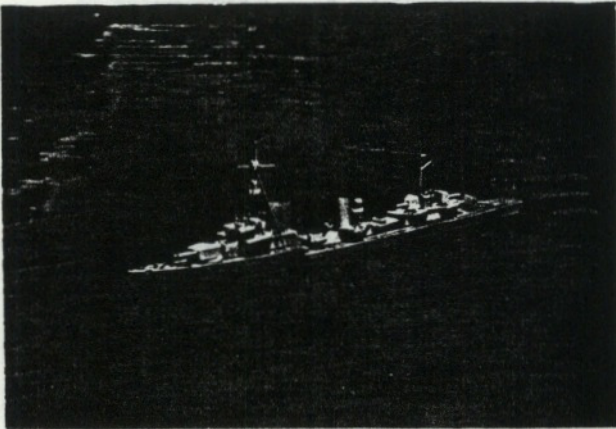


HULL BUSTERS

THE ONLY STRICTLY R/C WARSHIP COMBAT PUBLICATION

Special Edition



INTRODUCTION

Well, here it is, the long awaited Special Edition of Hull Busters, giving detailed moment by moment coverage of the 1983 R/C Warship Combat Championships. I hope it lives up to everyone's expectations.

I would like to make profound apologies to everyone out there who has been patiently or impatiently awaiting the arrival of this Special Edition. When as '83 Contest Director I agreed to do this, I had no idea what I had let myself in for. There has been about as much work in putting out this issue as there was in putting together a Championship contest. My hat is off to Fluegel, who does this every other month. I don't know how he finds the time. In the future, you may hear me complain about the contents or maybe the pro Axis slant of Hull Busters, but you will never again hear me complain to Fluegel about my copy being late (at least never around witnesses).

I would also like to apologize to James West, Terry Darby, Martin Schneider, and Fluegel. Due to a foul up in score additions, the trophy for High Sortie Average in fleet battle for a non capital ship was inadvertently awarded to Terry Darby at the awards ceremony. It actually belongs to James West. The next case I must throw myself on the mercy of the court and/or plead combat fatigue. It was plainly written on my awards sheet that Fluegel was to get the von Fluegel Traveling Trophy, but at the awards ceremony I announced to all there that Martin Schneider had won it for the third year in a row. Sorry guys.

I am also going to take a moment for rebuttal. In the October issue, Fluegel made some really incredible statements about the Axis Captains being pillars of their communities. How absurd. The three foot square swastika that Schneider painted on the hood of his Cadi is hardly reassuring to the folks in Amarillo. The folks in San Juan Capistrano are beginning to complain about the thirty foot banner flying above Salini's house that reads "Viva el Duce". As for Fluegel, I hear that he has been petitioning the Dallas Cowboys to wear brown uniforms and call themselves the Dallas Storm Troopers.

As for the accusation that all the Allied Captains spend most of their time with their parole officers and not getting work done on their ships, nothing could be further from the truth. I for one, only see my parole officer once a week. Jeff and Stan get at least two hours a day to work on ships in the prison workshop. As for James Foster, Terry Darby, and John Jass, they are all still at large. Let's not see any more crass statements Fluegel.

The article "The Battle For Sequiota Lake" is being submitted to Scale Ship Modeler Magazine for printing. This magazine has always been good to R/C Combat in the past. Let's hope they print this and help spread the word about our magnificent obsession.

This article has a lot of good photos, a few cartoons by the talented Salini, and a chart showing everyone's point standings for the Championships and for the year overall. The article as written gives all point in their normal factors (superstructure hit-5 points, hull-20 points, hull below waterline-100 points, etc.). Remember that at the end of the Championships these points were doubled and added to pre Championship scores to get the annual totals.

Steve Millholland

Photo above: Dan & Mary Hamiltons Z-38 destroyer.

by Chris Lawson

I heard about the hobby at the local hobby shop in February of '83 when I met Steve Millholland and saw his ship. Fascination had grabbed hold of me. I had to build a ship, but which one?

Since my father was in the navy and I had a few photos of the ship he was on, I decided to build it, the USS St. Paul. While trying to make my decision Steve had shown me a copy of Hull Busters and in it was a list of available plans but a Baltimore class cruiser was not among them. I quickly wrote to Repla Tech International and received a copy from them.

It is the first of March and the plans are scaled up to 1/144 scale. Two weeks later and the hull is sheeted. After several calls to Steve, drive motors are acquired. It's good to have people like Steve around to help rookies like me.

Two weeks before the Nats and my gun is installed and on July 9 the pumps are installed but not working.

Sunday July 10 I learned that Allied rookies should be aware of any Axis ships in the area. The St. Paul suffered the loss of one aircraft, one 20mm gun, and a catapult put out of commission by the Bismarck.

On Monday, the first day of the contest, frequency conflicts kept me off the water a large part of the time. I think if the hobby grows much more an impound table and frequency tree may be needed. I have purchased a new radio to see that it does not happen again. Now back to Monday.

The fighting was awesome as the mighty Bismarck and Tirpitz make pass after pass on the Allied fleet pouring what seems like an endless amount of BBs into the hulls of the Alabama, Arizona, and other Allied ships, regardless of its size.

It's amazing the amount of destructive power these mini guns actually have. Patches on hulls after the battle became numerous and the damage reports began pouring into the contest director.

While waiting to go out I watched the amount of Am-broid and balsa dwindle. I also took a good look at the insides of the ships and studied the different systems all week long learning the advantages and disadvantages of different magazines and pump systems.

One thing a rookie should remember when it comes to a pump system; make sure your pump batteries are fully charged. I learned that lesson the hard way on July 16 when after passing through a barrage of BBs my pump batteries failed and the St. Paul sank.

Tuesday seemed very disorganized after an aborted attempt at convoy battle. It seemed like it took forever for everyone to get ready.

I didn't do much Wednesday but the night battle was very interesting. There was a lot more activity than I had expected and a lot more spectators than I thought would be there.

It is Thursday and I am really getting tired, so was the St. Paul. She took enough hits to activate the pumps and get the radio wet. She was out for the day. That's something else a rookie must remember, waterproof your receiver, servos, and battery pack. This is something that I plan to work on before the next Nats. Dan Dees Colorado was very impressive and so was the Bismarck.

Is it Friday already? Time floats right on by when you're having fun doesn't it. I spent more time talking with interested spectators today than I spent on the water. I also think that with all the news coverage this event received we will see an increase in club members in the Springfield area. I think there were a lot of spectators from the surrounding states that were interested. Some that I talked to were from Illinois visiting relatives in Springfield. This hobby is infectious and is spreading rapidly. My brother and father will both have ships ready for the Nats next year and I will be building a new ship for next year to go along with the St. Paul.

Rookies should always be ready for an awesome battle and don't let the battleships scare you. Those guys are there to have fun just like you. Something else a first time rookie should remember is to start simple and you can get more complex ships as you gain experience. Good luck Rookies.

OBSERVATIONS OF THE FOUNDING FATHER

by Stan Watkins

Once again a national competition has taught some new lessons. Fluegel demonstrated that the "Y" cord (2 servos or more on a single radio channel) can work superbly.

As the 1983 National Champion Fluegel will now have credibility. Darn. All those Kraut ravings will be given the reinforcement of a superb performance. I was lucky. I was champion in 1979 and 1980 when there were few to contest it.

Fluegel really had to earn his championship. One interesting aside, the Tweedy must really be fantastic because she beat the National Championship and captain in Bismarcks home court. Ha! What do you have to say about that Fluegel? Congratulations Fluegel, you deserve the acclaim that is the just reward for your labors. Well done indeed, oh good and faithful combatant! And such performance from the nearly best of scale ship. Thats quality!

So thats one lesson to learn; don't get careless around Tirpitz or Bismarck. Personally, I think the Germans would have won WW II if their navy had performed like you American Krauts have performed. But the winds of change, yes they are ablowing.

The Allies (me not included) put up a very credible performance, sinking five Axis warships and inflicting horrendous damage on Tirpitz.

Martin Schneider was surprized to learn that one Mk IX GCH scatter gun is worth five single shot guns.

For the first two sorties Martins secret weapon (single shot guns) in the Tirpitz terrorized the Allies so badly that the score was about 4 to 1 in the Allies favor.

Martin then ended the "noble experiment" by putting quick change decks back on the Tirpitz. These other decks featured his olk Mk IX guns. From this point on, the Allies never were able to dominate again.

Pump development reached a peak with the Arizona and Texas. The Texas had a total tested pumping capacity of 24 gallons per minute, but being somewhat hampered by switch systems still sank twice.

The Arizona was next with a 20 gallon per minute capacity and a switch system that seemed to perform nearly flawlessly except for the time Terry Darby blasted a short into the wiring harness. With Allies like that who needs enemies?

We learned that it is good to have a rookie division in large competition events, not because rookies are poor performers, but because they are a bit reluctant to go against the old salts.

We learned that it takes more than one escort to properly protect a convoy freighter. Also, I learned that it gets lonely when you're the only Allied ship in a sea of Krauts and your ship has had a gun barrel rammed through her hull at the waterline and is pumping for her life! And the Krauts did not stop firing at her. If my darned pumps would have failed that time the Allies would have gotten 1000 points for a ram sink. As it was all I got was one of Fluegels plastic dummy gun barrels.

Fluegel and Schneider were the star performers of the Axis fleet. I have some video from channel eight in Tulsa that shows in slow motion the blasting of the Allied convoy ship by the Bismarck. It's a beautiful testimony to Fluegels dramatically improved gunnery. Steve Milholland and Terry Darby can both attest to the effectiveness of Martin Schneiders gunnery.

The Allied star performers were Terry Darby (who I witnessed added many new portholes to the Tirpitz) and Steve Milholland. Steves shooting was also much improved but his penny pumps needed to be silver dollar pumps. Ha!

Special attention and commendations go to James Foster. He could have actually gone straight into the ranks of the experienced battlers and would have been a real asset to the Allied fleet.

Finally, Mary Hamilton was the winner of the powder puff derby when her "Z" boat punched a hole in La Donna Poindexters French cruiser. Shame on you Mary, picking on a little girl. The Tweedy will get ya for that.

The Tweedy has a little score to settle with James Fosters Pesacola class cruiser too. But I'm not so anxious to battle another Ally, especially such an effective one.

The hospitality was great. Springfield must be a crazy place, cause the whole city seemed to love R/C Warship Combat. They also humored the Combatants. Steve Milholland also did a great job with the local authorities in greasing the skids for a smooth championships. He, his dad, and Chris Lawson spent many hours working on the algae in Sequiota Lake. I think they could write a manual on how to treat a combat lake for algae. Thanks again!

Terry Darby was also a great help in the procurement of campaign ribbons and score sheets.

The points doubling error that caused the von Fluegel traveling trophy to be awarded to Martin Schneider instead of Fluegel was the only error that is regrettable. My condolences Steven, I guess you too are only human.

All in all it was great fun and I'm glad it's going to be in Springfield for 1984. The Tweedy is going for the von Fluegel traveling trophy in '84. Sic em Tweedy!

Let's Battle! Stan



"...AND ONCE EACH YEAR THESE DEFECTIVE EARTH BEINGS CONGREGATE AT THE SACRIFICIAL LAKE TO MAKE THEIR OFFERINGS."

THE BATTLE FOR SEQUIOTA LAKE

by Steven D. Milholland

All is quiet. The water is calm, Several ducks swim between the two islands that dominate the northern half of Sequiota Lake. A scene of peace and tranquility.

How very different from the same location only a few short weeks ago. Conversation, cries of challenge to do battle, and shouts of victory could be heard all around this normally peaceful city park. Radio-controlled models of cruisers and battleships could be seen churning up the water, leaving twisted wakes behind them as they maneuvered to bring their BB's either splashing harmlessly into the water or making that sharp cracking noise that can only be a penetrating hit on a balsa clad hull. The looks on a Captains face as he watches his model slowly get lower and lower in the water. Groans from the Captains on the side who had a ship go down, cries of jubilation from members of the opposing fleet.

These are just a few of the sights and sounds that were experienced at Sequiota Lake in Springfield, Missouri the week of July 10-16. It was the 1983 R/C Warship Combat Championships put on by the R/C Warship Combat Club under NAMBA sanction #83-88. Twenty one competitors and their families came from ten states for this great event. All who came had great expectations of seeing lots of battling and having a fantastic good time. I don't think anyone was disappointed.

Competitors started arriving in Springfield on Saturday, July 9th. All had arrived by Sunday evening, July 10th.

Sunday was check in and lake practice day. Almost all the competitors were on hand at Sequiota Lake renewing old friendships with battlers they may not have seen for months due to geographic seperation, and meeting new battlers they may not have met before.

Much time was spent working on ships. Everyone wanted to get at least a few minutes on the water to make sure that all systems were still operational after the trip. The middle of a battle on Monday morning is no time to find out that you have a faulty speed control or a jammed magazine on your No. 1 gun.

Old hands at combat spent a lot of time with the rookies to see that they were ready for their first taste of combat. In some cases minor overhaul of a propulsion system or a gun firing mechanism was deemed necessary to get a new ship up to combat standards.

Sunday afternoon was marked by one notable event. D.W. Fluegels model of the Bismarck opened fire accidentally (so he says) and knocked an aircraft catapult off of Chris Lawsons USS St Paul. It is generally believed by all on the Allied fleet that this was a manifestation of the "Pearl Harbor Syndrome", an affliction of Axis Captains that causes them to open fire before hostilities are officially declared.

Monday morning began with a meeting of all battlers to discuss rules and fleet assignments. Competitors were divided into Allied and Axis experienced fleets and into Allied and Axis rookie fleets. Rules were clarified for the newcomers, and the proper filling out of Battle Damage Reports was gone over for all.

A few of the rookies had never even seen an R/C Warship battle before, so it was decided to let the experienced fleets go at each other first. This would give the rookies a chance to view the type carnage that they had built a ship and

driven hundreds of miles for. It would also give a little more pit time to those who needed it.

Fleet battle #1 was a great face off between all of the old hands of R/C Combat. The Allied fleet consisted of the U.S. battleships Arizona, Alabama, and Texas under Captains Watkins, Milholland, and Poindexter, Italian battleship Giulio Cesare under Captain Darby, and heavy cruisers USS Salt Lake City and HMS Exeter under Captains Spychalski and Hamilton. These five ships carried a total of 26 Mk IX guns.

The Axis fleet was made up of the German battleships Tirpitz and Bismarck, commanded by Kapitans Schneider and Fluegel, and the heavy cruiser Admiral Hipper under command of Kapitan West. This fleet of Nazi nastiness carried a total of 15 guns. The Bismarck and Hipper carried the standard Mk IX type guns but Martin Schneiders Tirpitz carried 4 broadside firing guns of a new design. These new guns were made to fire "single shot", one BB at a time. This is a contrast to the Mk IX gun which typically fires bursts of from 3 to 6 BB's at a time.

There has been much discussion over the past few years of R/C Combat on the desirability of a single shot firing gun, with most people believing that it would be a tactical advantage to have that type of armament.

As a result, the Allied Captains were very apprehensive of this new weapon in the Axis fleet, especially when put onto a ship which had proven itself to be a very formidable opponent when armed only with standard guns.

By just looking at the numbers of firing guns it appears the Allies have a big advantage. Appearances can be deceiving. All the Allied Captains held great respect for the three Axis Captains.

James West had always captained the Graf Spee in previous events. The Graf is a ship which seems to lead a charmed life, unlike her prototype. It was sunk very few times and always seemed to do more than its share of damage to the Allies. This year James had decided to put the Graf into retirement and battle with his newest ship, the Admiral Hipper. Hoping that some of the Grafs luck in not being sunk would follow the Hipper, James elected to arm the cruiser with three Mk IX guns instead of two guns and one pump which is the most common arrangement with R/C Combat heavy cruisers.

D.W. Fluegels model of the Bismarck carried a total of six Mk IX guns. The Allied Captains were wary of this ship and captain also. The Bismarck had been plagued by mechanical problems throughout the 1982 season but over the winter Fluegel had gotten his act together and really shook up the Allied fleet at the Alabama Mud Fest in April.

The main nemesis of the Allies was seen to be the Tirpitz. During the 1982 Championships in Amarillo, Texas, the Tirpitz had literally run roughshod over the Allied fleet.

It was this one ship that had prompted the Allies to build new and/or recommission old battleships for the '83 Championships. In '82 there had been only one battleship on the Allied fleet capable of taking on the Tirpitz with any hope of just surviving the encounter. The remainder of the Allies had all been cruisers.

This year, Stan Watkins and Jeff Poindexter had recommissioned their old battleships, Arizona and Texas. Stan armed the Arizona with twelve, yes twelve, Mk IX guns, six firing off of each broadside. The inside of his hull was an electricians and plumbers nightmare.

Terry Darby had built the Italian battleship Giulio Cesare. By all rights Terry should have fought as an Axis with this ship but he refused, saying that he would not battle under Admiral Schneiders flag until he had gained some retribution for last years Championships, when his USS Astoria had sunk three times at the hands of the Axis fleet.

Rounding up the Allied Battle Line was Steve Milhollands USS Alabama with much improved firepower and (hopefully) pumping capacity over the previous year.

The first sortie of the day started with all of the ships previously mentioned, with the exception of the Texas, which needed a little more pit time. Right off, at the announcement of hostilities, the nearest thing to a battle line ever seen in R/C Combat history made a sweep against the Tirpitz. Meeting her head on, the Arizona, Cesare, and Alabama made a line astern sweep down the Tirpitz' starboard side. Each of the Allied ships managed to get a few BB's off at her. After this somewhat coordinated pass the battle line broke apart into individual skirmishes.

The two Allied cruisers were converging on the Admiral Hipper, the Arizona broke off to engage

the Bismarck, and the Cesare and Alabama started harraying the Tirpitz.

The action was fast and heavy. Ships were weaving and dodging in every direction. The spurt-ing of Mk IX mini guns was a constant thing. R/C Combat rookies looked on with amazed expressions on their faces as holes seemed magically to appear in the hulls of the battling vessels. The thought must have been going thru their minds, "did I really spend all that time and money on a model only to let THIS happen to it?" But battling is the name of the game, and the damage done is never that severe anyway.

After a while the ships started to run out of ammunition and the sortie slowly wound down. After all the ships had waited out their five minute holding period and been recovered, it was time to assess damage and reload for the next sortie.

Even with the long odds against them the Axis fleet had come out ahead on points in the first sortie, 855 to 570. The Allies were not discouraged though. There were still two sorties to go in this battle. Also the single shot firing guns of the Tirpitz had turned out not to be the terror everyone had envisioned. They very reliably fired one BB at a time, but due to the very nature of the firing mechanism they fired at a much slower rate than the standard Mk IX gun.

