



**ROOKIE OF THE YEAR
MWC NAT'S 2001**

By Gary White

Let me start off by saying what a great Nat's it was for me and every one who attended. Receiving the Rookie of the Year

award was just a great bonus and suprise.

I really didn't think I was even in the running, for their where so many excellent batlers present. Also the fact my ship Bismarck was less than a month old so practice and learning the ships personality was at a low. So Nat's was a learning expearence.

A lot of you may remember me from 2000 Nat's, were I spent a lot of time looking over ships and meeting the club members. I took this time to see what things I would like my ship to have.

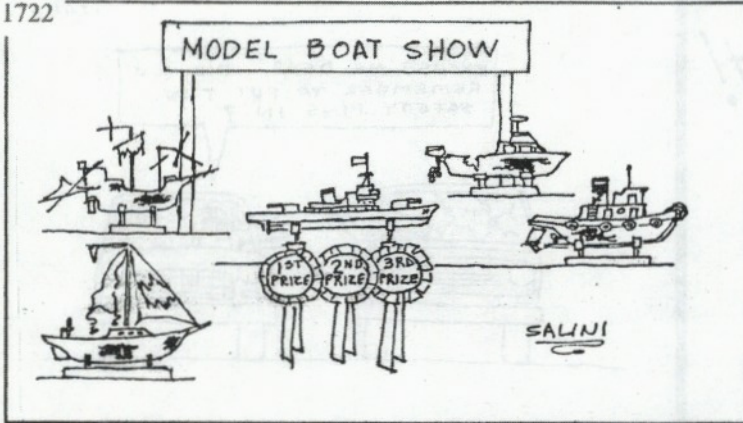
Finally I was ready to start construction but I really had no place to build in the

very small kitchen, and during this I had been consulting with Rick Whitsells many think I guess enough that he finely offered to help at his home in a neat large work shop in his basement and finely after about 8 month's of very long weekends she was done. So Id like to close by thanking Rick for all the help he gave me to make sure we got as much as we could right the first time an ended up with a very well built and reliable ship, and thank the club for a very wonderful and

Gary's Bismarck is beautiful, I think I'm in love!



memberable year!
You're truly
Rookie of the year
Gary White



"BACK TO DRARING BOARD, HEY SMAUTTY PANTS?"

THE LAST HULL BUSTERS

By D.W. Fluegel

Well, in the words of Jesus, "it is finished". Hull Busters has run it's course. I am a little sad, but more relieved that I only have one more issue to put together. I would love to have about 40, 1/4th page size article from 40 different authors to wrap up the twenty year run. If you would send such an article to Fluegel7@juno.com, or snail mail it to me at 917 Hudson dr. Garland TX 75043 I would be grateful.

Looking back at the birth and growth of the hobby, I think I can rank the participants by there significance with

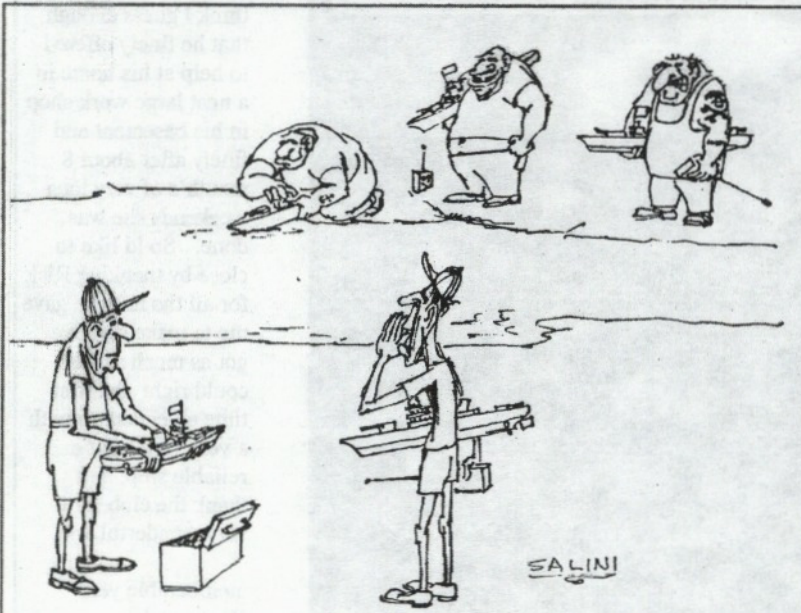
1st Stan Watkins. The Father of R C Warship Combat. Inventor of the gun, first vendor of merchandise, author of the first magazine articles that spread the news of our hobby, also he authored the first rules and much much more.
2nd Steve Millholland. The man that put a combat ship into the hands of the competent (but not necessarily gifted) builder. Steve is the Henry Ford of the hobby.

3rd Frank Petelli. More for what he undid than for what he did.
4th Fluegel. If Stan was the Messiah of the hobby, I was St. Paul, the spreader of the news of the hobby. Thousands of cassette tapes and thousands of club newsletters into the hands of participants. Author of the constitution.
5th Dan Hamilton. Dan's degree in history kept the blossoming hobby on a path that maintained it's contact with the performance of real ships. Dan like Millholland and Marty started and maintained important Regional Battles.

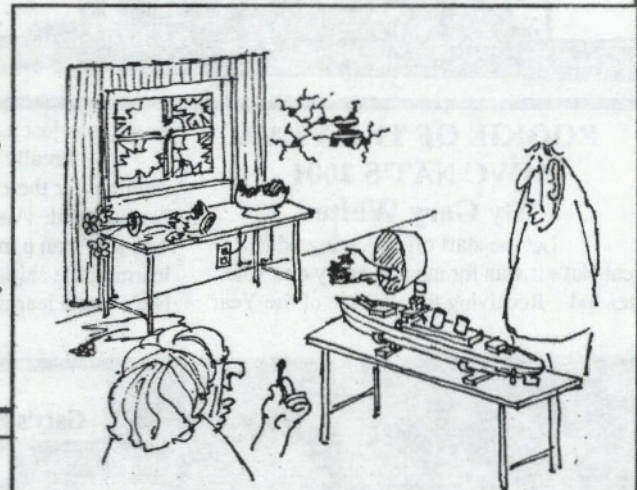
The rest of the top 10 is difficult to rate. Marty Hayes, Jeff Poindexter, Terry Darby, Carl Camartii, Joe Salini, Dirty Dave Hayes, Will Montgomery, James Foster, Mike Deskins and others in no considered order have all made valued contributions.

