

# TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

June Edition—2000

## CALENDAR OF MWC EVENTS



July 10th–14th  
MWC National Championship  
Percy, GA Sanctioned  
Contact: Bart Purvis  
\$100, CO2 Provided

August 26th–27th  
Ice Breaker 2000  
St. Paul, MN Sanctioned  
Contact: Curly Barrett  
\$20, CO2 Provided

Sept 9–10  
East Lansing, MI Sanctioned  
Contact: Chris Au  
517 351-5364  
CO2 available at nominal cost

September 9th–10th  
Southeast Missouri Fall BB Bash  
Farmington, MO Sanctioned  
Contact: Kevin Hovis  
Small Fee, CO2 Provided

September 11 & 12  
Fall BB Bash in Baxley  
Baxley, GA Sanctioned  
Contact: Bart Purvis

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651/639-8329

MWC is Online at:  
[www.mwci.org](http://www.mwci.org)

## NATS 2000 is Under Way!



This friendly scene from NATS 1999 is being repeated this week in Perry, GA!

### Birth of a Bismarck

by Kevin Hovis

My *Bismarck* was placed into the waters of L.H Redford Lake in Tulsa, OK at approx. 09:15 a.m. on April 29, 2000 in preparation for its first battle.

Unfortunately, I placed the ship in a large patch of moss. I'll return to the results of that first mistake in a moment.

After months of construction, *Bismarck* was launched on Sunday, April 23. These first trials were moderately successful. The speed was a little slow and guns were firing intermittently. I was pleased with the power consumption from the 12Ahr battery while running the pump and drive for nearly two hours.

I also noted the turning was better than I had expected for such a large ship. I changed gear ratios for the drive transmission input to get higher RPM for the props and adjusted the guns. No gunnery practice was done due to no gas supply available.

Now fast-forward to the morning of April 29. I arrived at the lake with my Dad and Uncle who were going to observe their first battle. The camera crew who were going to film the battle for a pilot TV show were already setting up. I was the first captain to arrive followed closely by Kevin Bray.

I proceeded to get the ship and its "coffin" out of the van and that peeked the interest of the film crew. They wanted to film the unveiling while I tried to get the ship ready.

I worked on the guns. One stern gun wouldn't fire and a sidemount solenoid wasn't getting juice.

With only a few minutes remaining before battle, I decided to put the ship in the water for a little stick time.

As I said before, I put the ship into a large section of moss. I pushed the throttle forward and proceeded to wrap my props up with moss.

After clearing the moss, I moved the ship out a little and heard a high-pitch whine like a bearing seizing up. The fuse blew and the ship went dead in the water.

I waded out and retrieved the ship. I thought I had the transmission free and changed the fuse. Another trial ended in the same results.

I ended up missing the first sortie, but did see Mike Maxwell's baptism into the hobby. That was a great sink and the camera got a good shot of it.

I put the ship in the water for the second sortie. The camera crew had set up an R/C boat with a miniature camera to get some unique shots. I passed the boat a couple times hamming for

Cont. page 53

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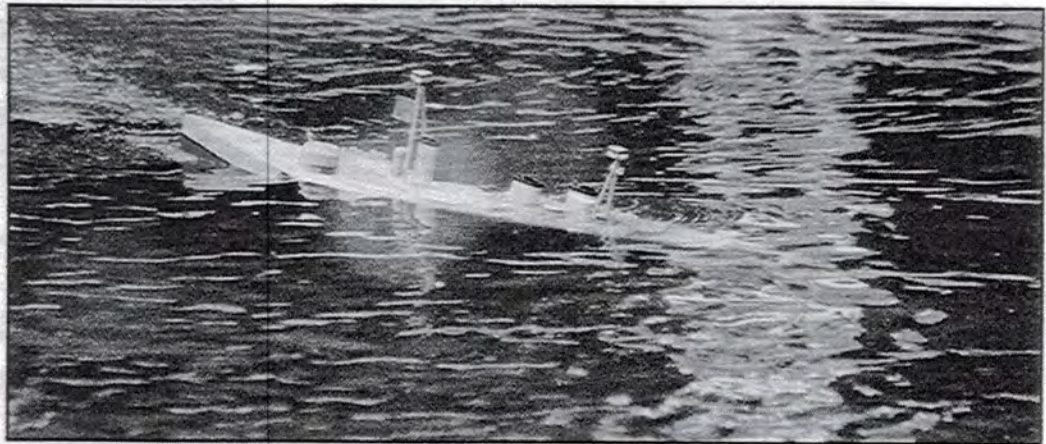
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As this Invincible shows, "low freeboard" plagued the Allied fleet at NATS 1999

## From the Bridge

by Brian Eliassen

NATS is here, and I hope everyone is more prepared than I am.

One of the events to occur during NATS is the annual Board of Directors meeting on Wednesday. We'll be starting at 3p.m. instead of early in the morning. This is to help with some schedule conflicts for a few members. The meeting is open to all. Here is the planned agenda as of the 4th of July.

- Treasurer's yearly report
- Bylaw Insurance changes and any new insurance news/action, ie., how chapters and site insurance works
- Regional Breakdown
- NATS 2001 (Due November 1st)
- Subcommittee Reports (ShipList, Internet, Sponsorship)
- Ship List Modification Question
- One year waiting period before voting/proposing issue
- Modification of number of returned ballots for passage of proposal
- Addition of bylaw to limit memberships being granted close to NATS
- Radio Frequency Issues for the Regions
- Archiving BOD announcements and decisions/rulings
- BOD Rulings Required:
  - Caseiment issue (Foster)
  - 6"-gunned cruisers > 9000 tons...Are they light and do they get the 23-sec speed now? (Kevin Bray)
- Open floor for comments and proposals from members

I will be seeing some of you in Perry, Georgia. For all you others out there, I hope to see you at a Nationals in the future. Like it or not, it's the "main event" for Model Warship Combat for the year and it's where we really shine due to the considerable efforts of many dedicated people in this wonderful hobby.

If you have questions, send e-mail to: [president@mwci.org](mailto:president@mwci.org)



## NATS Site Host

by Bart Purvis

MWC's Nats 2000 will be from July 9-14 in Perry, GA at the Georgia National Fairgrounds and Agricenter ([www.gnfa.com](http://www.gnfa.com)). GNFA is at Exit 135 on I-75. Go to the west gate and look for water.

This year's fee is \$100 and should be sent to Rick Whitsell, 9820 N. Highlands Terrace, Kansas City, MO 64155. The fee does not include food/drinks at lakeside or the banquet meal.

Our motel is the Perry Quality Inn at the intersection of US 341 and I-75. The telephone number is (912) 987-1345.

A 40' x 80' tent for shade, tables for work stations and CO2 will be provided at lakeside.

Georgia's sunshine can be ferocious in July. Loose-fitting and light-colored clothing, large brimmed hats and sunscreen will add to your safety and comfort.

Although Georgia is in the throes of an extended drought sudden afternoon rain squalls are not uncommon.

Andersonville National Historical Site and POW Museum is nearby, as is a large USAF Museum at Robbins AFB.

There is even a treat for the scuba divers in the club. Divers Supply, one of the nation's largest retail dive shops, is located on I-475 a few miles north of Perry in Macon.

The word I hear on the street is: the Axis are determined to prove last year's battle was not a fluke—the Allies are just as determined to prove that it was.

It's going to be fun seeing who is right.

Bart Purvis Nats 2000 Site Host  
Tel (912) 367-7306 Fax (912) 367-6713  
[purv@altamaha.net](mailto:purv@altamaha.net)



# Secretarial Notes

by Lars

It was announced on the members e-mail list last December that none of the 1999 rule proposals passed. As a 2/3 majority vote of ALL voting members was required, that meant that a proposal needed 44 yes votes to pass, and only 40 ballots were received.

Sad to say, but I finally remembered to get this info out here in TF144.

Also included in that 1999 rules ballot was a questionnaire. Again, the BOD assembled a response, which went out on the members list. This response was quite lengthy, too large for TF144.

To summarize, the MWC got mostly good marks, except the members wanted more communication from the BOD on the hard issues.

Due to the insurance fiasco, with our new insurance provider, Sports Flyers of America, going belly-up due to the death of the owner and a lawsuit from the AMA, we had to make some changes to the MWC Bylaws to cover the changing insurance situation.

The following changes were voted on and passed:

-- **Bylaws:XIV.2** - Remove the words "SFA and" from this section.

-- **Bylaws:XIV.2** - Move the entire last sentence pertaining to safety goggles to a new section (XIV.5) entirely as it's unrelated.

-- **Bylaws:XIV.3** - Remove the word "SFA".



Lars set to grab a Tiger by the tail!

Thus the referenced bylaws now read in version 2.1:

-- **Bylaws:XIV.2** - All battlers at a sanctioned event must have proof of MWC membership.

-- **Bylaws:XIV.3** - The MWC requires that site insurance be obtained for any sanctioned event that is held on public property.

-- **Bylaws:XIV.5** - The Contest Director or his representative shall obtain from the Treasurer adequate numbers of safety glasses/goggles for spectators at sanctioned events.

These changes allowed people to run regionals and to remain sanctioned.

Unfortunately not all the scheduled

## ...the insurance fiasco was a headache for us all...

Sanctioned Regionals could remain sanctioned, but the events were all still held.

The insurance fiasco was a headache for us all, and now that we have a good policy, hopefully that is all behind us.

Also announced (via the MWC e-mail announcement list) was a statement concerning the sanctioning of a member for unsportsmanlike comments on the MWC e-mail lists.

A general policy of "three strikes and you're out" was decided upon for use as a general guideline, with the first strike being loss of non-battling privileges (voting, committees, etc.), the second strike results in loss of certain battling privileges, and the third strike within a year's time results in the initiation of the procedure to revoke membership. This policy was created to handle those incidents that were deemed not severe enough to require a revocation of membership, but severe enough to deserve some form of punishment.

To anybody out there planning to use a Ham Radio at a sanctioned event, you need to have a copy of your ham license on file with the MWC Secretary.

Again, if you did not get the e-mail version of the questionnaire results, or of the policy announcement for sanctions, and wish to have them, please drop me a note and I'll mail you a copy.



## Notable Quotables:



From the Missouri Spring Regional  
—submitted by Steve Reichenbach

1) "It's such a pretty drive through the Ozarks... do you think in heaven there will be model warship combat? I think there will be, and that everyone will have their own frequency!"

*(Battlers driving on Route 8)*

2) "Let's chat more about chatt!"  
*(Happy battlers around the dinner table)*

3) "Every once in a while, you just have to be humbled, so you don't think you are better than you really are."

*(Most-Feared battler)*

4) "The turkeys, guineas, chickens, roosters, and goats will stay in their pens. Dogs, cats, and ducks do not have to wear safety glasses at lakeside."

*(Contest Director)*

5) "There sure is a lot of muck in the bottom of that mucky muck."  
*(battler who just retrieved his sunken boat)*

6) "OUCH! Hey, I'm on your team!!!!"  
*(battler who drove behind the stern of a "friendly" cruiser)*

7) "Somebody is getting PUNISHED!"  
*(battler watching MY ship thrashing it's pursuer, with it's new WORKING guns!)*

8) "You did real good."  
*(battler who was just thrashed by my new WORKING guns!)*

9) "Are you stuck up there?"  
*(battler watching a "North Carolina-on-a-stick" spinning it's props madly, trying to get off a log)*

10) "This was great fun!"  
*(everyone)*

## CD's Report

by Tom Jass

As your Contest Director at the 2000 Nats, I would like to take a few moments to outline how I see things working at NATS.

Everyone seems concerned about freq conflicts -- and how we will handle them. I plan to have 4 fleet battles on Monday, 2 fleet battles and 2 campaigns on Tuesday and Thursday, 2 Fleet Battles on Friday and 1 (or 2, depending on the freq conflicts) Night Battle(s) on Wednesday.

We used this format at Orlando when we had freq conflicts and it worked out OK.

On Monday morning, the two Fleet Admirals will present me with a list of their battlers that they have assigned to an A Fleet and a B Fleet.

These fleets must be separated so that captains who are in freq conflict are not on the same side; this is easy to do when the conflict is between two captains on the same fleet -- they must be separated. However, when a freq conflict occurs between two captains on opposing fleets, they cannot battle against each other, and the fleets must reflect this fact.

Two captains in conflict must become very close during the week so that conflicts can be avoided and both captains can battle the same number of times.

We will use freq clothes pins to show who has the right to use his transmitter legally; I will hand out stiff penalties to captains who use their transmitters without possession of the freq clothes pin on the antenna.

The Monday morning battle will pit Axis Fleet A against Allied Fleet A and Axis Fleet B vs. Allied Fleet B. In

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### ...I will hand out stiff penalties to captains...

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the afternoon, we will flip sides so that Allied A vs. Axis B and Allied B vs. Axis A. The fleet compositions will remain in force throughout Monday. The Admirals will have to balance out their fleets so that approximately 50% of their total ships are in each fleet -- no setting up 14 Axis ships in Fleet A and only 6 Axis ships in Fleet B. I will retain the right as CD to insure this requirement.

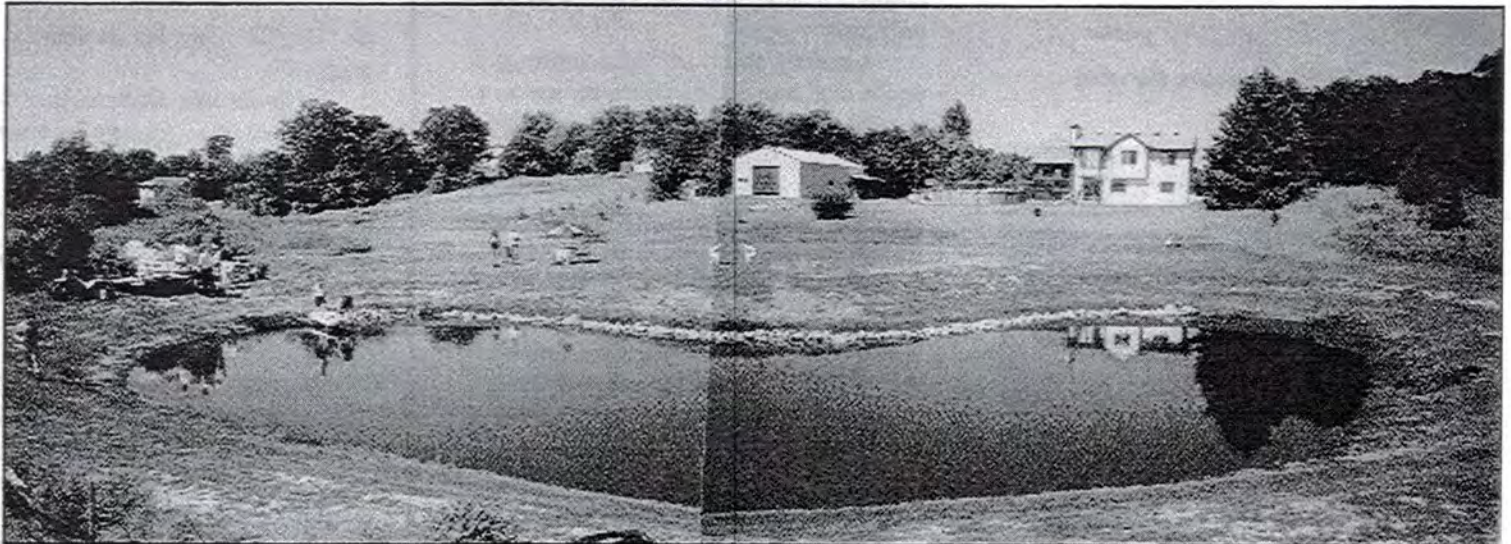
On Tuesday (and Thursday) we will use the same drill -- Fleet Admirals will designate an A Fleet and a B Fleet for each side. The morning fleet battle will be A vs.

A and B vs. B while the two Campaign Lites in the afternoon will pit A vs. B and B vs. A. If there are sufficient convoy ships on each side I will require that they be divided among the A and B fleets, otherwise we will allow fleets to "borrow" convoy ships (but not captains to drive them). These fleet assignments will be used all day on Tuesday.

On Sunday, we will conduct Speed Trials and ship measuring and testing; ALL ships will be speed tested, while I (and my merry helpers) will thoroughly check a sampling of ships for dimensions, weight, construction, etc. I will retain the right to perform such testing throughout the week as ships are challenged or as I see the need. If you have doubts about another ship and its legality, please go through your admiral to issue a challenge. I WILL BE

**ESPECIALLY WATCHFUL ABOUT THE AMOUNT OF FREEBOARD ON YOUR SHIP.** If your ship has insufficient freeboard (even if it is within the max weight allowed), I will issue a Chit and your future battling presence will be voted on by all captains. If your ship sits too low in the water you had better bring along documentation (plan sets, books, etc.) to prove that that configuration is legal.

I look forward to seeing all of you in Georgia in July. Let's have FUN, FUN, FUN and show the rookies that we battle safely and show sportsmanship and grace under pressure. 



Introducing Horbul Harbor, as it appears after the first phase of construction. Dug out of the peat moss with a flat, sandy bottom, this battling pond will be the site of the Port Polar Bear IceBreaker 2000, to be held in late August. Phase two involves convincing Ron Horbul to sweet-talk his wife, Lisa, into letting Ron execute phase three, which would be digging a nearly identical pond on the location where this camera was located and digging a 20'-wide channel between the two ponds with a lovely bridge over the channel. Ron's house and pole barn (which is a great meeting place in foul weather) look on from atop the hill.

*Birth of a Bismarck* Cont. from 49  
the camera.

Just before battle was called, I lost propulsion again. I left the ship there and called "Five Out of Control" as soon as Kevin called battle.

Having a ship that's a sitting duck is not a good feeling. Bob Eakin and some others attacked. I still had control of my guns and tried to fend off attackers as best I could.

Soon, other friendly ships came and my attackers vacated the area. The ship was taking on a little water, but the pump quickly removed it.

My Five ended while the ship was still

## Treasurer's Vault

by Rick Whitsell

This season has already seen lots of battling action for our captains. We've had 111 people send in their applications so far this year. Most came in before the insurance change. I've sent out a reminder to the captains if they haven't yet paid the insurance difference.

So far, I have 44 captains that haven't yet made their insurance current. Please take some time and a few dollars to get caught up. The club put a lot on the line to front the total insurance cost and your efforts are needed to keep the club in the black.

I've been issuing new club cards marked with "MWC Insurance" in red to denote those that are now current with the insurance. Your old card is now invalid for events unless it is marked for MWC Insurance.

We've also had 25+ new club members since last year! Take some time and welcome the new folks whenever possible. Many will need help fielding a ship and learning the sport.

Also, we have 42 captains that plan to attend NATS in Georgia this year!

I've made a website (CENTAG) <http://home.kc.rr.com/centag>, in case you need to review your payment record plus look at one of the possible 2001 NATS sites.

We'll have a regionals coming up at the site on 9-10 Sept 2000. Mark your calendar for the CENTAG event! I'll post details for the motel and site map soon (check the website after NATS). Let me know if you plan to attend ([pirate@kc.rr.com](mailto:pirate@kc.rr.com)) so we can start blocking rooms.



a good ways from shore. I ended the battle with 43 aboves, no on, and 2 belows.

I opened the transmission to see if I could fix the problem. I found the input shaft seized in the bearing and the center prop output gear turning on the shaft.

I freed the input shaft and epoxied the spinning gear back onto the shaft. When I got it back together, it seemed to work better than before.

The second battle was called and I moved the ship out. Due to my changing gears, the speed was slower than it was in original testing. I tried to avoid the bigger ships as much as possible.

Soon, Bob Eakin came along side and drove me towards the shore. Since I wasn't getting good power out of the center prop, my turning wasn't real good.

Bob drove me into the heavy moss near shore and I mossed up. I called "30-second moss" and tried to get it off quickly.

I found that I had wrapped a pile of fishing line around one outboard prop that I couldn't get off. I shoved the ship back in the water and called "Five!"

I also noted that my pump wasn't putting out any water, but I could hear it running. Steve Milholland asked if I had the pump—the ship was getting REAL low in the water. I told him I could hear it running.

Then I remembered about a pump failing to prime. I turned it off, let it spin down and sit of a few seconds then turned it back on. The pump lit off with at least a 10 foot stream.

The pump brought the ship back to its waterline within a couple minutes. I thank Bryan Finster, who had called Five for the *Yamato* due to a pump failure and was attracting all the attention. Bryan ended up sinking—I didn't.

The second sortie started and I moved the ship out to battle. Within a minute, I had lost all propulsion again and was forced to

call "Five Out of Control" again. The wolves came to hunt.

It appeared all the other fleet took a shot at me. But my main attacker was none other than Bob Eakin.

Bob used a triple stern attack for quite a while. After using his sterns, Bob made sidemount passes. I tried to keep him at bay with my guns, and that kept him from getting as many good sidemount shots for those pesky belows.

I had left my pump on from the start and it kept up a good stream.

Since I lost all propulsion, I didn't move much the whole five minutes.

Eventually, Bob ran out of ammo and called Five. My other fleetmates helped me survive the sortie without sinking, but the left side above the waterline was Swiss cheese. The opposite side was better, but still had several holes.


The gear in the input shaft inside the transmission had started spinning on the shaft—I had to out of the event for the next day.

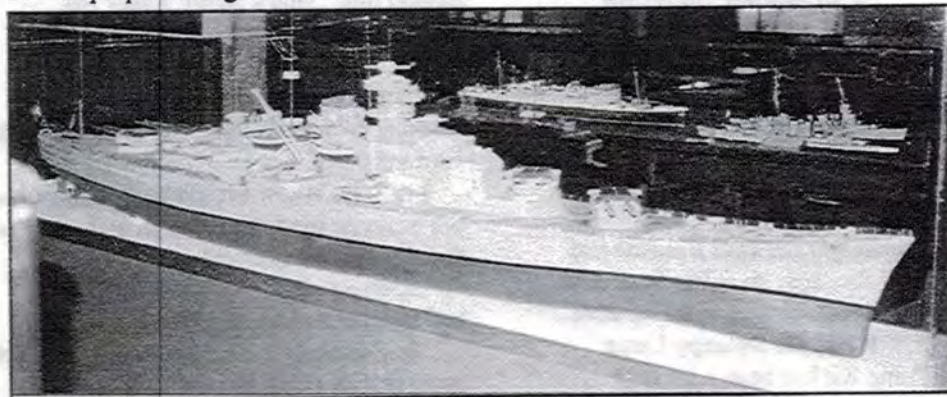
Kevin presented Steve Reichenbach with the Best-of-Scale award for the *Graf Spee*. I was surprised to learn I won most mangled ship!

*What have I learned?*

I need to work my propulsion system to be more reliable and get my guns working better.

I believe that first moss up had messed all the gears in my tranny up and I couldn't get it fixed in the field. The final lesson, get more stick time to learn your ship.

Also, one thing I learned the hard way, when taking a lot of damage, DON'T MOVE! 



Even a good-looking Bismarck must be reliable—or it is just a target!

# How To Make A Water-Tight Box

by Steve Reichenbach

I've had lots of practice sinking, and by necessity, have learned how to make a water tight radio box.

Here is my method (it really works!)

1) Seal the case of all your servos with superglue.

2) