7 | 807.4 |
| | BECKETT, T. | WESTFALLEN | 4 | 4 | 9 | 2 | 1 | | | | | 190 | 1614.7 | 807.4 |
| | GOODSON, L. | MOLTKE | 4 | 4 | 49 | 3 | 5 | | | | | 815 | 1614.7 | 807.4 |
| | ROBERTS, G. | SETTSU | 4 | 4 | 0 | 0 | 3 | | | | | 150 | 1614.7 | 807.4 |
| | BARRETT, P. | LUTZOW | 3 | 3 | 0 | 0 | 0 | | | | | 0 | 1412.9 | 706.4 |
| | BLOCK, P. | LUTZOW | 3 | 3 | 0 | 0 | 0 | | | | | 0 | 1412.9 | 706.4 |
| | BOYLES, M. | LUTZOW | | | | | | | | | | 0 | 0 | |
| | BRAY, K. | LUTZOW | 3 | 3 | 4 | 1 | 1 | | | | | 115 | 1412.9 | 706.4 |
| | Totals | | | 72 | 4 | 224 | 26 | 37 | | | 200 | 4740 | 27250 | |

Allies either by accident or by plan had a few North Carolina and South Dakota class ships as well as the Missouri to the south. This just happened to be where the Axis cruiser fleet started the battle. Driving a Lutzow, I remember Brian Eliason in his SoDak chasing me all over that area of the pond. Rookie note: When being chased by a superior enemy ship, make several passes by the stern of a powerful teammates ship. I did this and forced him to either give up pursuit or eat stern guns. Deciding discretion was the better part of valor, he broke away. The more northern engagement was more intense. Still, the Allied fleet was able to survive this sortie, wounded but not shaken.

Second battle second sortie

With several ships wounded and pumping, the Allied fleets plan seemed to get the wounded off the water as fast as possible. Of course the Axis killer attack ships were not going to let this be easy for them. Some of the Allied ships survived their 5 and got off the water, some were not as lucky. Four Allies sunk at the hands of the attack fleet. In a bit of irony, when the Axis ships did have problems, there was no Allied ship able to capitalize on it. Paul Block lost control of his Lutzow and it ran in a huge

circle backwards across the entire pond. When Ali Zinat was retrieving his ship, it sailed by and he grabbed it. Then Paul wanting to last his 5 and not declare his ship sunk, told him to send it back around. Ali let it go and off it went making another "world" tour. Paul lasted his 5 and caught his ship on the second completion of this circle.

At the end of the day, the seriousness of the situation resonated in the score. The Axis fleet has jumped out in front of the Allies by a difference of 60,000 points. This would be a omen to the rest of the week for these fleets. One other thing I want to point out is that many of the Axis captains got so tired of trying to "jockey" for a position and then coming in with loads of ammunition that after battling and waiting for their time to expire, they began to have fun just shooting at each other.

Final thought... I would rather be at an event that was close in score and more intense than this one. I know that several of the Allied captains switched sides this year and I am glad to have them in my fleet but perhaps in the future we need to get the really good captains in this hobby to divide their power up so as to make for a more close score...