In the first years of the hobby, it looked like the hobby was going to be a Texas to the West coast hobby. A bad ap-

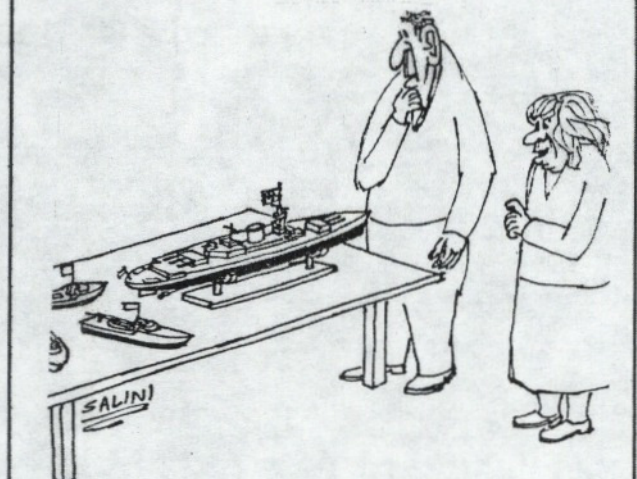
ple named Howl, split the early West club members away form the Original mid-America battlers. This split group would eventually become the Big Gun version of the sport. Marty, Will and others developed the East coast interest with the Mid-American founders club. For now, the Big Gun may dominate the West coast, the MWC the center of USA and the IRCWCC the East coast. Some day this sport may be big enough to have one club stretches from coast to coast.



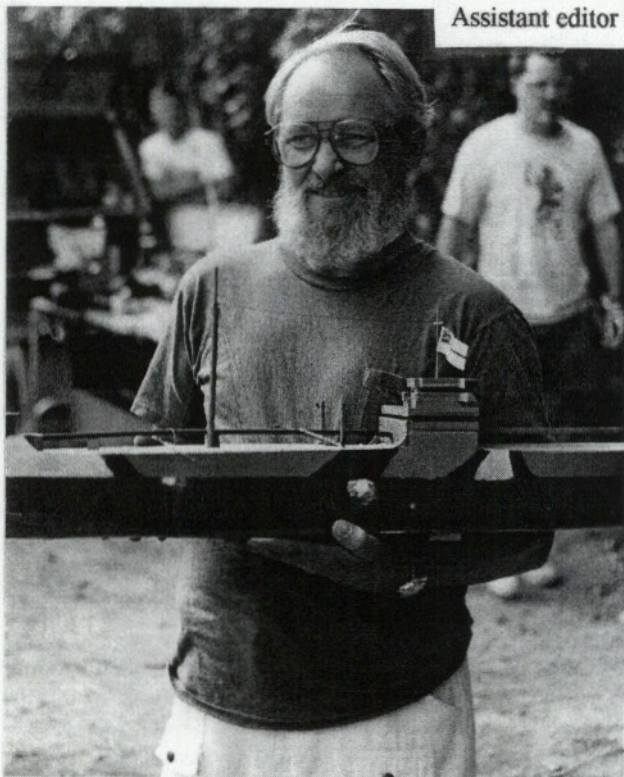
"LET'S DON'T LOAD OUR GUNS DURING THIS SORTIE."



"LOSE SOMETHING?"



"IT MUST HAVE BEEN THAT TIME FLUEGE BROUGHT HIS BISMARCK OVER."



Apologies from the Assistant Editor

Sorry to be so late in publishing Hullbusters. Some of our members who were also authors for this issue were caught up in their jobs in the military or emergency services and could not get their articles finished in a timely manner. Also I was struck with a computer virus (took out two machines) named W98 Kris 1040.

You want to know how difficult it is to publish Hullbusters, try it sometimes.
Marty Hayes

The Demise of Hullbusters Editorial by Marty Hayes

It is sad to see Hullbusters die after so long a run, but changes are inevitable. I will miss the bimonthly receipt of this publication. So many of the magazines devoted to model boating have died recently that it seems this is just one more in the chain. We have seen Scale Ship Modeler and U.S. Boat and Ship Modeler die due to miss-management and/or lack of a consumer base.

Why must it die? Well, there are probably plenty of reasons. The breakup of the 1/144 fast guns community has had some effect, I am sure, but that is probably not all of the reasons. The Internet with almost instant communications and its maintenance of a lasting record of our hobby in the form of web pages is probably another. Of course, lack of consumers can account for a third reason. This year, Fluegel said that he had 70 customers, down from the banner years, but still a sizable group. Lack of contributions in the manner of articles is probably the greatest reason. It is difficult to come up with fresh information every other month without others willing to contribute to the harvest. Each month Fluegel has requested even begged for articles for his

publication and often has to fill the remainder of the pages with his mumbling of the past. There is one issue remaining and we should try our best to make that one the greatest of the series!

I think that we should take time to thank Her Fluegel for his contribution to the hobby. Hullbusters shall continue on to become one of the icons of the hobby, and I for one am glad that I have a full set of its run. I doubt that anyone else including Fluegel has a full set of the run of Hullbusters and I am glad that I do.

President of the IRCWCC Column

This past year in the hobby has been a lot of fun for me. Battling with my son is very different than doing it alone. And having to deal with many technical glitches in a new boat was hard, but fun.

Nats was amazing, the food and the fun at lake side will be hard to top. I hope everyone had as good a time as I did. This coming Nats 2002 in Hagerstown, Md will be hosted by Larry Ricci and he has some excellent ideas.

If anyone has ideas about how to make events more fun and interesting just let the e-board know, we will do what we can to make you happy.

See you in Hagerstown 2002,

Carl Camurati

Monday, First Day of Nats 2001 "The Day the Axis Let Loose Hell"

Matt Moury, SMS Von der Tann

After ship testing at the lake on Sunday we had a wonderful captain's meeting at Don and Gina Fisher's beautiful lakeside home in Wrentham, Massachusetts. The food was fantastic, beer was cold, and the camaraderie and good-natured pre-Nats ribbing was intense. It was clear to all the axis captains that the allied captains had a few too many drinks when they insisted on battling traditional allied-axis the first day despite the significant axis advantage. I knew, as all true axis knew, that even if the allied had superior numbers the axis would still dominate.

Monday was a perfect New England day with clear blue skies and just a slight breeze. The lake was perfectly calm except for the wake from several geese patrolling the area. The captains arrived with the typical pre-Nats mix of emotions - a sense of excitement for the coming battle, and fear that their ship would malfunction and they'd be turned into mince meat. Don Fisher had done a good job advertising the event and many spectators, the press, and several TV news crews were on site to observe the battle.