Terry Darby had quickly realized this and had deliberately passed broadside to broadside several times with the Tirpitz. In the past this would have been called suicidal behavior but now the Mk IX's were an advantage, letting the Cesare fire several multi BB salvos to the Tirpitz one BB shots in the time it takes to make a pass.

Terry had managed to put 13 holes in the Tirpitz, one on the waterline. This was something almost unheard of.



The Giulio Cesare (front) exchanges broadsides with DKM Tirpitz.

The second sortie of the battle had a slightly different Allied fleet. The Salt Lake City had dropped out of the battle due to battle damage, but was being replaced by the USS Texas.

At the start of the sortie, the Texas and Arizona both went after the Bismarck. The various maneuvers used by the ships to bring guns to bear was interesting, as the Bismarck had guns pointing in four directions, and the American ships had only broadside firing guns.

The Exeter and Alabama were concentrating on the sole Axis cruiser, the Hipper. Both Dan and Steve had scores to settle with James West. The Graf Spee had put a few holes in the Exeter last Spring, and had sent the Alabama to the bottom twice in previous Championships.

They were not a very coordinated team but they did manage to maneuver the Hipper so that several salvos from the Alabamas double broadside guns could be seen to hit. Shortly the Hipper began settling by the bow. James called for his "Five Minute Rule" but as the Hipper was being constantly harassed, he could not leave his ship sitting still, and movement through the water accelerated the flooding. The Hipper finally went down with about a minute of time left before he would have been declared safe. First blood to the Allies!

Once again the Cesare had gone after the Tirpitz. Terry Darby was really enjoying the ability to shoot up the Tirpitz with relative impunity. It looked like so much fun that Steve took the Alabama over to help after the Hipper action.

Make no mistake, Martin Schneider made good use of his experience and skill but his single shot guns were just not up to snuff in the rate of fire department. Everyone watching could tell that the Tirpitz was getting the short end of this battle. Numerous holes could be seen in the starboard side of her hull and her pumps were working intermittently.

At one point the Tirpitz must have been out of ammo and started running up the lake away

from the action. At that time, the dream of all the Allied Captains present took place. The Cesare gave chase to the German and called upon the Alabama to assist. Running line abreast at full throttle these fastest of the Allied fleet closed on the Tirpitz. The Cesare went wide to pass the Tirpitz port side and the Alabama spread right to catch his starboard side.

Stan Watkins and other Allies were shouting cries of encouragement and to "plaster the grubby kraut".

The Tirpitz was trapped. If he kept going ahead he would be caught on both sides. If he turned either direction he would expose his broadside to the bow guns of both Allied battleships.

Martin finally threw the Tirpitz into reverse in an attempt to back quickly between the two Allies, thus exposing himself the least time possible. The Cesare and Alabama, seeing this, also hit reverse to prolong the time.

As the Alabamas portside firing guns came into line on the Tirpitz' hull Steve hit both fire controls. Wouldn't you know it, all that could be heard was the hiss of escaping freon that signals empty magazines. Total frustration. A beautiful setup was wasted. The Cesares starboard gun did fire however, and at least two hits were seen to connect.

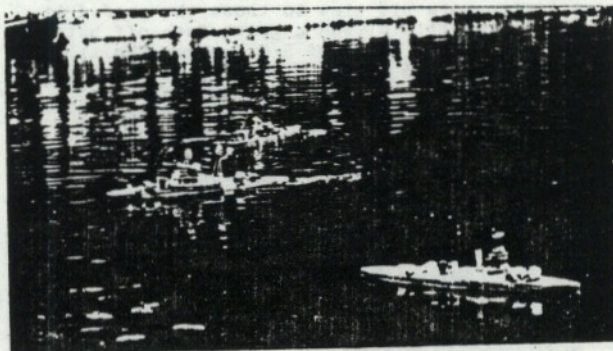
At the end of sortie two, the Allies were unquestionably ahead.

The Axis ships had managed to put 770 points on the Allied fleet. The Arizona and Alabama suffering most, with 200 points damage each.

The sinking of the Hipper had netted the Allies 875 points. The Texas and Arizona had managed to put only 100 points on the Bismarck. I guess Fluegel was getting good at dodging BB's.

The big item for rejoicing by the Allies was the Tirpitz. Six hits in the superstructure and 38 hits in the hull, 3 of which were on and 2 of which were below the waterline. This alone netted the Allies a cool 1040 points.

Loud cheers! Terry Darby was the hero of the Allied fleet.



From back to front, Bismarck, Arizona, & Texas in fleet battle #1. The Arizona can be seen listing to port, her afterdeck almost awash.

still afloat.

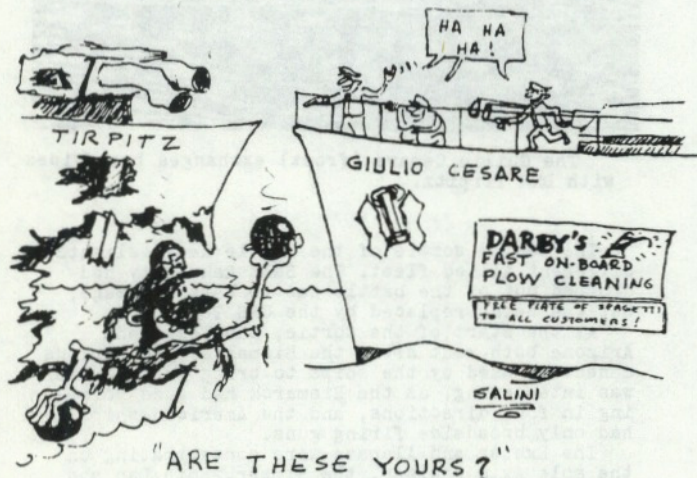
Inspection revealed that a BB from the Cesare had jammed itself between two exposed electrical contacts in the pump wiring, causing a direct power short. The wiring for the Arizonas entire pump system was a mess of blackened spaghetti.

While all this was happening, the Bismarck and Tirpitz were doing considerable damage to the remaining Allies. No longer could they make passes against the Tirpitz and expect to come out ahead on holes given versus holes received.

At the end of sortie three and the end of fleet battle #1 the Allies had put 190 points on the Bismarck and only 90 on the Tirpitz. On the other hand the Axis had hit the Texas for 20, Exeter for 20, Arizona for 215, Cesare for 210 and Alabama for 360. Quite a come down from sortie #2.

When all was added together however, the Allied fleet was victorious, with 2825 points against the Axis 2450 points.

Three cheers! This was the first Allied fleet victory at a Championships since 1980.



"Old Salt" Stan Watkins quickly locates an electrical problem.



Now it was time for the R/C Combat rookies to get their feet wet (pun intended).

Fleet battle #2 was kind of a confusing mess. Rather than deviding between Allied and Axis, it was more a matter of trying to devise somewhat equally between what ships were ready to float at the appointed time. Some ships even alternated between sides on different sorties.

Sortie #1 saw rookies Chris Lawsons USS St. Paul and Dale Beavers HMS Hood against James Fosters ITS Austin (a fictitious name attached to a Pensacola class heavy cruiser), John Jass' HMS Rodney, and Dave Garretts Guiseppe Garibaldi.

The action was not quite as furious as the experienced battle but some holes were exchanged. The Garibaldi took a hit below the waterline which was serious enough that Dave Garrett elected to take a 250 point penalty and withdraw from the battle rather than go back out in sortie #2. The only other damage was to the Hood which took four hits in the hull.

Sortie #2 saw the St. Paul and Austin against two newer rookies, Dave Schleivert and his IJN Aoba, and Dave Oswalds New Orleans class Cruiser flying a Japanese flag. Dave Oswald was not a pure rookie having fought Fluegel at his home a couple of years ago, but this was his first ever fleet action.

In this sortie the St. Paul and Austin put six hull hits and two superstructure hits in the Aoba and escaped without return damage. Dave Oswalds ship was also undamaged.

The last sortie of this battle was the St. Paul and Rodney versus the Austin.

Happy times were not to last however. Martin Schneider had shrewdly designed his new guns so that they could be quickly switched out with his old Mk IX guns on removable deck panels. Switch that he now did. In the last sortie of the battle the Allies had to fight hard for every point.

Sortie three had another of those "Fortunes of War" incidents. In a moment of misidentification, Terry Darby fired his guns at and hit the Arizona, his fleet mate. This normally would just mean another few holes added to the Axis score. Moments later however, the Arizona started putting out genuine real live smoke from her stack. This was not a planned effect. It was evident that some kind of electrical problem was going on inside her hull.

Stan immediately called for his "Five Minute Rule". It rapidly became obvious that the problem was somewhere in his pump wiring. He had taken some hull damage in the previous sorties but his pumps had kept him out of danger of sinking. Now he was slowly taking on water and his pumps were not operating.

Stan tried to keep his ship motionless but attacks by the Bismarck would not allow it. Other Allied vessels were doing their best to keep Fluegel distracted from the ailing ship. Finally, with what looked like only seconds to go before the bow deck would be awash, Stans five minutes were over. The Arizona was recovered



Fleet battle #2, rookie battleships HMS Hood and HMS Rodney battle for survival.

The Rodney came through untouched but the St. Paul had four hull hits. They in return put two hull hits and six superstructure hits on the Austin. It was a confusing mess trying to score this battle, but the official results are, Allies 610, Axis 95.

Fleet battle #3 was again an experienced battle. The Allies fielded the Alabama, Cesare, Texas, and Austin against the Axis Tirpitz, Bismarck, Hipper, and Yamato. There were two comparative rookies here, the Austin and the Yamato under Dennis Murphy.

During this battle the Allies did not fare nearly as well as they had earlier. The shooting of the Tirpitz and Bismarck was awesome.

In sortie #1 the Allies scored 295 points on the Axis, 205 of that was on the Yamato. The Axis got the good guys for 460 points.

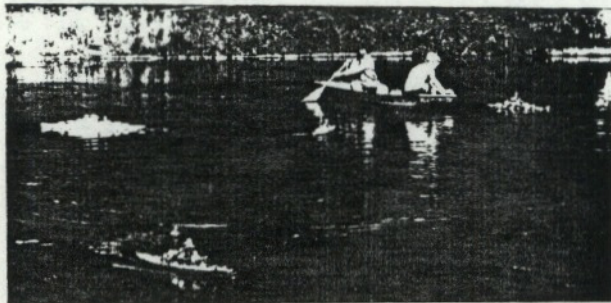
Sortie #2 is where the Allies were hurt. The Austin went dead in the water and the Bismarck took advantage of the situation. Fluegel shot 16 holes into the Austins hull and 20 holes in its superstructure. Efforts by other Allies to distract the German ships aim were fruitless. This damage put the Austin out of the battle. James withdrew, adding 250 extra points to the Axis score.

The Cesare and Alabama were also in trouble. The Cesare had two large gaping holes in the hull just above the waterline. The Alabamas batteries were getting low. The three remaining Allied Captains decided that a defensive holding action was their best course.

At the beginning of sortie #3 the Texas, Alabama, and Cesare all headed for the opposite side of the lake in order to make shots harder for the enemy ships. Disaster immediately struck. The Texas gets stuck fast in a patch of floating algae halfway across the lake. Disaster times two. The Alabama goes dead in the water from a drained receiver battery. This leaves the wounded Cesare to defend itself and the two immobilized ships from the Bismarck, Tirpitz, and Hipper (the Yamato had withdrawn after sortie #2).

Since she could still fire her guns, the Texas escaped serious damage. The helpless Alabama drew the most attention, absorbing 15 hits in the hull before her five minutes were up. The Cesare had some luck though, the Tirpitz, in its eagerness to shoot up the stranded ships, also became bogged in the algae. Terry managed to put 15 holes in her with the Cesares guns.

The Hipper at this time was having some kind of mechanical problems and was out of the action. The Bismarck on the other hand was chasing the Cesare and managed to get Terry for another dozen hull hits before the end of sortie #3. Results, Allies 1120, Axis 2600.



Aftermath, fleet battle #3. Jeff Poindexter, with paddle, maneuvers the recovery boat to pick up the stranded Alabama. The Tirpitz (at left) and Cesare (center) are also stuck in algae. The Bismarck is in the foreground.

Tuesdays battling started with Convoy action. This was a big disappointment for everyone, as much was expected of convoy before the contest.

The Axis had come prepared with two full fledged convoy vessels while the Allies had been preoccupied with their battleships and had only prepared one old discarded cruiser to be used as a convoy vessel.

As you can probably guess, the Axis won this event also. The Allies put 400 points damage on one of the Axis merchant ships but the Texas and Arizona were hard pressed to protect their convoy ship from the Bismarck and Tirpitz.

The Allied convoy ship was sunk with nine holes above and four below the waterline and 15 hits in the superstructure. This gave the Axis 2310 points. In addition they put another 610 points damage on the covering battleships.

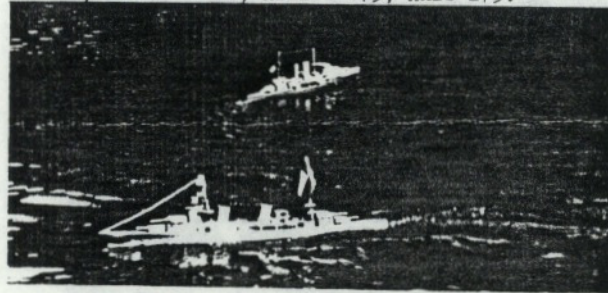
It is hoped that next year convoy will be an event everyone prepares for just as much as fleet battles.

Fleet battle #4 was a rookie event, and all Allied ships at that. Fighting for the Allies honor was the Rodney under John Jass, and the Hood under Dale Beaver. Flying the Axis flag for this battle were the Austin of James Foster and the St. Paul under Chris Lawson.

Sortie #1 ended with the Allies at 55 points, Axis 105 points. After sortie #1 the Hood dropped out and was replaced by another British ship, the Exeter under Dan Hamilton.

During sortie #2 James Foster perfected a maneuver known as "Crossing the Rod". The Rodney had two firing guns, one off each side, with no bow gun. Normally, cutting across the bow of an opposing ship means a string of holes along your hull, but since the Rodney had no bow armament, James took advantage of this. More than once he cut directly across the Rod's bow and let her have it in the side with his aft gun as she crossed his stern.

At the end of sortie #2 the Axis were ahead again, 170 to 120. This was only a two sortie battle, total score, Allies 175, Axis 275.



ITS Austin (front) and HMS Exeter.

Fleet battle #5 was put together as a two sortie cruiser battle. The cruiser Captains were feeling somewhat intimidated by the awesome gun-power of the battleships and decided to get up a battle of their own.

The Allies were the Austin and the Astoria, Terry Darbys veteran of Salvage Island. The Axis fleet was the Hipper and Martin Schneiders DKM Lutzow.

This was a very exciting battle. The small, fast ships maneuvered for position against each other without fear of the broadside guns which was so often their undoing when battleships were afloat.

Midway through sortie #1 the Hipper ran into trouble, her props fouled by weeds. James West called for "Five Minute Out Of Control" rule, which means he could still return fire if the opportunity arose. The Astoria and Austin were quick to take advantage of this situation. The Lutzow did its best to protect his fleet mate, but could not hold off both the determined ships. Shortly before his five minutes were up, the Hipper went down bow first. The Allies were jubilant once more. It seems that the good luck of the Graf Spee was not carrying over to the Admiral Hipper.

At the end of sortie #1 it was Allies 820, Axis 65.

Since the Austin had to drop out due to mechanical difficulty, sortie #2 was the Astoria versus the Lutzow. This was a very even match between two experienced Captains with two veteran cruisers. The action was tough until the Astoria lost her speed control. Martin took his time in shooting up the Astoria, and managed to put 11 holes in the hull of the Astoria. End of battle results, Allies 940, Axis 315.

Fleet battle #6 was a battle between the Arizona and Alabama on the good side and the Bismarck and Mikawa (a fictitious Japanese name applied to Dave Oswalds USS New Orleans) on the bad guys.

This battle is where Fluegel and his Bismarck really start to shine, for the gunnery of his ship was simply awesome.

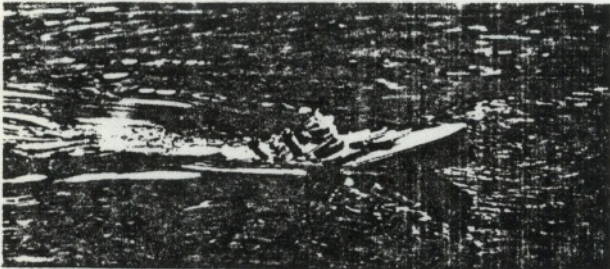
In the first sortie the Arizona stuck to the Bismarck while the Alabama went for the cruiser.

Sometime during this sortie the Mikawa became trapped against the shore by the 'Bama and suffered the consequences. The big ship cruised by and cut loose with both port firing guns, just about taking off the Mikawas superstructure. At the end of the sortie the cruiser had 19 holes in the upper works.

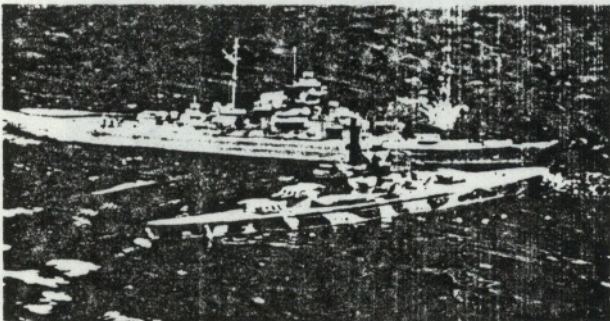
Meanwhile, the Bismarck and Arizona were hard at it, slugging each other. Steve made a big mistake when he took the Alabama over to help. The Bismarck let the Alabama have it. The 'Bama ended sortie #1 with 24 holes in her hull, 5 of which were on and 1 below the waterline. Come on pumps, do your stuff!

The Arizona came through with only a few holes and did manage to get the Bismarck for 14 hull and upperworks hits for 250 points.

In sortie #2 the hapless Mikawa paid the price for getting herself involved in a battleship melee. Early on she took two hits in the hull and after a minute or two went down stern first, the Rising Sun flag still flying. The Arizona and Alabama could now concentrate on the German with two to one odds. We had him right where he wanted us.



David Oswalds IJN Mikawa takes the plunge.



USS Alabama (front) and DKM Bismarck pass broadsides. Note the BB splash from Bismarcks port gun. Fluegel's great sense of direction saved the 'Bama some holes. Also note water being pumped from the Alabama's hull forward.