Kevin A. Bray

| Fleet #2 Allied | | | | | | | | | | | | | |
|-----------------|-----------------|-------|----|-------|----|-------|-----|-----|-----|--------|--------|---------|--------|
| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | |
| COLE, D. | MISSOURI | 8 | | 8 | 98 | 9 | 46 | | | | 3505 | 543.796 | 271.9 |
| EAKIN, B. | WASHINGTON | 6 | | 6 | 17 | 1 | 3 | | | | 345 | 543.796 | 271.9 |
| ELIASSEN, B. | SOUTH DAKOTA | 6 | | 6 | 39 | 6 | 7 | | | | 890 | 543.796 | 271.9 |
| GROSSAINT, C. | NORTH CAROLINA | 6 | | 6 | 37 | 12 | 14 | | | | 1370 | 543.796 | 271.9 |
| | #REF! | #REF! | | | | | | | | | 0 | 0 | 0 |
| RUCKER, R. | NORTH CAROLINA | 6 | | 6 | 45 | 3 | 5 | | | | 775 | 543.796 | 271.9 |
| WATKINS, S. | NORTH CAROLINA | 6 | | N | 12 | 1 | 3 | Y | | | 1295 | 271.898 | 135.95 |
| WHITSELL, F. | NORTH CAROLINA | 6 | | 6 | 6 | 1 | 10 | | | | 585 | 543.796 | 271.9 |
| WHITSELL, R. | NORTH CAROLINA | | | | | | | | | | 0 | 0 | 0 |
| BROGDEN, T. | QUEEN ELIZABETH | 5 | | 5 | 5 | 103 | 10 | 29 | | Y | 3630 | 489.416 | 244.71 |
| | POINDEXTER, J. | TEXAS | | | | | | | | | 0 | 0 | 0 |
| DAHL, L. | BELIEROPHON | 4 | | N | 21 | 4 | 10 | | | | 810 | 217.518 | 108.76 |
| EWERS, J. | INVINCIBLE | 4 | | 4 | 35 | 11 | 19 | | | | 1575 | 435.036 | 217.52 |
| GRAHAM, D. | INVINCIBLE | 4 | | 4 | 13 | 3 | 16 | | | 200 | 1005 | 235.036 | 117.52 |
| MILHOLLAND, S. | MICHIGAN | 4 | | 4 | 22 | 8 | 17 | | | | 1270 | 435.036 | 217.52 |
| WHITSELL, J. | INVINCIBLE | 4 | | 4 | 21 | 5 | 2 | | | | 435 | 435.036 | 217.52 |
| JASS, T. | SUMATRA | 2 | | 2 | 7 | 0 | 0 | | | | 70 | 326.277 | 163.14 |
| MESSERE, J. | GEORGE LEYGES | 2 | | 2 | 4 | 0 | 2 | | | | 140 | 326.277 | 163.14 |
| MESSERE, J. | ATLANTA | 2 | | 2 | 0 | 0 | 1 | | | | 50 | 326.277 | 163.14 |
| PURVIS, B. | JAVA | 2 | | 2 | 29 | 8 | 9 | | D | | 1840 | 326.277 | 163.14 |
| ZINAT, A. | ATLANTA | 2 | | N | 15 | 4 | 0 | Y | | | 850 | 163.139 | 81.569 |
| Totals | | | | 79 | 67 | 524 | 86 | 193 | | | 200 | 20440 | 7250 |
| Fleet #2 Axis | | | | | | | | | | | | | |
| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | |
| HAYNES, D. | NAGATO | 6 | | 6 | 10 | 3 | 0 | | | | 175 | 1470.5 | 735.25 |
| KOEHN, W. | BISMARCK | 6 | | 6 | 14 | 1 | 1 | | | | 215 | 1470.5 | 735.25 |
| PEARCE, C. | NAGATO | 6 | | 6 | 34 | 0 | 1 | | | | 390 | 1470.5 | 735.25 |
| RAY, A. | NAGATO | 6 | | 6 | 9 | 3 | 6 | | | | 465 | 1470.5 | 735.25 |
| FLUEGEL, D. | BADEN | 5 | | 5 | 49 | 9 | 14 | | | | 1415 | 1323.45 | 661.73 |
| PATE, J. | SCHARNHORST | 5 | | 5 | 16 | 0 | 4 | | | | 360 | 1323.45 | 661.73 |
| REICHENBACH, S. | GNEISENAU | 5 | | 5 | 11 | 1 | 0 | | | | 135 | 1323.45 | 661.73 |
| ASMAN, D. | NASSAU | 4 | | 4 | 53 | 4 | 12 | | | | 1230 | 1176.4 | 588.2 |
| AU, C. | HARUNA | 4 | | 4 | 23 | 2 | 8 | | | 200 | 680 | 976.403 | 488.2 |
| AU, D. | VON DER TANN | 4 | | N | 6 | 1 | 3 | Y | | | 1035 | 588.201 | 294.1 |
| BECKETT, T. | WESTFALLEN | 4 | | 4 | 9 | 2 | 6 | | | | 440 | 1176.4 | 588.2 |
| GOODSON, L. | MOLTKE | 4 | | 4 | 32 | 1 | 5 | | | | 595 | 1176.4 | 588.2 |
| ROBERTS, G. | SETTSU | 4 | | 4 | 8 | 0 | 0 | | | 100 | 80 | 1076.4 | 538.2 |
| BARRETT, P. | LUTZOW | 3 | | 3 | | | | | | | 0 | 1029.35 | 514.68 |
| BLOCK, P. | LUTZOW | 3 | | 3 | 5 | 2 | 0 | | | | 100 | 1029.35 | 514.68 |
| BOYLES, M. | LUTZOW | 3 | | 3 | | | | | | | 0 | 1029.35 | 514.68 |
| BRAY, K. | LUTZOW | 3 | | 3 | 11 | 1 | 0 | | | | 135 | 1029.35 | 514.68 |
| Totals | | | | 75 | | 290 | 30 | 60 | | | 300 | 7450 | 20140 |

The day after.

by Tim Beckett

Tuesday was an interesting day on the axis fleet. The smoke had cleared and reality stared us in the eyes. The war was not over but Monday's battles had been decisive. Chris Au, Dave Au, Andy Ray, and I arrived at the lake side to help with the setup of CO2 and the general festivities of getting ready for the confrontation on the water that was sure to ensue. Everyone gradually arrived and began the joy of prepping their warships for battle. The allies had been hit hard in yesterday's annihilation. Five allies were out with technical problems that could not be corrected. This left a large and formidable force of 14 warships to sail the Oklahoma waters this fine morning. The Axis fleet was not forced to accept a loss of weapons and men. Every axis boat was in dock and ready to be launched. This gave the axis a fleet of 16 battleships, battlecruisers, dreadnoughts, and cruisers.

Fleet Battle #3

The ships were readied and sighting of the enemy was expected at around 10:00a.m. With battle about to be commenced the axis outnumbered the allies by 2 warships. I launched and saw an opportunity. The allies looked to be trying to stick together in groups of 2 and 3 scattered around the pond. When

axis fleet. Chris Grossaint was maneuvering to gain advantage over the pursuing Haruna but didn't notice the Westfalen's presence until to late. I emptied most of my stern side mount into him as the Haruna closed and boarded. He lasted a couple minutes more but was forced to declare due to what looked like a loss of maneuverability because of damage taken (mostly by Haruna and previous pursuing warships) and approaching axis warships. The sortie ended with 2 allied sinks, 2 allies declared, and no axis sinks. Second sortie was to be just as fast paced but with the allies down to 10 ships against the axis 16. The battle began at a frenzied pace. The allied ships did not have trouble finding ships to attack. Where as the axis (especially a 28 second Westfalen) had to fight to get a shot at any ally. It appeared that the allies were trying to empty their guns and get off as soon as possible. They did just that, but it cost them 2 warships in the process. The axis also lost one warship during the fray. As the battle ended the smoke cleared the total carnage included 1 axis and 6 allied warships. The courage, tenacity, honor, and valor both sides showed in battle was amazing and I believe could only be had with great people with enormous spirit.

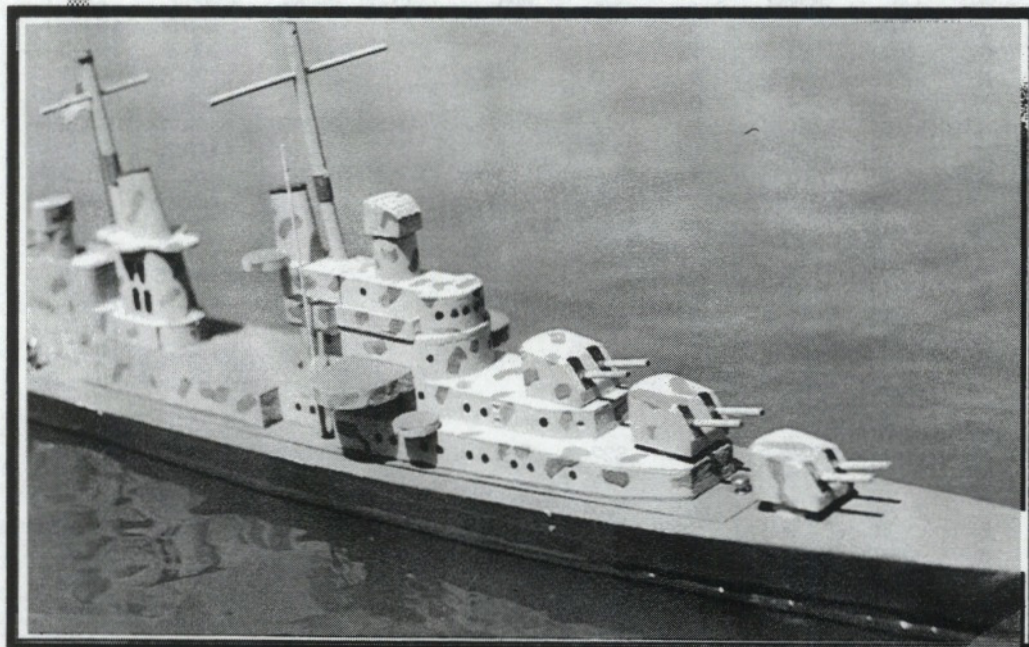
Campaign #1

The afternoon began with lunch and great comradery. After lunch a group of "youngsters", as Tom Jass stated, began to put together the Campaign targets. As the targets

between the target and its base. This would later prove to be a very interesting solution.

As time for campaign ran closer a look was taken at the allied and axis convoy ships. The allies fleet of convoy ships consisted of 3 LST's (1 was Bart's and 2 were Bob's) and Bart's Hospital ship. The Axis had a considerably smaller force with Fleugel's Cormoran and Dirty's Bremen. Unfortunately Bart's Hospital Ship was never shot at in anger (never hear that said again!) because of some technical problem.

The Warships were being prepped in the pits readying for a long cruise (60+ minutes). I prepared my Westfalen for convoy attack duty. My mission was to attack LST's and put them on the bottom. As luck had it I did not have to wait long. Three LST's were launched as soon as battle was called. Lief in his Moltke, Dave in his Von Der Tann, and I immediately set out to attack and sink as many as we could. We proceeded to maneuver with the LST's and attack them with every ability we had, but I have got to hand it to the captains of those ships, they were hard to hit. We were successful in putting one on the bottom but not the other 2. I think that both of the other 2 successfully made a forward run, but because of damage could not make a return run. Shortly their after the Bremen was launched and then a minute later the Cormoran was launched. The Bremen was attacked furiously but because of an accident (ram) it was awarded a forward and return run. The Cormoran was put out on the water, but for the most part wholly unmolested. It made a complete run if I am not mistaken. During this time a furious surface battle was taking place in front of the targets near the allied homeport. The axis block ship Hiryu built by Gerald was sunk because of a pump and a large amount of ventilation. Wade's Bismarck was declared sunk during the melee, and Stan's North Carolina was put to the bottom. The allies had but the campaign targets as a high priority. Unfortunately the targets were glued down so well that the bb's were bouncing off the targets, not making them fall over. A few minutes later a battle began anew. It was a battle for shipping lanes again. The allies launched 2 LST's on this run and the axis had their own set of ships out again and looking for lots of points. The Bremen was harried almost unceasingly but was able to complete its run both ways. The Cormoran was allowed free passage once again. The LST's were harried and attacked by Chris P., Lief G., Dave A., myself, and anyone else in the general area. The LST's didn't have the staying power this time. They were put to the bottom with what seemed like much greater efficiency. After the sunken warships were retrieved the axis fleet looked



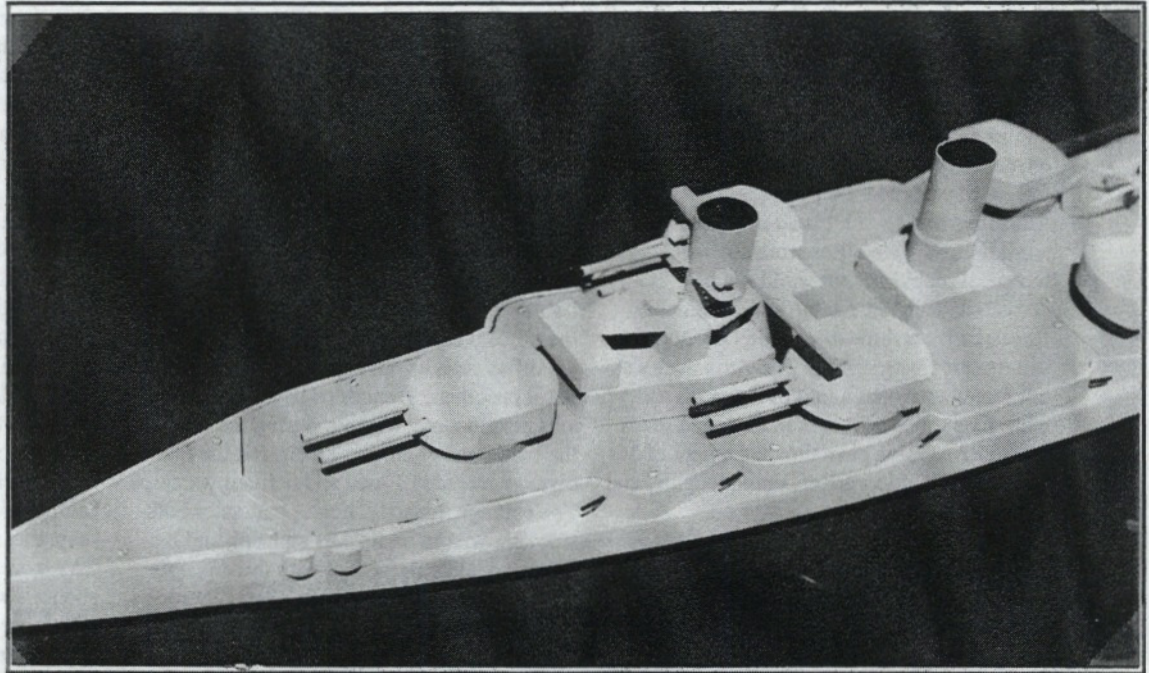
battle was called I sailed around with my wingmen Dave Asman and D.W. Fleugel looking for any opportunity to arise. We engaged several ships, Lars played the game with us for a short time. Much of the sortie was spent chasing warships that were busy engaging the ominous fast battleships on the

were begin put up it was noticed that the targets wouldn't stay up (wind or a small amount of water would knock over all the targets). So we (I was one of the "youngsters") set about trying to find something to hold up the targets. It was decided that the only feasible course of action included a drop of super glue and contact

for another target and found Bart's Java and Ali's Atlanta. Bart was singled out first and was put on the bottom from the combined force of what seemed like the entire axis fleet still on the water (3-6 ships?). After Bart got to go bobbing for Javas, Ali was the next logical target. He knew full well that it was coming. He expertly maneuvered his warship to stay out of danger and get in a good position to fend off the next approaching threat when the worst of things happened to him. He got mossed. When the axis fleet surrounded him and gave him a good frightening he declared it sunk. This ended Campaign because no allied warships were left on the water. Though I did feel kind of bad because Lars ran up next to me on the shoreline just as everyone started to yell "CD! CD! There are no allied warships on the water!" He wanted to get in to help out his team. I think that took a lot of bravery and demands a lot of respect to do (one against five or six large battleships). After Campaign it was decided to not

count the targets and only count warship sinks and convoy points. Campaign had ended in the allies completing 2 forward runs and having 4 sinks. The axis had 5 full runs and 1 sink. Campaign was a success for the axis! It was most importantly great fun and I enjoyed the

camaraderie of all the captains! Whether the allies or the axis won or lost we all gained the experience and the closer friendship that this event brought!



| | | Fleet #3 Allied | | | | | | | | | | | | |
|-----------------|------------------|-----------------|----|-------|----|-------|-----|-----|-----|--------|--------|---------|--------|--|
| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | | |
| COLE, D. | MISSOURI | | 8 | 8 | 69 | 6 | 39 | | | | 2790 | 399.5 | 199.75 | |
| ELIASSEN, B. | SOUTH DAKOTA | | 6 | 6 | 49 | 3 | 17 | | | | 1415 | 399.5 | 199.75 | |
| GROSSAINT, C. | NORTH CAROLINA | 6 | | N | 11 | 1 | 3 | | D | | 1785 | 199.75 | 99.875 | |
| RUCKER, R. | NORTH CAROLINA | 6 | | 6 | 34 | 4 | 6 | | | | 740 | 399.5 | 199.75 | |
| WATKINS, S. | NORTH CAROLINA | 6 | | N | 64 | 14 | 22 | | Y | | 3090 | 199.75 | 99.875 | |
| WHITSELL, F. | NORTH CAROLINA | 6 | | N | 77 | 5 | 13 | | Y | | 2545 | 199.75 | 99.875 | |
| BROGDEN, T. | QUEEN ELIZABETHS | | | 5 | 7 | 0 | 3 | | | | 220 | 359.55 | 179.78 | |
| DAHL, L. | BELIEROPHON | 4 | | 4 | 38 | 8 | 22 | | Y | | 2480 | 319.6 | 159.8 | |
| EWERS, J. | INVINCIBLE | 4 | | 4 | 12 | 1 | 2 | | | | 245 | 319.6 | 159.8 | |
| GRAHAM, D. | INVINCIBLE | 4 | | N | 73 | 7 | 24 | | D | | 3305 | 159.8 | 79.9 | |
| WHITSELL, J. | INVINCIBLE | 4 | | 4 | 13 | 1 | 6 | | | | 455 | 319.6 | 159.8 | |
| JASS, T. | SUMATRA | 2 | | 2 | 33 | 5 | 7 | | Y | | 1405 | 239.7 | 119.85 | |
| PURVIS, B. | JAVA | 2 | | 2 | 6 | 1 | 3 | | | | 235 | 239.7 | 119.85 | |
| ZINAT, A. | ATLANTA | 2 | | 2 | 4 | 1 | 1 | | | | 115 | 239.7 | 119.85 | |
| Totals | | | | 65 | 43 | 490 | 57 | 168 | | | 0 | 20825 | 3995 | |
| | | Fleet #3 Axis | | | | | | | | | | | | |
| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | | |
| HAYNES, D. | NAGATO | 6 | | 6 | 3 | 2 | 2 | | | | 180 | 1531.25 | 765.63 | |
| KOEHN, W. | BISMARCK | 6 | | 6 | 2 | 0 | 2 | | | | 120 | 1531.25 | 765.63 | |
| PEARCE, C. | NAGATO | 6 | | 6 | 21 | 0 | 0 | | | | 210 | 1531.25 | 765.63 | |
| RAY, A. | NAGATO | 6 | | 6 | 0 | 0 | 4 | | | | 200 | 1531.25 | 765.63 | |
| FLUEGEL, D. | BADEN | 5 | | 5 | 21 | 0 | 1 | | | | 260 | 1378.13 | 689.06 | |
| PATE, J. | SCHARNHORST | 5 | | 5 | 9 | 0 | 3 | | | | 240 | 1378.13 | 689.06 | |
| REICHENBACH, S. | GNEISENAU | 5 | | 5 | 5 | 0 | 0 | | | | 50 | 1378.13 | 689.06 | |
| ASMAN, D. | NASSAU | 4 | | 4 | 13 | 0 | 2 | | | | 230 | 1225 | 612.5 | |
| AU, C. | HARUNA | 4 | | 4 | 20 | 2 | 2 | | | | 350 | 1225 | 612.5 | |
| AU, D. | VON DER TANN | 4 | | 4 | 2 | 0 | 1 | | | | 70 | 1225 | 612.5 | |
| BECKETT, T. | WESTFALLEN | 4 | | 4 | 6 | 0 | 3 | | | | 210 | 1225 | 612.5 | |
| GOODSON, L. | MOLTKE | 4 | | 4 | 37 | 2 | 2 | | | | 520 | 1225 | 612.5 | |
| ROBERTS, G. | SETTSU | 4 | | 4 | 9 | 0 | 3 | | | 100 | 240 | 1125 | 562.5 | |
| BLOCK, P. | LUTZOW | 3 | | 3 | 0 | 0 | 1 | | | | 50 | 1071.88 | 535.94 | |
| BOYLES, M. | LUTZOW | 3 | | 3 | 12 | 5 | 2 | | Y | | 1045 | 1071.88 | 535.94 | |
| BRAY, K. | LUTZOW | 3 | | 3 | 2 | 0 | 0 | | | 1000 | 20 | 71.875 | 35.938 | |
| Totals | | | | 72 | | 162 | 11 | 28 | | | 1100 | 3995 | 19725 | |