The axis were very confident with a 51 unit to 28 unit advantage. The allied captains were maintaining their steady stream of bravado before the battle but it sounded pretty forced. Axis Admiral Will Montgomery's plan was to attack hard but save the 24-second Derfflinger's for the



Decker's Kentucky sinking next to shore with a send off by the Axis fleet.
(Photo by Fisher)

end of the sortie for cleanup. The ships were put on the water but Dave Tuttle's Krownprinz had mechanical problems and didn't make it in giving the allies their first break. The battle began and allied Admiral Decker's Kentucky immediately drew a crowd. After the battle every axis captain claimed to have put a few rounds into the behemoth target. Don Fisher's Valiant became the first Nats sink in the first sortie after he tangled with Will Montgomery's triple bow guns and a hoard of pig boats.

The second sortie was more of the same carnage as Bill Garthaffner's Houston, Dave Vogtman's North Carolina, and the Kentucky sank in rapid succession. After the North Carolina sank, we noticed Dave fiddling with his transmitter instead of retrieving his ship. He said "hang on a minute" and shortly after that a pink rubber punch balloon burst to the surface. The balloon pulled Dave's ship off the bottom to the surface where he calmly recovered it. The Vogtman Recovery System (VRS) worked to perfection and was a Nats week highlight. David Ricci spent both sorties jinking and jiggling with his North Carolina avoiding side mounts while maneuvering to get his triple stems on targets. He still took heavy damage and was seconds from sinking when his five minutes expired and he touched his ship. Cam Moury gave the allied team a lift when his pump clogged and he went down with moderate damage. The outcome was as expected with all but one allied ship sinking and the axis racking up 15,900 points to the allied 5,480 points. Top points for the morning:

Allied

Decker	Kentucky	235-13-23	Sunk
Garthaffner	Houston	78-9-39	Sunk
Vogtman	N. Carolina	43-8-46	Sunk
Fisher	Valiant	130-7-12	Sunk

Axis

N. Blattau	Musashi	67-2-14
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Cam Moury	Nassau	8-0-11	Sunk
Andrews	VU	21-2-4	
Tanner	Hindenberg	10-1-7	

Following the morning battle Luigi's served the first of many exceptional catered lunches and we recharged ourselves for the afternoon battle. During the lunch break Admiral Decker conceded defeat to Admiral Montgomery and the fleets were split up. The flag fleet ships were given rainbow colored tie-wraps to affix to their masts and they were quickly named the Rainbow Warriors. Someone came up with the name Maulers for the other team and since no one had a better name it stuck.

The afternoon battling continued to be hot and heavy with the Maulers (my team) clearly dominating the wimpier Rainbow Warriors. The Rainbow fleet lost Marty Hayes' Viribus Unitis (VU), Ed Sheperd's Lutzow, the Kentucky and Carl Camarati's Yamato to Davy Jones' locker during the afternoon battle. The Maulers didn't lose a ship. One interesting sink was when Don Fisher, driving his Espana (changed from the Valiant after the morning carnage), bumped his transmitter and put his ship in reverse while he was helping recover Ed Sheperd's Lutzow. The Espana drove itself under and sank. Don emptied the water out of his ship and kept battling. Final score for the afternoon battle was a lopsided Maulers 14,495 to the Rainbow Warrior's 5,400.

Top scores:

Rainbow Warriors

Decker	Kentucky	99-10-26	Sunk
Camarati	Yamato	130-5-9	Sunk
Vogtman	N. Carolina	94-9-23	
Tanner	Hindenberg	77-9-21	

Maulers

N. Blattau	Musashi 105-5-10
Kelly	Derfflinger 50-5-10
C. Moury	Nassau 32-3-9
Andrews	VU 14-3-5

Steve Andrews won the Monday Axis High Spirit Award and was "blessed" with lugging the 25-pound trophy around for a day. However, when we got back to the hotel, Tom Tanner presented Steve with a beautiful daily Axis High Spirit Award made by Peter Lienau, our German IRCWCC member. Peter made one for each of the daily winners that raised the stakes for winning the award significantly for the rest of the week.

Tuesday Battles by David Ricci

Monday was a day of shame for the Allies. After defeat in Monday's first battle the fleets were divided. Now it was the Maulers vs. the Rainbow warriors. And after a pitiful Monday loss in round one of the new fleets, the Rainbow Warriors vowed to strike back.

Tuesday's morning battle went the same as Monday's afternoon battle. With no clear strategy except "sink the other team" the battle quickly developed into a furball of death. Tremendous damage was being done to all sides as ships switched from one target to another. Confusion and close quarters were the rule of the day. Frank Pittelli learned that sometimes a poorly secured superstructure was a bad thing after being washed under by the wake of the USS North Carolina of David Ricci. And Don Fisher noted that the dock is not your friend as the Espana hit the launching dock and sank. Thus early on the Rainbow fleet had lost two ships.

Then everyone noticed something. Something big. Something in the middle of the furball. Chris Decker's Kentucky. Already hurting, it soon became the major target of most of the Maulers on the pond. Driven towards the shore, the mighty battlewagon took a tremendous pounding before going down. However, the sortie ended soon after as the Kentucky ate up most of the mauler's remaining ammunition. Decker didn't even bother cutting the silkspan into small pieces to patch- he used whole sheets.

In the second sortie, the battle developed into a furball again. But this time the punishment was spread around more evenly between the ships, resulting in only a single sink Tom Tanner in the Hindenburg sent the Houston to the bottom despite the best efforts of the crippled Von Der Tann of Matt Moury to defend the cruiser. But it was a pathetic gesture against the heavy casualties the Rainbow Warriors had suffered in this battle. The Maulers won by 4330 points. The Rainbow Warriors then pinned all their hopes on campaign.

And they had a significant advantage. Two convoy ships vs. only one in the possession of the Maulers. Thus the

maulers had to sink twice as many convoy ships as the rainbow warriors to come ahead. Unlike fleet battle, both sides actually used strategy here. The Maulers plans were to sink the enemy convoy ships as quickly as possible, while denying the rainbow warriors the luxury of reloading. A powerful force would stay behind to ensure the safety of the Mauler targets, while a crack sharpshooter squad equipped with high-firing weapons took out the Rainbow targets. With the new campaign rules this was a sound strategy, as the ability of ships to reload was now related to whether or not the targets were still standing.

The Rainbow Warrior strategy centered on efficient hunting of convoys. With the aid of a new rule allowing only one attacker to attack a convoy but prohibiting defending ships from intervening, they felt that it would be easy enough to sink the Mauler convoy. A whole string of class fours was assigned this duty, stretched across the pond. They sent only token forces to guard their own targets and to shoot the mauler targets.

The battle began with a scramble to get convoys in the water, as well as some early squaring off of the warships. The Mauler target squad took aim at the targets immediately with deadly effect, while the mauler defense force of David's North Carolina and Nathan Blateau's Musashi wrought havoc with the rainbow target squad. But in the important (and decisive) area of convoy runs the Rainbow Warriors were king. Right off the bat they completed two convoy runs, while the mauler convoy encountered technical difficulties and sank.

The Mauler convoy ship however had one other notable effect. The poor quality transmitter bled onto a neighboring frequency causing the North Carolina of David Ricci to loose control. After control was partially restored the ship then went on a rampage and during it's five out of control period sent the Okinashima of Tom Tanner and the Andrea Doria of Carl Camerauti to the slimy deep.

Elsewhere the Maulers continued to prove their combat superiority, as the North Carolina of Dave Voughtman and the Phoenix of Dave Lewis were both sunk. But all these warship sinkings and the massacre of the rainbow targets could not outstrip the many convoy runs of the rainbow fleet, as despite heroic efforts the maulers failed to launch another convoy ship. To add insult to injury, the rainbow margin of victory was made even greater as Nathan's Musashi plowed Frank Pitelli under in a vicious ram sink. The rainbow fleet won by 6,225, thus completely erasing the morning's gains for the Maulers and even making up for some of the previous day's whacking.

All in all Tuesday was great battling and everyone had fun. That was a victory for everyone.



Nat's Site

IRCWCC Nationals 2001 Johnston, R.I.

If you missed it, you missed a great time! Not only on the lake and in the pits but in the hotel also; the fun never stopped. The area was great! Two tents were set up on an island in the middle of the pond and most battling took place in front of the island (away from the banks of the pond). Lunch was served each battle day, tables and chairs were provided for the use of all combatants and their craft. CO2 was also provided (strapped to trees).

The action on the lake was much like most of you are familiar with; battling, sinking, and just plain having fun! One of the differences was the campaign game, which followed a revised set of rules developed by the eboard this past year. There were NO discussions, arguments, or disagreements during two sessions of Campaign (often the most intense competition during the week). One of the reasons was the new one attacker/no defenders rule for attacking convoy ships. This took away one of the closest contact sections of campaign which, in the past, brought defending and attacking ships into close contact with each other and often caused cries of pushing, rams, and blocking. The rules are still being refined but this years campaign seemed to be one of the most successful in many years.

At the hotel, games of Risk were played almost every night! This kept the fellowship going until early morning! Of course, there was the standard help for each other as combatants circulated between rooms trading supplies, equipment and manual help with each other. The eLite Tri-Packí (Tom, Ken, and Tim) seems to have stayed up all night have detail partiesí at which they traded small cast parts to increase the load of details on their already well scaled ships. It was hinted that they had large scaled drawings and pictures projected on the walls in which they counted portholes, or argued over the number of rivets in a door, but that was just a rumor.

The captain's meeting was held at the home of Don Fisher, site host for this Nats. There was such a spread of

food that you couldn't even imagine (beef, fish, and what all). [In fact there was so much that some of it went back into the freezer without even being cooked (hamburgers and hot dogs)]. After dinner and before the captains meeting, Don took some of the participants water skiing on the lake right in front of the house. The last skier, Matt Moury, dazzled us with his slalom abilities.

Most dinners were our standard fare of choosing a close by food establishment and driving to it with a large contingent of boaters. Some of the places I enjoyed the most were the Italian Eatery not far from the hotel, and the Japanese Steak house (with my favorite, Plum wine!).

Marty Hayes

Install sheeting on Warships Easily by Marty Hayes

About three years ago, Carl Camurati mentioned to me that he used contact cement to mount the aircraft tissue to his balsa and said that it did very well. So I decided to try it the next time that I recovered my VU. After trying that and finding that I liked the way it worked, I took it one step further and used contact cement to mount the balsa sheeting to the Hull. This worked great, and I call Carl and told him it work well.

Now I have used the technique for three years battling and I love it. I have mentioned the technique to others and they have reported back with success also. Sometimes the balsa edge at deck level does start to come off but that is easily fixed. The clean up for the next resheeting seems easier, and putting the balsa sheets on is so very much easier.

So how do I do it. Well I prepare the Hull by scaping off the old skin with a large chisel and then using a detail sander (one of those spade pad shaped things). The 1/32 balsa wood is prepared by first coating with laquer, then spraying with Number 77 contact cement, and putting the tissue paper on before it dries. Yes, I know that you are suppose to coat both surfaces and let both sit for a time before putting together. However for just the paper the wet technique seems to work better and create less wrinkles.

Now you have the balsa prepared with one side coated with tissue paper. You can put another coat of laquer on if you wish at this point (I did for one side of the ship and not on the other this year, and I can't tell which is which.)

You now hold the balsa up to the hull and cut the section that you want to cover out. On the short VU, I cover the hull in four sections. Now here is where the fun really comes in! Most of you have been using CA for this process in the past and often are glueing fingers or rubber gloves to the boat while trying to hold the balsa in place until the kicker kicks in. That is all different now! Coat the rib sections and wherever the balsa is to be glued with Weldwood Contact Cement. There are different methods at this point! I put enough on that I can place the balsa against it and transfer cement to the balsa

then remove the balsa and let dry for awhile (check the instructions for the Contact Cement you are using). This builds up a sizable "tack" property in the contact cement and when you next place it in position, it stays put! If it wraps around the bulge at the bottom of the boat, it stays put! No more leaking glue, kicker and stuck fingers! I now go over the edges of the balsa with a screwdriver handle to make sure they are down. That is it, on to the next sheet of balsa. I finish the hull with tissue and laquer rather than contact cement (but I think that Carl used the contact cement for the outside coat too.)

So how does it work? Does the sheeting fall off after water hits it, No. The first time I did this was the first time I sheeted and put a boat in the water that did not leak! Usually, there is some part in the stern where the hull makes complex turns that leaks and I have always had to pour CA from the inside to stop it. My boat this year has seen 13 days of battle and I had only the top of the right rear deck sheeting come loose a little that I fixed with glue at lake side. Other than that it has held well through shots, rams, etc.

Wednesday One on Ones

Cam Moury started out with an early lead on the one on ones with single victories over his father's VDT and Carl Camurati's great Musashi (with only 3 guns working). The little Nassau danced around the large target inflicting 39 above 3 on and 9 below! David Ricci then took on the Musashi and beat it also.

A small group battle took place next with Matt, Will, and Steve whopping up on Steve, Ken K., Dave T. and Cam. Steve declared sunk to keep the damage down (but the points up) when his ship malfunctioned.

David Ricci was back on the water again against Nathan Blattau but found the going not as easy as against Carl as the two fought to an even battle with only 85 points difference in the damage. David used rear guns and kept the twin side mounts of the Musashi from his side in a battle that had the spectators yelling for him to close. But David fought his ship by using its strong points and keeping away from his opponents strong points, much to the unhappiness of the crowd.

Frank and Cam fought an indecisive battle against Matt and Will with the difference in points of only 45.

The big battle of the day pitted the two Musashi Class Battleships against each other with lots of side gun action to the delight of the crowd. Nathan's experience with the big ship showed in the scores as he delivered more than twice the damage to Carl's ship in an exciting battle.

The one on ones were, in the main, not as exciting as in past years as no one organized a tournament of the class 4's as was done on many of the previous years. Some of the captains found the competition in their class of ship was unavailable at the lake as some took the day to rest, repair or sight see.

Nite Battle

Night battle started very strangely, lots of close in side gun action! Usually the ships try not to close for really intense side gun action in night battle because it is difficult to see the damage and they are leery of gaining a lot of damage below. However, the lake was lit more than many night battles that I have attended before and ship silhouettes and pumping were more easily seen during this battle. This was due to the street lights along a road on the far side of the lake. I did not make the night battle myself because one of my solenoids valves gathered some grit and stuck open, venting my CO2 to the environment when I launched. The problem was solved at the hotel that night, by cleaning the solenoid and the ship was ready for battle again.

A lot of the early action was between the two Musashi's with both Carl and Nathan coming out sizable counts for a night battle. As you can see from the scores below, the big ships closed for battle more than a normal night battle. Very little hide and seek! After the initial side gun action, battle then swirled around with very few boats using lights. One notable exception was Fisher's Espania that ran a single bulb at the top of his mast most if not all of the battle. Fisher seem to mark the far left corner (and darker end) of the battling area and fought just about anyone who ventured into the area. At the far right of the area the street lights were more effective and action was constant and took on almost a day battle appearance.

The Damage for Night Battle:

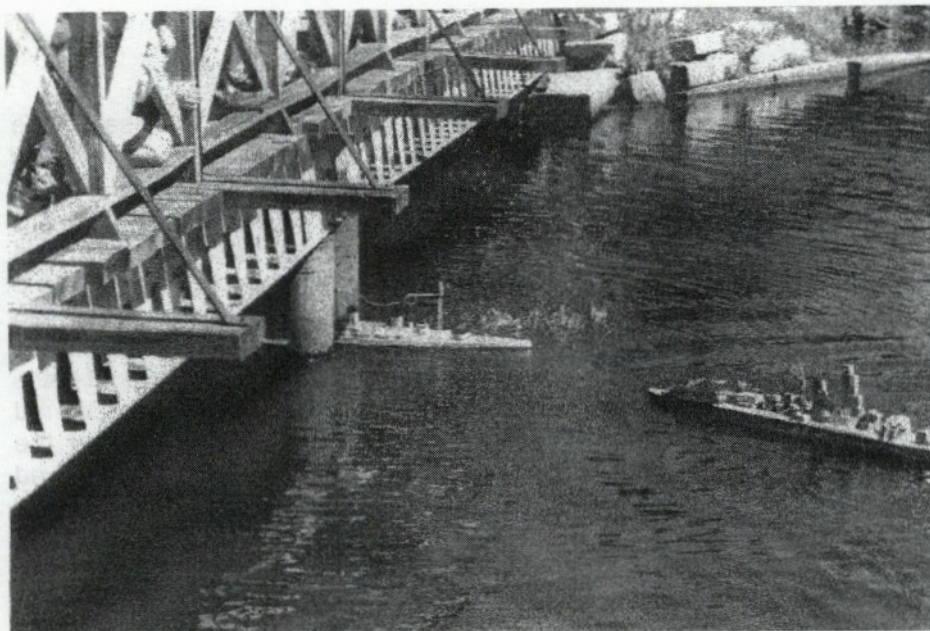
Rainbow Coalition

Don Fisher	Espania	7	0	1
Carl Camurati	Musashi	104	0	5
Dave Voughtman	NC	25	4	0
Tom Tanner	Derf	40	4	10 -200 ram
Frank Pittelli	VU	10	0	1
Tim Filmnyer	Derf	2	0	0
Dave Lewis	Pheonix	9	0	1

Maulers:

Will Montgomery	VU	2	0	2
Steve Andrews	VU	5	0	2
Matt Moury	VDT	2	0	1
Cam Moury	Nassau	12	2	5
Ken Kelly	Derf	16	1	4
Kurt Lewis	Aoba	1	0	0
Nathan Blattau	Musashi	44	2	3
David Ricci	NC	0	0	0

The Maulers won the night battle with 3150 points to the Rainbow's 1595, continuing their lead for the week and looking good for the roll home.



The Derfflinger of Tim Filmyer must not have paid his toll!

(Photo by a visitor from Fla.)

Fridays chase of the Aoba ends badly.

Boat Wars: Coming Back Thursday at the IR/CWCC Nationals

By Tom Tanner
Axis Press

Johnston, RI Jul. 20 ---

After losing Night Battle, the Rainbow Warriors were looking for a sign they could turn things around and win Nats. The sign came when it was announced that frantic negotiations that stretched into the morning had resulted in a minor re-alignment of the fleets. Carl Camurati's Yamato and Dave Voghtman's USS North Carolina would join the Maulers and in return the Rainbow Warriors would get Ken Kelly's Derfflinger and the newly arrived Derfflinger of Tim Filmyer. But would a reconstituted 1st Scouting Squadron help bring victory to the Rainbow Warriors? Only battle would tell.