In exchange for 2 hull hits, the Bismarck put 6 hits on the Alabama and 9 more on the Arizona.

Total score, Allies 905, Axis 1355. Even after sinking half the Axis fleet, the Allies still lost by 450 points.

Up till now only fleet engagements have been covered, but there were a few one on one battles that took place on Monday and Tuesday.

On Monday, Chris Lawsons St Paul and James Wests Hipper went at each other. The St Paul was ahead 40 to 20 at the end of sortie #1, but the Hipper won the battle in sortie #2 with a score of 45 to 20.

The St Paul was in another individual challenge on Tuesday against the Yamato of Dennis Murphy. This time the rookie cruiser prevailed, beating the gigantic Jap battleship 50 to 30.

Tuesday also saw two old veterans, combat rivals, and brothers in law go for each others blood. Fluegel's Bismarck versus Jeff Poindexters USS Texas. This can only be described as a massacre. Neither captain filled out a damage report at the end of sortie #1, but at the end of sortie #2 the Bismarck was afloat, the Texas was a fish motel.

There were seven holes in the Bismarck, two of which were below the waterline, this made the Bismarcks pumps send an occasional squirt of water into the air. The Texas however, had 44 holes in hull and superstructure.

It seems that for some reason the super volume pumps in the Texas had not turned on when they were supposed to.

Another problem encountered by the Texas (also the Arizona) was a bad listing problem. When taking on water it listed, making the broadside guns ineffective. One sides guns pointed into the air, the other down into the water.

Wednesday the 13th was for R & R. Not for rest and relaxation, but for rebuild and repair. The workshop room at Oak Grove Community Center was crowded to capacity with busy modelers all day long.

After two full days of battling most of the ships looked like sieves, most notably the battleships. Temporary shore side patches were pulled off and replaced by permanent repairs, all manner of mechanical problems encountered earlier were investigated and remedied, and lights were installed on the ships that did not have them. This last was for night battle which was scheduled for 9:30 Wednesday night.

Wednesday also saw a few changes in faces. David Oswald and Dennis Murphy had to leave Wednesday morning and return home to Lexington, Ky. Dan Dees flew into Springfield from his home in Portland, Oregon. His ship the USS Colorado, had been sent ahead by bus, both arrived safely.

Another ship was readying for its combat debut on Wednesday. Joseph Salini had shown up on Sunday with his model of the Conte de Cavour, an Italian battleship. This model was basically an empty hull though, no motors, no speed control, no pump, no guns. Joe spent all day and all night from Sunday to Wednesday building the



ship. Finally, on Wednesday evening, he was ready to do battle, with two guns and one pump.

Night battle was, at first glance, going to be another one sided affair. Six ships to three in favor of the Allies. Practically the entire experienced fleets were on the water, most of the rookies had wisely elected to just spectate.

The Allies put out the Colorado, Arizona, Alabama, Texas, Cesare and Exeter. The Axis had only the Bismarck, Tirpitz, and Hipper, which turned out to be quite enough.

This night battle was not as confusing as had been the night action one year earlier in Amarillo. It had been pitch black, you could not see your hand in front of your face. The lights of the ships on the water had been the only thing you could see. Knowing the patterns of lights carried by the ships was your only hope of being able to tell friend from foe.

Springfield was different, there was a large pole light about twenty yards from the north end of the lake, about sixty yards from the launch and battling area. As flashlights were doused and ships were launched, eyes became accustomed to the darkness. The distant glow of the pole light was enough to dimly see shapes of ships, even when they had their lights off. It was not enough however, to identify ships by.

As the ships were launched patterns of red and green running lights and white beams from spot lights could be seen over the surface of the lake.

At the announcement that battle had commenced most Captains cut off running lights and search lights in order to approach the enemy under cover of darkness. Every few seconds a set of red and green running lights would flicker on, then off as a captain wished to verify his own ships location, speed and heading.

There is a real risk of collision in this type of battling, but that just adds to the excitement. Night battle is definitely not for the faint hearted.

Two dim shapes could be seen approaching one another. One set of searchlight beams comes on, illuminating the other ship. Quick! Is it a friend or enemy? It's an enemy vessel. FIRE!

The sound of Mk IX guns can be heard firing. The sound of BBs hitting balsa is also heard, but who shot who? It is difficult to say.

Many such exchanges took place over the next fifteen minutes. Sometimes a misidentification resulted in fleet mates shooting at one another.

At the end of sortie #1 all of the Allied battleships had damage, the lone Allied cruiser, Exeter, had come through unscathed. All of the Axis vessels had taken damage, but not nearly as badly as the Allies. Exact points figures are unknown because everyone had decided to postpone scoring until the end of the battle when ships were back under good lights in the workshop.

Sortie #2 started with an addition to the Axis fleet, the Conte de Cavour. The Colorado had also dropped out of the Allies due to radio problems. Now it was five to four.

During this sortie Terry Darby upheld his tradition started at the '82 Championships in Amarillo when the Astoria became the first ship ever to be sunk in night action. After taking more damage, the lights of the Cesare could be seen dropping to the bottom of Sequiota Lake.

At the end of sortie #2 and of night action, all the Allied battleships had taken more damage. Again the Exeter came through untouched. The Axis also suffered but came out the undisputed victors. Even without the 500 points netted for sinking the Cesare they still would have won. Score, Axis 1930, Allies 930.

Thursday was scheduled as a day of fleet action, and action there was plenty. Five separate fleet battles as a matter of fact.

Fleet battle #7 was an experienced battle. The Allies put out the Texas, Alabama, Arizona, and Astoria. Terry Darby had run into mechanical difficulties with the Cesare, so he decided to go out with his cruiser. This was a "Butterflies in Stomach" decision considering how badly cruisers had been faring against the battleships all week. Fortunately, there were two cruisers in the Axis fleet for this battle, the Hipper and Garibaldi. Rounding up the Axis team were the two main nemesis to the Allies, Tirpitz and Bismarck.

This was one of the hardest fought battles of the week. Over half the 4980 points posted during this battle were scored during the first sortie. Both sides suffered heavily. The Hipper continued to run afoul of Allied BBs. She took 22 hits in the port side of her hull. This sent her to the bottom post haste. The Tirpitz also suffered, taking 13 hull and 11 superstructure holes. The Bismarck and Garibaldi came off relatively light on damage.

On the Allies side the Texas and Alabama took the most punishment, receiving 24 and 13 hull hits respectively.

Due to the sinking of the Hipper, the Allies were ahead at the end of sortie #1, 1740 to 1025.

Sortie #2 began with the Alabama in big trouble. Two small holes below her waterline and one large hole just above the line were letting in a lot of water. Fortunately the pumps seemed to be handling it. Then, without warning, about five minutes into the sortie, disaster! The pumps stopped. A minute or so later the 'Bama slid beneath the surface. This brought the Axis up about even with the Allies on points.

Sortie #3 is where the Allies really lost it. The Arizona went dead in the water. Before her five minutes were over she had become home for 31 Axis BBs, all through the hull.

Results of battle #7, Axis 2725, Allies 2255.

Fleet battle #8 was mainly rookies, the Rodney and Salt Lake City versus the St Paul and Austin. These last two were flying the Axis flag.

During sortie #1 the Axis were penalized 500 points when the St Paul accidentally rammed and sank the Salt Lake City. The St Paul dropped out at the end of sortie #1 due to radio problems.

Sortie #2 was rather one sided. James Fosters Austin really plastered the Rodneys starboard side. Twenty hull hits, three of which were on and three below the waterline. This with 10 hits in the superstructure netted 730 points for the Axis. Ending score, Axis 429, Allies 370.

Fleet battle #9 was another cruiser battle. The Exeter and Astoria against the Hipper and Lutzow.

In sortie #1 the Lutzows stern gun opened a hole in the Exeters port side amidships and sent her to the bottom stern first.

In Sortie #2 the Astoria managed to hold her own against the two German cruisers. Totals, Axis 760, Allies 290.

Fleet battle #10 saw the Rodney and Colorado against the Conte de Cavour, Garibaldi, and Austin.

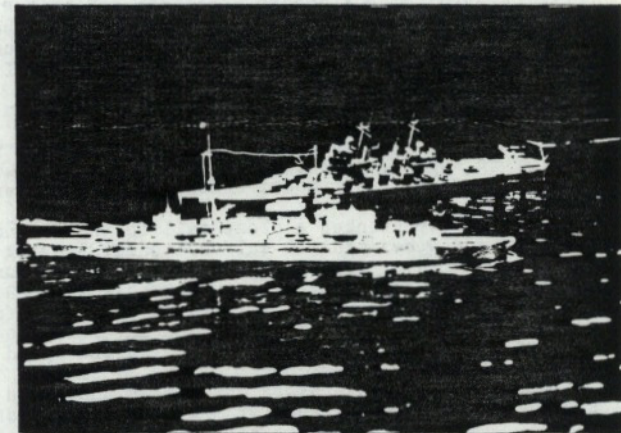
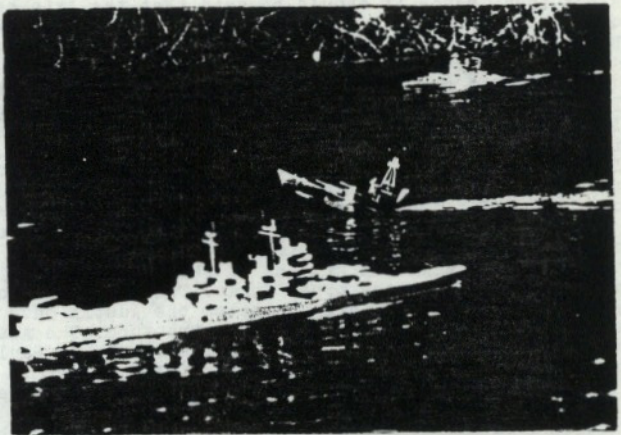
During sortie #1 the Cavour took four hits below her waterline. Her pump kept her afloat but Joe Salini decided to withdraw from the battle rather than chance another sortie.