Wednesday Night Battle

By Stan Watkins

On Monday, of the Oklahoma City MWC, Inc. 1999 Nats, North Carolinas had fallen like rain (not to be confused with the rain that had fallen on Monday at the North Carolina IR/CWCC 1999 Nats). The Allied fleet was in the process of being badly beaten all week. Historically, for some reason, night battle is not well attended by Allied battlers. With the blood bath of Allied sinkings on Monday and Tuesday, Stan Watkins knew it would not take much of an excuse for allies not to participate this year. His favorite excuse was "Oh, night battle? Ah, no, I can't be there: I have to change my pillow cases." Stan was going to be there, even if he was the only one. And as the time drew nearer it appeared that he would be the only Ally there. Stan had tried to shame other Allies to come out. But Don Cole and Brian Eliassen, (The Allied heavy hitters both had pillow cases to change and could not be shamed into participating. Taunts of "Afraid of the Dark" did not phase the tunnel vision away from the vital need to change the pillow cases. The Allied Admiral would not be there either. So, alone in the dark it would be! A plan was needed, and not a normal plan. Desperate times call for desperate plans! But what?

Aha! yes! It just might work! It certainly had a better chance than one ship taking on the whole Axis fleet in a straight gun battle. Afterall, Fluegel had demonstrated several times that he could almost single handedly give the victory over to the Allies by shooting up his own fleet units. Maybe some other Axis units could follow his lead, if properly confused. Hummmm. Confusion, yes, that was the key. First I must assure that my ship does not take too much damage. Okay, a novel idea, remove the pump. Yeah! That should mean she would sink with minimal damage and leave the Axis shooting each other. Now for enemy confusion. One side of the Washington's hull was painted gray. and the bridge tower portion of the distinctive superstructure was removed. Also the lights were installed but not made operable. The ravenous Axis sharks would slay each other. Wow, how ingenious. It might actually work. And so as the hour drew near The Washington was transported to the lake. The only one who noticed the subterfuge was the Contest Director who stated that the Washington was illegal because it had no superstructure. Stan, said fine, if you want to rule me illegal, I guess I can't go out because the superstructure was back at the Motel. Tom, then "graciously" allowed me to

participate, but a stiff penalty was on its way. Then Jeff Poindexter (ignorant of the carnage in store) arrived with the Texas to also participate and two Brave British Captains arrived. Stan's plan was falling apart. Too many Allied targets and too many points would be scored. Then the bright large full Moon showed up to help the Axis identify friend from foe. When things go wrong! So the battle started and Jim Pate who had already changed his pillow cases and left his ship at the motel spotted the Washington and directed Lief Goodson and Chris Pearce to her position. The Texas, getting badly pounded, sank with her pump running. As the Washington was being hit she unloaded a portion of a side mount, ranging only by sound of hits, into the Molke scoring the largest amount of damage on any single Axis ship. Then she sank. A massive recovery effort ensued. Thanks for recovering my ship, in 6 1/2 feet of water, guys! Kevin Bray actually found it. Lar's HMS Beliephrone was also hit and rolled and sank. Only Jim Ewers' Invincible, maneuvered in the dark and escaped any damage. So, the Axis also won night battle.



Larrys showstring found his boat, note the show hanging form the prop.

| | | Night Allied | | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | |
|-----------------|---------------------|--------------|----|-------|----|-------|-----|-----|-----|--------|---------|---------|-------------|
| Captain | Ship | C1 | C2 | | | | | | | | | | |
| WATKINS, S. | NORTH CAROLINA | 6 | | N | 31 | 1 | 4 | Y | | 1535 | 256.944 | 128.47 | |
| POINDEXTER, J. | TEXAS | 5 | | N | 69 | 0 | 18 | Y | | 2490 | 231.25 | 115.63 | |
| DAHL, L. | BELIEROPHON | 5 | | N | 32 | 8 | 7 | Y | | 1770 | 231.25 | 115.63 | |
| EWERS, J. | INVINCIBLE | 4 | | N | 0 | 0 | 0 | | | 0 | 205.556 | 102.78 | |
| Totals | | | | | 20 | 0 | 132 | 9 | 29 | | 0 | 5795 | 925 |
| | | Night Axis | | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | |
| Captain | Ship | C1 | C2 | | | | | | | | | | |
| KOEHN, W. | BISMARCK | 6 | | N | 0 | 0 | 0 | | | 0 | 689.881 | 344.94 | |
| PEARCE, C. | NAGATO | 6 | | N | 3 | 0 | 0 | | | 30 | 689.881 | 344.94 | |
| FLUEGEL, D. | BADEN | 5 | | N | 2 | 0 | 0 | | | 20 | 620.893 | 310.45 | |
| REICHENBACH, S. | GNEISENAU | 5 | | N | 1 | 1 | 0 | | | 35 | 620.893 | 310.45 | |
| | AU, C. HARUNA | 4 | | N | 1 | 0 | 0 | | | 10 | 551.905 | 275.95 | |
| | AU, D. VON DER TANN | 4 | | N | 0 | 0 | 0 | | | 0 | 551.905 | 275.95 | |
| BECKETT, T. | WESTFALLEN | 4 | | N | 5 | 5 | 9 | | | 625 | 551.905 | 275.95 | |
| | GOODSON, L. MOLTKE | 4 | | N | 7 | 2 | 1 | | | 170 | 551.905 | 275.95 | |
| | BLOCK, P. LUTZOW | 3 | | N | 1 | 0 | 0 | | | 10 | 482.917 | 241.46 | |
| | BRAY, K. LUTZOW | 3 | | N | 0 | 1 | 0 | | | 25 | 482.917 | 241.46 | |
| Totals | | | | | 44 | 20 | 9 | 10 | | | 0 | 925 | 5795 |

JOIN THE NEW R/C WARSHIP COMBAT CLUB

With the proliferation of all the new clubs, I have decided to start another one. This one will be called 'Jeff's Club', 'The Other Founders Club' or just 'The Off The Wall Scale Club'. (Ask Stan Watkins about that name!) The main goal of this club will be for my fun. We will go back to some of the original rules and will add some new ones as I see fit.

It will be a dictatorship so we will not have to deal with a President, Vice-president, Treasurer, Secretary, E-Board, or Board of Directors of any kind. There will be no dues. However bribes and influence money will always be honored. (Just be sure to spell my name right on the check!)

The rules, condensed, shall include...

1 A ship may have as many BB cannons as the ship modeled had main (largest caliber) guns.

2 Up to four pumps will be allowed. (No restriction as to the discharge outlet size either!)

3 No speed rules.

4 Any "Silinii Dirty Trick" will be legal.

5 To win a "Disputed Call" you have to beat the spot out of the "challenger" whether that person is the "contest director" or only 10 years old.

6 All sanctioned battles, including our Nats will be held in Amarillo, Texas....unless I want to go some place else.

7 And any other rule that I might want.

Will, tht just about does it. Send all applications, bribes, and influence money to: Jeff's Club. 422 E. Bonita. Amarillo Texas. 79108

Thursday at the Oklahoma Nats

by Ali Z.

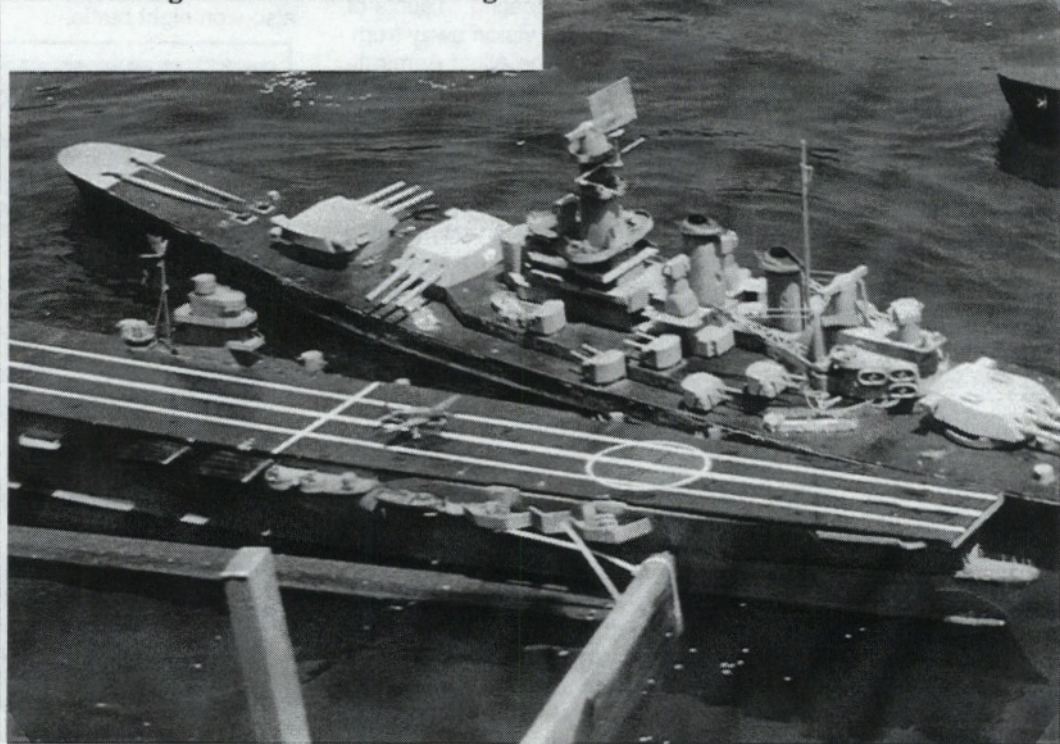
Thursday started hot, 90 degrees 5+ knot winds, the previous nights battle on the minds of many. As the usual pre-battle chit-chat was going around the pit area, Robert Rucker was on top of things. The Axis mission, to sink Brian Elliesson. Most of the Axis ships pounded the Mighty "SO" (Sount Dakota), she put up a valiant fight, but was overwhelmed by the enemy and went down hard. As he sank, a large gush of black sludge erupted form the bottom, this looked very realistic, it was only black mud.

HMS Belerafon of Larry Dahl, had an impressive outing, as did the cruisers of John and Joey Messere. Also, at the start of battle, Stans USS Washington, sporting a new hull color went out of control. Fluegel went to the far side of the pond, and did a dance for everyone to see. Halfway through battle, Ted "Rookie of the Year" Brogden lost a prop, sensing this, Chris Au moved in for the kill and gets credit for the sink.

Dana Graham's "Best of scale" HMS Invinsible was chased halfway around the workd by both Au brothers, and Chris Pearce. With excellent seamanship and a little luck he managed to run out his five, and stay dry. Chris Groissants nice USS Norht Carolina managed a simiar feat of fine ship handleing, evading the Axis finest as he too lasted his five under the guns of the enemy, almost alone.

As fleet battle 2 started, the winds picked

Stan's Washington and Gerald's IJN Akagi.



up. Teh Allies had to fight this battle without some of its best heavy units. Steve Nillhollands USS Souht Carolin, built on a fine hull, was punbled by supirior numbers of enemy forces and sank in the first sortie. We were still without the services of the Mighty South Dakota. HMS Belerafon was ram sunk, and it rested with its bow pionting to the surface, this made recovery precariouse, but fun. My USS Atalanta and Tom Jass's Suatra had a ton of fun with Fluegels DKM Baden near the middle of

the pond. My Atlanta was then abused by the honorable Chris Pearce, and in evading his very dangerouse IJN Nagato, I sank in a hard turn at the far end of the pond.

Well, that's how I remember it, I took notes and hope I got the situations and times correct. Everyone had a great time, a lot of hard battles were faught on this day, and the Axis recived another day of high scores againt the Allies. We ALL had a fun day. I wish I was still there.

SPECIAL DEAL ON RE TUNING RADIOS FOR RC WARSHIP COMBAT

Wade

I have used a place called Radio South to re tune my radios about 4 times now. They are ten times better, faster, and cheaper than Futaba. They are also better than other services that I have

used. Also they will customize your radio, but it will void your radio warranty.

Anyway if you're getting your radio re tuned, Radio South will re tune your radio from air to surface for \$40. That's right, \$40. Just ask to talk to TONY and tell him your with RC WARSHIP COMBAT. Tell him what kind of radio you have, and what channel you have, and what channel you want to go to. Most

| Fleet #4 | | Allied | | | | | | | | | | | | Sortie | |
|----------------|----------------------|--------|----|-------|----|-------|-----|-----|-----|--------|--------|---------|--------|--------|--|
| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | | | |
| COLE, D. | MISSOURI | | | 8 | 8 | 152 | 31 | 55 | | | | 5045 | 463.98 | 232 | |
| EAKIN, B. | WASHINGTON | | | | | | | | | | | 0 | 0 | 0 | |
| ELIASSEN, B. | SOUTH DAKOTA | 6 | | N | | 65 | 7 | 9 | Y | | | 2275 | 231.99 | 116 | |
| GROSSAINT, C. | NORTH CAROLINA | 6 | | 6 | | 33 | 7 | 12 | | | | 1105 | 463.98 | 232 | |
| MAXWELL, M. | NORTH CAROLINA | | | | | | | | | | | 0 | 0 | 0 | |
| RUCKER, R. | NORTH CAROLINA | 6 | | 6 | | 34 | 6 | 9 | | | | 940 | 463.98 | 232 | |
| WATKINS, S. | NORTH CAROLINA | | | | | | | | | | | 0 | 0 | 0 | |
| WHITSELL, F. | NORTH CAROLINA | 6 | | W | | 11 | 1 | 12 | | | | 1735 | 231.99 | 116 | |
| WHITSELL, R. | NORTH CAROLINA | 6 | | 6 | | 47 | 3 | 24 | | Y | 1000 | 2745 | -536 | - | |
| | | | | | | | | | | | | | | 268 | |
| BROGDEN, T. | QUEEN ELIZABETH | 5 | | 5 | | 41 | 11 | 9 | | Y | | 2035 | 417.58 | 208.8 | |
| | POINDEXTER, J. TEXAS | | | | | | | | | | | 0 | 0 | 0 | |
| DAHL, L. | BELIEROPHON | 4 | | 4 | | 22 | 5 | 15 | | | | 1095 | 371.19 | 185.6 | |
| EWERS, J. | INVINCIBLE | 4 | | 4 | | 35 | 2 | 8 | | | | 800 | 371.19 | 185.6 | |
| GRAHAM, D. | INVINCIBLE | 4 | | 4 | | 39 | 0 | 11 | | | | 940 | 371.19 | 185.6 | |
| MILHOLLAND, S. | MICHIGAN | | | | | | | | | | | 0 | 0 | 0 | |
| WHITSELL, J. | INVINCIBLE | 4 | | 4 | | 74 | 3 | 37 | | | | 2665 | 371.19 | 185.6 | |
| ZINAT, A. | ESPANA | | | | | | | | | | | 0 | 0 | 0 | |
| JASS, T. | SUMATRA | 2 | | 2 | | 17 | 4 | 1 | | | | 320 | 278.39 | 139.2 | |
| MESSERE, J. | GEORGE LEYGES | 2 | | 2 | | 2 | 1 | 0 | 1 | | | 60 | 278.39 | 139.2 | |
| | | | | | | | | | | | | | | 139.2 | |
| MESSERE, J. | ATLANTA | 2 | | 2 | | 7 | 0 | 3 | | | | 220 | 278.39 | 139.2 | |
| PURVIS, B. | JAVA | 2 | | N | | 14 | 4 | 4 | Y | | | 1040 | 139.19 | 69.6 | |
| ZINAT, A. | ATLANTA | 2 | | 2 | | 6 | 1 | 6 | | | | 385 | 278.39 | 139.2 | |
| Totals | | | | | | | | | | | 69 | 55 | 598 | | |
| | | | | | | | 85 | 216 | | | 1000 | 23405 | 4475 | | |

| Fleet #4 | | Axis | | | | | | | | | | | | Sortie | |
|-----------------|--------------|------|----|-------|----|-------|-----|-----|-----|--------|--------|---------|--------|--------|--|
| Captain | Ship | C1 | C2 | Above | On | Below | S1? | S2? | Pen | Damage | Points | Average | | | |
| HAYNES, D. | NAGATO | 6 | | 6 | | 23 | 1 | 3 | | | | 405 | 1721 | 860.5 | |
| KOEHN, W. | BISMARCK | 6 | | 6 | | 18 | 1 | 1 | | | | 255 | 1721 | 860.5 | |
| PEARCE, C. | NAGATO | 6 | | 6 | | 47 | 5 | 3 | | | | 745 | 1721 | 860.5 | |
| RAY, A. | NAGATO | 6 | | 6 | | 7 | 0 | 4 | | | | 270 | 1721 | 860.5 | |
| FLUEGEL, D. | BADEN | 5 | | 5 | | 8 | 0 | 1 | | | | 130 | 1548.9 | 774.4 | |
| PATE, J. | SCHARNHORST | 5 | | 5 | | 7 | 1 | 4 | | | | 295 | 1548.9 | 774.4 | |
| REICHENBACH, S. | GNEISENAU | 5 | | 5 | | 11 | 1 | 2 | | | | 235 | 1548.9 | 774.4 | |
| ASMAN, D. | NASSAU | 4 | | 4 | | 6 | 2 | 6 | | | | 410 | 1376.8 | 688.4 | |
| AU, C. | HARUNA | 4 | | 4 | | 24 | 4 | 5 | | | | 590 | 1376.8 | 688.4 | |
| AU, D. | VON DER TANN | 4 | | 4 | | 18 | 2 | 1 | | | | 280 | 1376.8 | 688.4 | |
| BECKETT, T. | WESTFALLEN | 4 | | 4 | | 11 | 3 | 2 | | | | 285 | 1376.8 | 688.4 | |
| GOODSON, L. | MOLTKE | 4 | | 4 | | 34 | 10 | 9 | | | | 1040 | 1376.8 | 688.4 | |
| ROBERTS, G. | SETTSU | 4 | | 4 | | 8 | 0 | 1 | | | | 130 | 1376.8 | 688.4 | |
| BARRETT, P. | LUTZOW | | | | | | | | | | | 0 | 0 | 0 | |
| BLOCK, P. | LUTZOW | 3 | | 3 | | 18 | 0 | 0 | | | | 180 | 1204.7 | 602.3 | |
| BOYLES, M. | LUTZOW | 3 | | 3 | | 1 | 1 | 3 | | | | 185 | 1204.7 | 602.3 | |
| BRAY, K. | LUTZOW | 3 | | 3 | | 4 | 0 | 0 | | | | 40 | 1204.7 | 602.3 | |
| Totals | | | | | | | | | | | 72 | 245 | | | |
| | | | | | | | 31 | 45 | | | 0 | 5475 | 23405 | | |

radios can be converted for \$40. A few radios will require a new receiver. This will cost \$80, but you will get a Hi-tech 7 channel receiver. This is for mostly the wide band radios going to narrow band though.

There vital info is:

Radio South
 3702 N. Pace
 Pensacola, FL. 32505
 Inquires: 850-434-0909

Attn: TONY

Orders only please!: 800-962-7802

And in case you're interested, Radio South also does Ham conversions too. It's \$140 because of replacing the tuning module in the transmitter, and a new receiver. Call to see and check to see if your radio is convertible in all cases.

This is a Navy, (Kriegsmarine), good deal. Ask other people in the hobby. They'll tell you is a cheap service, and they do good work. I hope this helps.

A ROOKIE VISITS THE WAR, OR MISCONCEPTIONS

By Mike Maxwell.

Well, still in the process of building my Washington and happy in being Allied, I pulled up Thursday AM to quite a slaughter. At first I didn't know what was going on, and so I looked for faces I could recognize from the MWC website. Soon the desperation became apparent as I quickly witnessed a Sodak and some NCs going down. Once I became educated as to the terrible rout, I started looking around and talking to Paul Block and Kevin Bray who apprised me of the week's happenings.

Being completely new to the sport, I found myself a little leery of the Axis Admirals, meaning Admiral Haynes and Herr Fluegel, so I didn't get too close to the Nagatos and Bismarck-looking ships I saw on the picnic tables.

But what I was asked to write about was what surprised me at NATS—that is what I didn't expect. The first surprise to me was the lack of spectators which I was told was probably a good thing, but in my innocence I had pictured about 30 or so spectators milling about. Truth was almost everyone had a ship on the water but me. Don Cole told me the sport wasn't much fun to watch, but a whole lot of fun to take part in.

The biggest "Oh My" to me was the struggle of keeping a ship going. Many of the Allied ships were even out-of-commission. For myself, I can't see keeping a ship going for 5 days, especially not if she sinks several times!

The overall friendliness of the group impressed me. Rick Whitsell explained his NCs to me, Dave Au gave me some great tips, Brogden told me some critical things I need to change on my ship, and many others also spent a lot of time with me. Stan showed me his ship which I absolutely drooled over—I mean lasers! Bart and Swampy asked me if I was learning what I needed to know. Tom Jass and Lars explained some things to me too, and Wade showed me his Bismarck. Was it an accident that it was mainly the Allies giving me help?

Yet another surprise to me was how well a few rookies did. I won't mention names because I wouldn't want them to come under attack, but it seems being a rookie isn't a death sentence especially if you're on the winning side!

Another surprise came on Friday morning when the battling got really intense close to shore. The Allies were hoping Pearce's ship might go under, but he brought it in close and his Axis pals fenced him off. The surprising part of this melee was the mass of ships bunched together firing like mad. I was behind the horde of captains and even I got hit by some BBs! It was a frenzy. The saddest part being poor Dana having to wade into the hail of BBs to put his ship into the water—a truly beautiful ship that quickly had much of its detail chipped away!

The "dressing up of the Nazis" at the Awards Banquet was the best surprise and gave me quite a kick. I secretly wanted to be wearing the Iron Cross myself, and I'm Allied. Next I was overcome with deep, burning emotion — the Axis must be defeated next year at all costs, and I know Don Cole will lead the Allies to victory!

14. TITLE: Minimum Sorties for Awards

IV.B.1.b: To be eligible for these awards, a minimum number of sorties must be participated in by a particular ship and captain. This number will be determined by the participating captains.

Basically, this number seems to never be agreed upon beforehand. Therefore, I propose the following:

IV.B.1.b: To be eligible for these awards, a minimum of 50% of available sorties, at an event, must be participated in by a particular ship and captain.

15. TITLE: Elimination of 1/150th scale ships from the club by 2001. :

Effective December 31, 1999, Section B.2. shall be amended to read as follows:

B.2. All ships shall be built to 1/144th scale. Allowable error will be +/- 1/8=94 for the beam and +/- for the length or +/-2% of prototype dimensions, whichever is greater.

16. TITLE: Require Ship's National Flag.

All ships must have its nations flag flying.

Hull Busters
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Garland TX
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