The morning battle saw fierce combat as both sides Veribus Unitis class ships engaged each other at their only range - close. But Rainbow Fleet admiral Chris Decker found himself in trouble when confronted with the two North Carolina's of David Ricci and Dave Voghtman. Taking multiple stern salvos in the bow, the SMS Baden didn't survive the 1st sortie. But Baden's sink was negated when Ken's Derfflinger was put under by a vicious ram from Carl's Musashi; itself being hounded by the other two ships of the 1st Scouting Squadron. The 1st Scouting Squadron had just returned from a successful search and destroy mission vs. Bill Garthaffner's USS Houston, which was chased, forced aground and sunk. In the second sortie, the Maulers got a small measure of revenge for the sinking of the Houston when they sent Dave Lewis' USS Phoenix to Davy Jone's locker. In the end, the Warriors pulled out a 1,700 point victory.

With the recent modification of the Campaign Rules allowing unlimited reloads by all warships, the small ships that formerly enjoyed this advantage went largely unused this year. One exception was Tom Tanner's IJN Okinoshima. With it's 23 second speed and tight turning ability, it was used to good effect in a tag team with Frank Pittelli's Bacon Maker against the small convoy ships that the Maulers's fielded. The larger convoy ships used by the Rainbow Warriors, being worth more points and making more successful runs, were able to ensure a second straight victory for the Rainbow Warriors. The Warriors had succeeded in coming within striking distance of overall victory.

Friday at NATS 2001 by Don Fisher

The day started with a 3000 point lead for the Maulers. This was after splitting the first six (6) battles three each. The weather had cleared and it was a beautiful sunny summer day with very comfortable temperature. After two more articles in local papers the crowd was even bigger. The Rainbow fleet was without a Flagship (Admiral Decker was without a functioning ship).

The first sortee began badly for me with no functioning guns in Espana and I immediately went on five being chased by several Maulers. David Tuttle's Kronprinz was mauled by Will's triple bow guns and finished off by Nathan's Musahi's double side mounts and went down early. Marty followed him to the bottom of the lake when some gunk garbage got in his pump. The first sortee ended with the Rainbow fleet in trouble with two boats down.

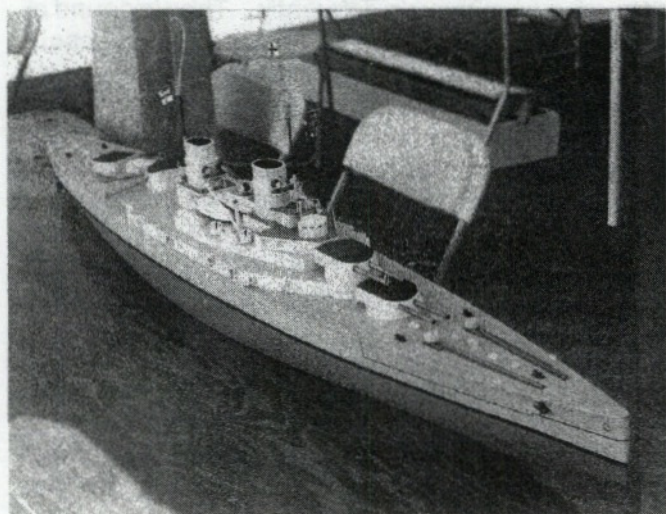
The Espana came back in the second sortee with two working guns but the Rainbow fleets problems had just begun. Dave Voghtman's North Carolina went down with over 30 below after tangling with both of the big Japanese battleships. Carl's Yamato joined Nathan and

they did a job on the NC. Dave V. had a very successful balloon recovery device that worked on Monday morning in the Axis slaughter of the vastly out numbered Allied fleet but after several sinks the radio was glitching and it popped up unexpectedly on Friday. Our next problem was smoking pumps on David Ricci's North Carolina but it managed to survive.

The three beautifully detailed Derflingers of Ken Kelly, Tom Tanner and Tim Filmyer which had managed to ram almost everyone during the week went after Brandon Graham's Invincible and although they didn't do that much damage the I-boats batteries were low and he sank. It was now three to one in sinks with the Maulers ahead. The Derf's were next chasing Kurt Lewis's Aoba around the island. Kurt took the Aoba under the bridge and reversed direction. Ken Kelly followed him and struck the bridge abutment and went down. Tim's Derf got stuck between two pilings and the Aoba got away. The battle ended with the Maulers up by 5700 points and victory for the week.

Awards Dinner by Fisher

The awards dinner at Luigi's was another excellent meal. Luigi's catered the lunches and we did eat well. The Alien award for taking the most damage without sinking went to Carl Camurati and the Beast (Yamato). The best of scale warship went to Ken Kelly's Derflinger and the best of scale convoy went to my new Liberty ship. The best of class awards were as follows; class 3 - Kurt Lewis (Aoba), class 4 - Matt Moury (VDT). Class 5 - David Tuttle (Kronprinz), class 6 - David Ricci (NC), class 7 - Nathan Blatau (Musahi). The individual combat awards were third place Will Montgomery, second place Cam Moury and first place to Nathan Blatau. Will Montgomery was the winning Admiral for the Maulers and took home the new Winning Admirals's Award, a beautiful sword and stand. The Axis spirit awards given out each day were finely made models of a gun turret from the Helgoland. They were made by Peter Lienau our newest member from Germany. Monday went to Steve Andrews, Tuesday to Lary Ricci, Wednesday to Carl Camurati, Thursday to Matt Moury and Friday to Tom Tanner. The overall week award went to



Ken's best of scale Ship

Frank Pittelli. The most feared awards went to Nathan Blatau and Matt Moury. David Ricci took home the Von Fluegel Award. Marty Hayes got the Life Line award for most successful convoy runs and Bill Garthaffner was rookie of the year. Carl Camurati explained the Brian Spychyski Award which was given to Matt Moury. A good time was had by all as we plan for next year.

RI NATS ROOKIE BILL G. SAYS : Wer hat die hunde raus gelessen?

What a nice time I had; and I was in a unique situation, being new to the game I was fully prepared. I had EVERYTHING; I knew EVERYTHING and EVERYTHING worked on the bench. It all worked fairly well at the lake too. Did just what it was supposed to do. Standing toe to toe with the Bacon Makers: I sank. Hit and run cruiser tactics: I survived. But I had traveled a long way and wanted to fight so I did the pit bull thing with the cruiser. Bad tactics!

Outnumbered as the Allied Fleet was I figured to go expendable in the first battle. Got prop washed to death close to shore. Couldn't get away. Later that week I altered my battery arrangement to a more practical configuration. My fault for following instructions I suppose. One magazine jam. Switched the gun out with one of the others I made and that one lasted the rest of the NATS. That's all for the failures I suffered through.

I feel changed by the experience. On the social side we are a bunch of overgrown kids playing with our toy boats, joking with each other, sharing stories, helping each other out if we need stuff or assistance before battle. But when the timer starts and the CD calls a start to the battle it's deadly serious. Your best buddy from five minutes before is now out to destroy all of that excellent work you both did in the pits. 100% Pure Adrenaline! Excellent!

The site was terrific for crowd control. The bridge to the Pits and Battle Area limited access and the innocent bystanders were easily spotted on their way in. The food was great. The site was for the birds in other ways. Those Canadian amphibious units have got to go.

Nobody lost a ship. Where's my Stanley Phillips screwdriver? I found a lot of new friends. The Motel from Hell was run by Goof Troopers. Laura was sick for three days and I didn't catch it.

Young Tuttle, Nathan B. and CD Steve needed stuff and I was able to help them out (I have EVERYTHING, I'm A Rookie). Carl and I made a coiled magazine. Nate G. and I did pump testing.

So, I sank three times, Survived two battles and one campaign and the cruiser is still seaworthy. Learned a lot. Thanks again to Don Fisher and Steve Andrews and to all the rest of you. I hope to see you all again soon.

Lt. JG Wm. Garthaffner
11th Naval Combat Fleet
Master: USS Houston

Prinz Eugen goes North A visit to CanNats

I decided that I wanted to go up to the Canadian Nationals this year, several months before it was held. I mentioned it to my Wife and suggested that we could make it a vacation, traveling up during one week and returning the next with a stop at Halifax, NS for the weekend. I contacted some of the fellows up in NABS and told them that I hoped to attend. They were overjoyed at the prospect. I asked about RV parks nearby and they assured me that there were many.

As the time approached, my wife kept gain more and more activities which impacted the schedule. She still said that she would be able to go but she wondered if instead of a week up and a week back, could we make a faster trip? When the time arrived, she decided she could not make the trip at all, so I decided to make the trip by myself.

I left on Tues. night (about 10 p m) and accompanied by several books on tape, proceeded north. I planned to follow Rte. 95 all the way to Maine. I drove through the night until about am I decided to pull off into a truck rest area for some nap time in R.I. I only got about one hours rest before deciding to continued on. By three or four in the afternoon I was at Bangor, ME and checked into an inexpensive motel (\$38.00 US). I rested, went out to dinner, visited the shopping mall for the remainder of the day. I had made better progress than I had expected and expected to be stopping in New Brunswick, CA tomorrow with an easy drive.

Starting out the next morning (not too early), I proceeded north on Hwy 1 to Canada! Customs asked if I had any guns, and I said that the boat was armed with bb guns and that I was going to a contest that used them in Halifax, NS. The customs agent asked if they were fire arms and I said no, and he said go ahead.

I forgot to get the baking soda, that one of the Canadian modellers has asked for. He had requested that I pack it in small plastic bags and put it in the glove compartment, then give the customs people a hard time because they liked and expected that from Americans.

This days travel also went much better that I expected and I found that I arrived in Halifax, NS a full day sooner that I had expected.

Friday, I visited the Halifax waterfront! There is a lot to see and enjoy there. After spending all of the morning on the waterfront I worked my way up the hill stopping off in bookstores and shops that I found interesting. After some time I came across a hobby shop! After talking to some of the other customers and the owner, I found that they were quite aware and friendly with the local combat club. After spending about an hour there and explaining R/C combat to some of the customers, I headed out again. I hoped to make the fort on top of the hill but found that I tarried too long, and it closed a5 (I had arrived within a few minutes of 5).

So after a good meal, a visit to hypnotics who was performing at one of the local theatres, I returned to the

motel to prepare for tomorrow.

The next morning, I got up about 8, and proceeded to the lake. Some of the fellows were already there and were setting up. As 10 neared, many others showed up. The Allies who originally seemed to be more numerous that the Axis did not have as many forces as I expected (but more were to arrive tomorrow). This was the first two day CanNats (in my honor since they found out I was coming), so many of the local club were originally only planning for attending on Sunday. The battling was great, but my ship was not, suffering radio problems which had began when she attended a small battle in NJ. Thank heavens that it waited until after Nats! The problem was that So if you were proceeding forward and moved the stick to reverse, the ship continued on for a few sec. before switching to reverse. I called 5 out of control, and tried to attack as best that I could. Since I had to approach faster ships, I took a bit of damage from their rear guns without scoring much in return. So went the first battle (in control, not in control!)

I had bought a second radio (because this problem had showed up in NJ and even if it did not show up on the bench, I thought I should have a backup. So for the second battle and the one on one with Bob Pottle, I had the second radio installed. However this too proved to be a challenge. My original radio was a computer job so the rudder was set up (mechanically) to accept a much smaller control pulse that the new radio produced. The result was that using normal stick movements ran the rudders over to 90 degrees effectively shutting off all flow from the props and stopping the ship dead in the water. Then I would figure out what happened and ease off on the rudders and the ship would begin its turn. Also I didn't figure out that one of the gun servos was reversed on the original radio and switched the hose to correspond to what I thought it should be doing and ended up messing up every thing so the control stick for the guns was also confused. On top of all of this I did not get a good fill for the CO2 for the one on one, so I had radio problems and no guns.

Even with all of my radio problems it was a great day and the Canadian hosts were great! They run their battles a little differently up there and I think you might enjoy hearing what they do differently. They impound all transmitters when you arrive and only let them out about 10 minutes before battle. This probably increases safety but makes it difficult to make sure your boat is ready to go for the battle. Another thing they have (which I thought was a good idea) was to put a line about 4-5 feet back from shore and everyone battles from behind the line. I found this difficult to get used to and often got a friendly "get back behind the line". But it left the shore clear most of the time and allowed everyone to see the boats at all times.

Saturday night Kurt came by the motel and we sat out in the parking lot for several hours in what most people who attend Nats will recognize as a gab session.

Sunday even more of the local group showed up. I had changed back to my original radio and though I had

tested it for 45 minutes last night, had the original radio problems. However, if I stayed near to shore, I was in control for more of the time, and could finally join in the battle.

All and all my trip to CanNats was very enjoyable., the Canadians are super friendly and great hosts. But the time had come for me to head home and so off I went! I ran into heavy fog on the coast of New Brunswick and found the most delightful motel right on the beach for about \$30.00 US. The next day I headed south again and by early evening I was in Conn and looking for a hotel. But most were full and expensive, so I decided to travel on. I went over the George Washington Bridge in New York City at about 1 am and finally found a room (about \$75.00) at exit 5 on the New Jersey turnpike.

The next morning (9-11) I woke up about 10 and turned on the TV to learn about the World Trade centers and the Pentagon! When I stopped for breakfast, the waitress told me they were thinking about closing the Del Memorial Bridge. I thanked her and took breakfast to go and made a fast trip to the Maryland side of the water.

I encourage others to make the run up to CanNats, it is a trip worth taking! My trip consisted of about 26 hours driving time, but I took the long way around (going through New Brunswick), and using one of the ferrys would shorten the trip somewhat. It is a delightful trip ending with the fellowship of some wonderful people.

Take apart (at lake side) guns by Marty Hayes

Back when Ron Tibault lived in Maryland, he introduced me to the take apart fittings for guns, and I have used them very often since. But not until the recent Fall regional when one of my magazines was dented and I replace it with a spare, did I realize that a lot of people don't know about them. Ron wrote an article (I think) and I published the information in my manual of R/C Combat (now out of print). Ron may have the information on his web site.

But I think it is time to tell it again. When I started combat, we just tightened down the 1/4" compression tubing fittings so that the ferrels tightend into the copper tubing. The result sometimes (and over time) was that the tubing was compressed to the point that bbs did not pass. So we began to solder the tubing into the T connector and the el fitting so that we would not have leaks in the gun system. Most of the manufactured guns come this way. The problem is that if something goes wrong, the only way to take the gun apart is to take it back to the shop and unsolder it. This is messy and often unsuccessful. For myself, I rarely got to reuse any of the pieces because the solder would run inside upon reassembly (since everything was nicely tinned not) and block off the bbs from running through again.

Ron's (and mine) method is to take the old ferrel and slice it in half, then solder it to the copper tubing with the flat side toward the fitting and at the proper location to

allow a "o" ring to be installed between the ferrel and the fitting. Ron left room for the "O" ring but I did not, I would put the ferrel right up against the fitting and never had a problem with the small gap that this caused within the fitting. Tightening the compression nut compresses the "o" ring and seals the connection. But.... the fittings can be taken apart at lakeside and easily unjamed, parts replaced, etc.

Slicing the ferrel in half was accomplished by soft soldering on to a 1/4" brass tube or rod and cutting down on a lathe. This gave you a half of a ferrel with a flat side. Unsolder from the tubing or rod and then place on the magazine or gun tube (remember to put the nut on first!) where it goes into the "T" fitting. Push the copper tubing into the T and mark the position where the ferrel is up against the "T" fitting. Now solder the ferrel in place. Put a gun "O" ring on the tubing backed up by the half ferrel (flat side) and tighten the nut down.

The "O" ring now seals the connection but can be taken apart whenever you have problems in the field. Parts are interchangeable so that if you just need to replace a magazine or gun, you can retain the "T" fitting selector. You can also clear out bb jams more easily or check on the height of the piston by removing the magazine and peering into the "T" fitting. You can even check the travel of the piston by applying gas pressure to see it move (cover the disconnected magazine opening with your thumb or you will get a face full of bbs if you apply a gas bypass to the magazine!).

There are now some fittings on the market which have new and different ferrels and these do not require machining since they already come with a flat side. I do not know the manufacturer or name of these but look around the local hardware store for them.

Allies, come to the IRCWCC Nationals! (We already have enough Axis)

For the cost of membership (\$6.00) and a one time event NAMBA insurance (\$10.00), you can attend our Nationals in Hagerstown, Maryland (Greatest Combat lake yet found!) next year. Not much more than the cost of lunch!

You too can help the Allied cause, who have not won a Nationals since the North Carolina Nationals. See the great Musashis glide past on their way to destruction. Protect the giant lowas! Face the largest collection of Bacon Makers on the planet!

We need your North Carolinas, your Queen Elisabeths, your South Carolinas, and I-boats! This years Allied fleet was only a third as numerous as the Axis, and yet they went to battle (once!).

Come to the Nationals where lunch is always served, the CO2 is provided, the final dinner is included along with all of the fellowship you could desire under the large tents.

We miss you guys out there!

UNIFORM OF

THE DAY
By Rick King

Dress up? Why bother you ask. Well to me it's all part of the MWC/IRCWCC Nats Experience.

We spend many hours building and playing with our favorite scale model warships. Many of us know the history of individual ships and the battles they were in. We may even know the names of some captains and crew members; my Dad was on the USS Wasp before she was sunk.

Like the Civil War re-actors, I feel that wearing a uniform honors and helps keep alive the history and traditions of all of the brave sailors who fought in the world wars.

I would love to see more snappy uniforms at our banquets, especially some Allied ones. It can't be that hard to find some Khakis or seamans' whites. I managed to get a Kriegsmarine seamans uniform with some help from Wade, thanks Wade! U.S.N. sailors uniforms should be easy to find.

I want to thank all of you who voted for me as Best Dressed at this years' Nats banquet. BTW, I voted for the proposal to eliminate the Best Dressed award next year, but will continue to wear one at Nats just for the fun of it! We don't do it for the award, right D.W.,

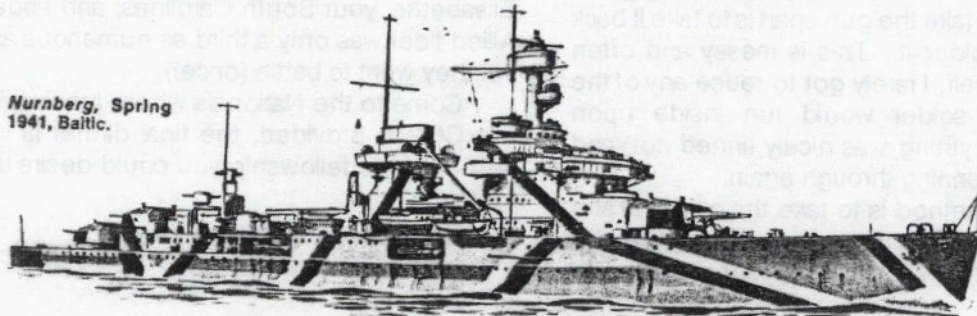
Officer Wade entertains the troops for hours with his endless naval war stories.



Old Hull Busters.

I have originals of every issue of Hull Busters, originals, and the original color masters to make new copes from. I'm not so organized as to sale a collection of 1700 + pages of Hull Busters, but if some are interested, I will put it together to sale this summer. In the mean time, I will sale most issues for one dollar. The issues (about 10) that I need to find (and I can) will remain un-found unless some orders come in.

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