In sortie #2 Dave Garrett called for his "five minute rule" right at the start of combat because the Garibaldi's guns refused to operate. This left the Austin alone against the two Allied battleships. She fought back gamely, scoring 180 points on them but receiving 110 in the bargain. Battle #10 results, Allies 595, Axis 485.

Battle #11 was a meeting between the real old timers of R/C Combat. Watkins and Poindexter with their Arizona and Texas versus Schneider and Fluegel with the Tirpitz and Bismarck. These four Captains, along with one other were the only competitors at the 1980 Championships in Amarillo. R/C Combat has come a long way

(cont. next page)

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Top photo; Fleet battle #8, USS Salt Lake City sinks due to ramming. The St. Paul is in the foreground and the Rodney in the background.

Second photo; Brian Spychalski recovers his ship.

Third photo; Individual challenge, DKM Admiral Hipper (front) and USS St. Paul.

Bottom photo; David Schlievert and Bryan Spychalski raise the sunken IJN Aoba.

since then. Maybe it should be said that the Axis have come a long way since then. They won this one sortie battle with a score of 670 to 80. 154

There were three one on one battles on Thursday. The Austin fought and sank Dave Schlieverts model of the IJN Aoba. Dave had a very tight deck seal on this ship. It went down very slowly and practically level, resembling a submerging submarine more than a sinking ship. It settled so slowly that Dave was able to jump into the water, wade to the spot where it went under, and catch it before it hit the bottom. Austin 865, Aoba 0.

The Austin also fought the St Paul. Both ships were scoreless in the first sortie, but came back strong in the second. The Austin hit the St Paul twice in the hull and seven times in the upper works. The St Pauls shooting was also a little high, hitting the Austin once in the hull and 13 times in the superstructure. The Austin won 105 to 85 due to one of the holes in the St Paul being a high point hit on the waterline.

Late in the day, the Alabama challenged the Conte de Cavour. The Cavour's captain agreed to the challenge on the condition that the Alabama only use two guns, thus making her equal to the Cavour in firepower. Steve accepted the conditions and pinned the barrels of four guns, leaving the Alabama with one bow and one port-side gun. The rookie battleship put up a good fight but was outgunned by the more experienced ship. Score, Alabama 300, Conte de Cavour 65.

Friday was originally scheduled to be all fleet battle and convoy, but after four days of hard battling most of the Captains felt that they would rather devote the day to individual challenges. A show of hands vote settled the issue.

There was one fleet battle about midday between the Alabama and Rodney on one side and the Astoria and Austin on the other.

This battle was a real comedy of errors, especially if you think ram situation are funny. There were a total of nine non damaging rams recorded on the battle reports for this battle.

The Alabama chased the Astoria for most of sortie #1, using quite a lot of BBs in the pursuit. Close to the end of the sortie Captain Darty pulled the Astoria next to the shore and stopped. When asked why he was not running, he said, "The Alabamas magazines are empty".

One thing he forgot to do was check with the Alabamas Captain first. When pieces of the Astoria's superstructure started flying into the water he said, "Nope, I guess he isn't empty."

In the chase following, the Astoria could be seen pumping water but safely finished the sortie.

The Astoria and Austin gained reinforcements in the second sortie when 12 year old Ladonna Poindexter made her combat debut with her model of the French cruiser Algeria.

The Alabama experienced a close call in the second sortie when her speed control malfunctioned, leaving her dead in the water for about half a minute. Fortunately the Astoria and Austin were busy chasing the Rodney and did not notice her disability until just before Steve regained control. The problem was later diagnosed as foreign material under the wiper arm on the speed control.

The Astoria also had a close shave when she could be seen settling in the water and her R/C operated switch refused to activate her pump. Everyone was anticipating a sink when Terry finally managed to get the pump to come on. The Astoria quickly rose up higher in the water as the pump did its work.

The Rodney managed to exact a little toll from the Austin and Algeria during this sortie when they failed to show proper respect for her broadside guns.

Score, battleships 460, cruisers 280.

There were nine separate individual challenges on Friday. The Hipper and St Paul went at each other one more time. The Hipper came out ahead 150 to 70.

The two old Allies from Amarillo, Stan Watkins and Jeff Poindexter, had their ships turned into imitations of shotgun targets in battles against their two old adversaries, Fluegel and Schneider.

The Tirpitz sank the Texas by putting 29 holes in her hull and 6 in her upper works. Tirpitz 1090, Texas 150.

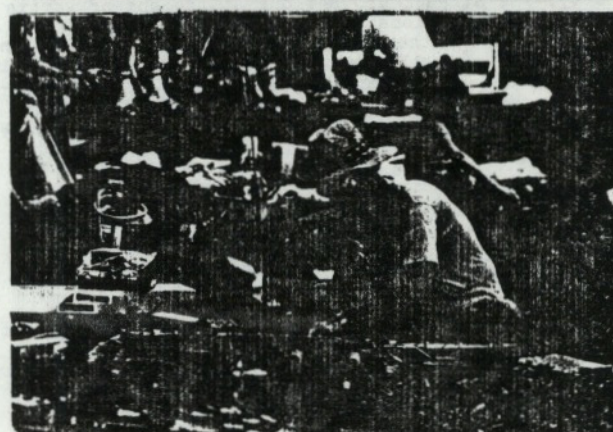
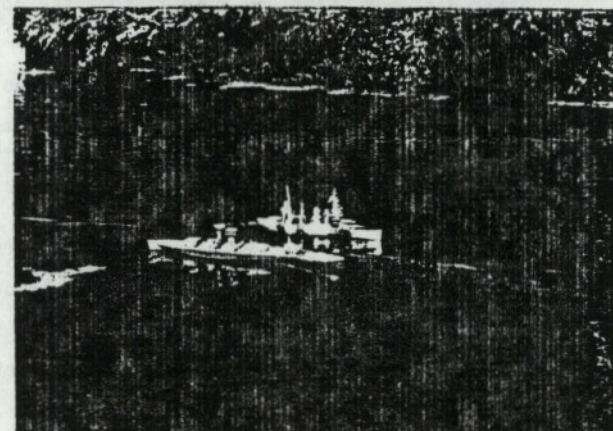
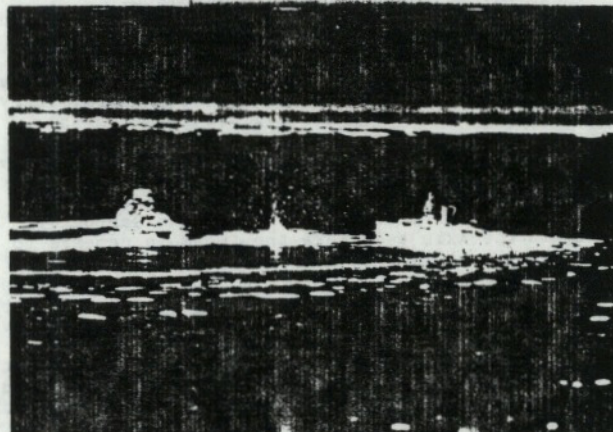
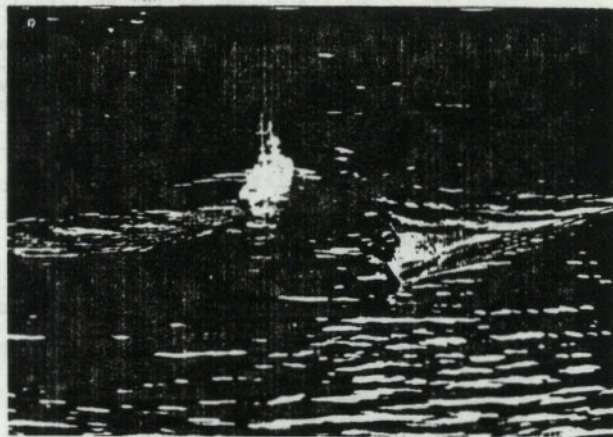
In one battle between the Arizona and Bismarck the Arizona lost 860 to 100. As if this wasn't enough, they battled again, this time the Arizona lost 850 to 255.

The gunnery of these two German battleships was simply phenomenal.

The Astoria and Austin fought a two sortie battle in which the Astoria shot No. 3 turret clean off the Austin. James Foster was becoming a very good Captain at this stage however, and retaliated in kind. The Astoria did not escape damage. Austin 140, Astoria 190.

The Hipper and Exeter had a two sortie battle. Both James and Dan were shooting a little high. Only two of the shots from the Hipper connecting with the British cruisers hull. All remaining holes were in the upper works of the two vessels. Hipper 90, Exeter 45.

The first ever Powder Puff battle between Ladonna Poindexter's Algeria and Mary Hamilton's German Z-38 destroyer took place that day. Mary and her destroyer won with a single hit on the Algerias hull, 20 to 0.



Top; DKM Admiral Hipper cruises by the sinking HMS Exeter during fleet battle #9.

Second photo; A salvo of BBs makes froth of the water between DKM Tirpitz and USS Texas.

Third photo; DKM Lutzow and USS Astoria (back) pass each other. With two cruisers there is no fear of the deadly broadside guns that give battleships such an edge.

Bottom photo; Life in the pits. James Foster prepares the Austin for her next sortie.

The Colorado and Bismarck had a one sortie battle. Fluegel again showed his excellent gunnery skills, shooting 12 holes into the Colorado. Dan managed to put only 3 in the Bismarck. There was a dual fault ram in this battle in which both captains were penalized 20 points. Results, Bismarck 145, Colorado -5.

The last recorded battle of the day and of the 1983 Championships was between the terrible Tirpitz and the Alabama. This was probably the quickest one sortie battle on record. For the first three minutes the ships circled, exchanging salvos. Then, the Alabama made a 180 degree turn to meet the Tirpitz broadside to broadside. As she crossed over her own wake she started pitching, her bow rising and falling in the small waves. At this very moment the Tirpitz passed by starboard to starboard and both ships fired. The fate of the 'Bama was sealed at that moment, for the broadside salvo from the Tirpitz had caught the ship with her bow out of the water, about an inch of red showing. Four enormous holes opened in the Alabamas hull below the waterline.

Almost immediately all three of the ships operating pumps came on, a sure indication of big trouble. Captain Milholland knew his ship was a goner, and turned about to make one final death charge against his adversary. The ships passed port to port and exchanged BBs. Seconds later the Alabama sank bow first, her props and rudders stuck straight up as she went down.

Later study of the videotape taken of this battle revealed that the Alabama remained afloat only 47 seconds after that fateful pass. Good shooting Martin.

Sixteen holes in the 'Bama combined with a combat sink gave the Tirpitz a clean victory. The Alabama drew blood from the German however, the Tirpitz had 14 holes in hull and superstructure. Score, Tirpitz 1155, Alabama 235.

The greatest R/C Warship Combat event ever was officially over at 4:00 PM, July 15th, 1983.

The award noone wants, yet cherishes the most (?) after getting it is the Purple Sinker, a purple ribbon with a lead fishing sinker dangling from the bottom. It is given to anyone who suffers a sink due to combat damage. James West had the biggest Purple Sinker, with three danglers, one for each time his ship went down during the week. Other recipients were, Dave Schlievert, David Oswald, Terry Darby, Jeff Poindexter, Dan Hamilton, and Steven Milholland.

Many thanks must go to the sponsors of the 1983 R/C Warship Combat Championships.

Ace R/C Inc., Hull Busters, The International Naval Research Organization, Model Warship Products, Repla Tech Intl., R/C Modeler Magazine, Satellite City, Taubman Plans Service, Vantec, and Wallace Hobbies all donated cash and/or prizes.

The most sought after prizes were donated by Futaba Corp., who sent a two channel radio, 32nd Parallel, who sent one of their fabulous German Schnellboote kits, and the Naval Institute Press, who sent two books on U S Destroyers and U S Aircraft Carriers.

After the banquet, awards, and prizes, all competitors adjourned to Oak Grove Community Center for the annual rules voting. There was much debate, proposals, and counter proposals before the voting was completed. Twenty-two changes and/or new rules were added to the list for the 1984 season.

The most notable rule change was a marked disarmament of the capital ships. Battleships and battle-cruisers had become so devastating with their firepower this year that even very experienced cruiser captains were reluctant to set sail when enemy capital ships were afloat. Strangely enough, it was the capital ship captains themselves who first proposed the disarmament, and then hammered out a compromise which was acceptable to capital ship and non capital ship captains alike.

For details of this change and others, see the updated "Rules of R/C Warship Combat".

Another decision reached at this meeting was the location of next years biggest event. Due to the lake, accomodations, cooperation of the city, and central location, it was almost a unanimous decision to have the '84 Championships in Springfield, Missouri. Terry Darby will be the contest director and Steven Milholland will be the host.

At the end of the meeting there were many good-byes and shaking of hands as competitors made ready to return home. A few left right then, some would leave first thing Saturday morning, others would stay over for an extra day before starting their trips home. No matter where or when they were going, all had one thing in common, memories of the biggest, most eventful R/C Warship Combat event ever.

Yes, Sequiota Lake is now calm, undisturbed by the sounds of battle,.....but not for long.....



"... AND HERE IS THE CONTEST DIRECTOR TRYING TO GET A CLOSE-UP PHOTO OF HIS "USS ALABAMA".



"CAN YOU SEND A TOW TRUCK? I'M AT SEQUIOTA PARK RIGHT NEXT TO THE LAKE".

MANY THANKS

- I would like to express appreciation to some people who helped make the '83 Championships what it was.
- To Chris Lawson and Julius Milholland, who spent several long, hot, tiring Saturdays scraping weeds and algae out of the lake in Sequiota Park.
- To Jim DiGiovanni and Dan Kinney of the Springfield Park Board who not only gave approval but went out of their way to make sure we had a lake and workshop space.
- To Terry Darby, Jeff Poindexter, Joe Salini, and Dan Dees who stayed up till 4:00 AM Friday morning figuring scores.
- Without the help of the following gentlemen we literally would not have had a contest site.
- To George K. Hansen of Applied Biochemists, Inc. who supplied us with the proper aquatic herbicides to clean up the lake.
- Very Special Thanks to Dave Pitts of the Missouri Conservation Department who donated his time and expertise to help rid Sequiota Lake of the weeds and algae that choked the waters surface from shore to shore only two weeks prior to the contest.

Thanks, Steve

The only scheduled event remaining was the banquet and rules meeting.

The banquet was highlighted by the awarding of trophies, campaign ribbons, purple sinkers, and the drawing for prizes donated by this years sponsors.

The trophy for High Point Rookie went to James Foster with combined fleet/individual score of 2726 points.

The trophy for Best Scale Appearance was a voted award. Dan Dees USS Colorado won by one vote over D W Fluegels DKM Bismarck. Both are very beautiful models.

High Sortie Average in Fleet Battle was won by D W Fluegel for capital ships, with an average of 359 points per sortie.

The non capital ship award was won by James West with 155 points per sortie. A minimum of seven sorties was required to be eligible for one of these awards.

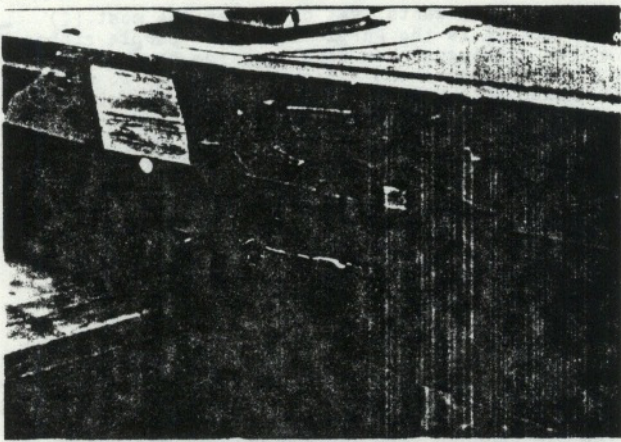
The High Sortie Average in Individual Challenge for capital snips was won by D W Fluegel with a 471 point average.

The non capital ship trophy went to rookie James Foster with a 222 point average. James is no longer a rookie. A minimum of four sorties was required to be eligible for one of these last two awards.

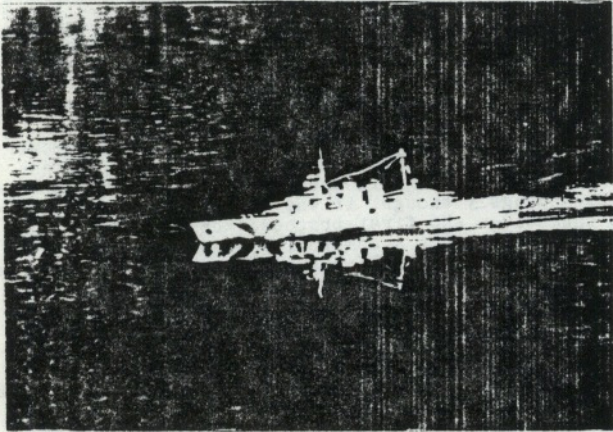
The High Point Overall award for the '82-'83 battling season, otherwise known as the von Fluegel Traveling Trophy, changed hands this year. In 1981 and 1982 it had been won by the awesome battling skill of Martin Schneider. In 1983 however, D W Fluegel, the originator of the trophy, won it for himself with a fantastic annual score of 22,375 points. Congratulations Flueg.

All competitors received a campaign ribbon for attending the Championships. Ribbons were awarded to those who were in the victorious fleet of a fleet battle and who won an individual challenge. Bronze stars were given for each win after the initial one.

PHOTOS



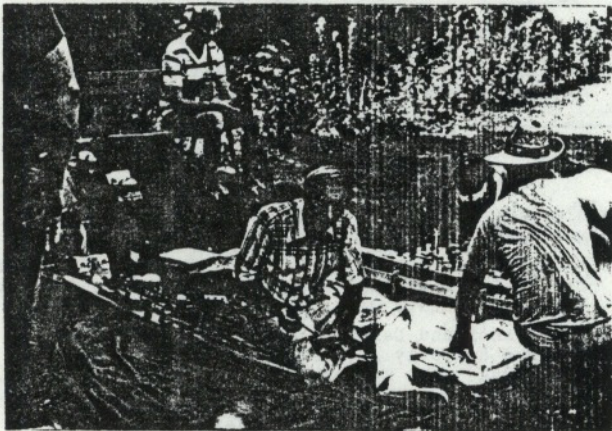
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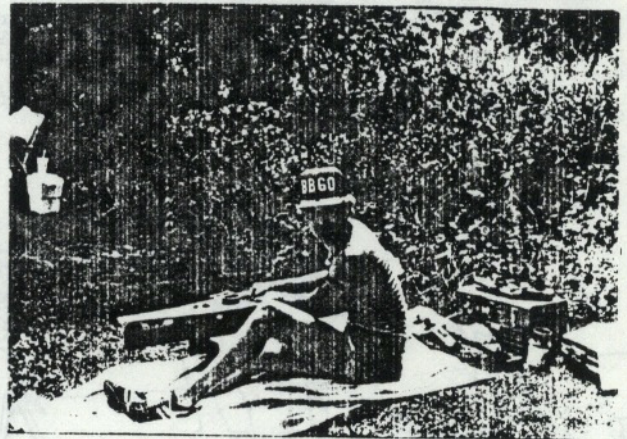
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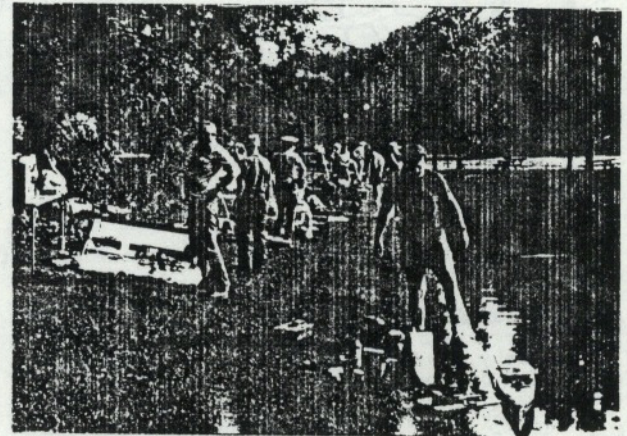
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(1) Horrendous below the waterline damage on the Alabama caused by the "Turrribul Tirpitz".

(2) David Garretts Italian cruiser, Guessippe Garibaldi.

(3) Joseph Salini and Stan Watkins inspect the Conte de Cavour for damage.

(4) David J. Oswald and IJN Mikawa.

(5) Dan Dees and best of scale ship USS Colorado.

(6) Contest Director Steve Milholland and USS Alabama.

(7) The lakes edge, Dennis Murphy has just launched the Yamato and is now looking for his truss.

(8) Martin Schneider (left) and Terry Darby check the Tirpitz for damage between sorties.

CAPTAIN & SHIP	1	2	3	C	4	FLEET BATTLE						Sorties		INDIVIDUALS		TOTALS						
						5	6	N	7	8	9	10	11	12	Tot.	↓ Avg.	Tot.	S Avg.	S	Pts		
D W Fluegel Bismarck	1072	-	968	* 1425	-	-	904	632	1120	-	-	-	335	-	5031	14	359	3295	7	471	21	9751
Martin Schneider Tirpitz	1072	-	968	* 1425	-	-	-	632	1120	-	-	-	335	-	4127	12	344	2245	2	1123	18	8960
Lutzow	-	-	-	-	-	283	-	-	-	-	-	380	-	-	663	4	166	-	-	-	-	-
Steve Milholland Alabama	648	-	320	-	-	-	456	184	592	-	-	-	-	230	2430	14	174	535	2	268	16	2965
James Foster Austin	-	30	160	-	136	410	-	-	-	600	-	166	-	114	1616	14	115	1110	5	222	19	2726
Terry Darby Cesare	648	-	320	-	-	-	-	184	-	-	-	-	-	-	1152	8	144	190	2	95	19	2526
Astoria	-	-	-	-	-	530	-	-	352	-	188	-	-	114	1184	9	132	-	-	-	-	-
Stan Watkins Arizona	648	-	-	* 400	-	-	456	184	608	-	-	-	40	-	1936	10	194	355	4	89	14	2491
Jeff Poindexter Texas	504	-	320	* 400	-	-	-	184	704	-	-	-	40	-	1752	11	159	420	3	140	14	2372
James West Hipper	328	-	216	-	-	33	-	316	172	-	330	-	-	-	1395	9	155	305	6	51	15	1700
John Jass Rodney	-	72	-	-	112	-	-	-	-	250	-	298	-	230	962	10	96	-	-	-	10	962
Dan Hamilton Exeter	324	-	-	-	40	-	-	92	-	-	103	-	-	-	559	7	80	45	2	23	9	604
Joseph Salini Cavour	-	-	-	-	-	-	-	344	-	-	-	152	-	-	496	2	248	65	1	65	3	561
David Garrett G Garibaldi	-	20	-	-	-	-	-	-	320	-	-	166	-	-	506	5	101	-	-	-	5	506
David Oswald Mikawa	-	0	-	-	-	452	-	-	-	-	-	-	-	-	452	3	151	-	-	-	3	452
Dennis Murphy Yamato	-	-	432	-	-	-	-	-	-	-	-	-	-	-	432	2	216	10	1	10	3	442
Chris Lawson St Paul	-	252	-	-	136	-	-	-	-	-180	-	-	-	-	208	6	35	185	7	26	13	393
Dan Dees Colorado	-	-	-	-	-	-	-	72	-	-	-	298	-	-	370	3	123	-5	1	-5	4	365
Dale Beaver Hood	-	270	-	-	24	-	-	-	-	-	-	-	-	-	294	2	147	-	-	-	2	294
Brian Spychalski Salt Lake	72	-	-	-	-	-	-	-	-	120	-	-	-	-	192	2	96	-	-	-	2	192
La Donna Poindexter Algerie	-	-	-	-	-	-	-	-	-	-	-	-	-	56	56	1	56	0	1	0	2	56
Mary Hamilton Z-38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	1	20	1	20
David Schlievert Aoba	-	0	-	-	-	-	-	-	-	-	-	-	-	-	0	1	0	0	1	0	2	0

* Convoy scores are not figured into fleet totals but are figured into Championship points totals.



From left to right, Jeff Lawson, Chris Lawson, and James West.



Dan Hamilton gets ready for his first taste of night combat.



Night again, D W Fluegel reads the Bismarck for battle.

OFFICIAL POINT STANDINGS AT THE
END OF 1982-83 BATTLING SEASON

Name	Points	Place
D W Fluegel	22,375	1
Martin Schneider	21,424	2
Terry Darby	9,839	3
Stan Watkins	7,101	4
Jeff Poindexter	6,866	5
Steve Milholland	6,611	6
James West	5,894	7
James Foster	5,452	8
Dennis Murphy	2,096	9
John Jass	1,924	10
Dan Hamilton	1,715	11
Larry Manofsky	1,358	12
David Garrett	1,279	13
Billy Gainer	1,135	14
Joseph Salini	1,122	15
Dale Beaver	1,034	16
David Oswald	904	17
Chris Lawson	786	18
Brian Spychalski	733	19
Dan Dees	730	20
Kay Poindexter	503	21
Tom Pace	334	22
Tom Darby	248	23
La Donna Poindexter	112	24
Mary Hamilton	40	25
Don Jackson	-12	26
Dave Schlievert	0	-
Bob Spychalski	0	-
Loy Rasmussen	0	-

CONCLUSION

There it is, the SPECIAL EDITION.
 Maybe this issue will be a breath of fresh air to everyone who is tired of reading the ravings of a depraved Axis Captain. It was a lot of fun putting together a whole issue of Hull Busters by myself but I'm glad that it is finished.
 At this point there are no plans for a reprint. If you or anyone else needs an extra copy of this issue, the only way to get it will be as part of the Annual Hull Busters. See Fluegel for price and availability.

I would like to take a few moments for some personal reflections. The summer of 1983 is one I will not soon forget. The preparations for a Championships event, meeting all the newcomers to the hobby, visiting with the old timers, and the battling itself, all these things made 1983 a very special year for me.

I am already looking forward to next year's main event. This time I will not be the contest director, Terry Darby has that dubious honor, but as host I will still be making all the local preparations.

In 1984 there will be some new faces representing the home town crowd. In addition to Chris Lawson and me there will be Jim Lisher, who already has a Pensacola on the water. He has no guns mounted yet but, look out Axis cruisers, he is good at maneuvering. Chris' brother Jeff has a model of the Naichi under construction. There are also a few more ships of various persuasion under way around town.

At long last, maybe there will be some local battles here in good old Springfield.

Usually Fluegel has some egocentric statements to throw in at the end of each Hull Busters. I guess I should follow tradition.

I just want to let everyone know that the High Scoring Allied Captain of the 1983 Championships is out for Axis blood in 1984.

Axis cruiser beware! My model of the USS Indianapolis is steaming just on the horizon. The Bismarck and Tirpitz have not heard the last of the Battlin' Bama. She will be back stronger than ever next year.

As for the von Fluegel Traveling Trophy, it is destined to sit on a shelf in Springfield, Missouri after the next Championships.

How was that Flueg? Did I do good?

Well next year,
 Keep your freon dry,

Steven Milholland

Milholland
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 65804

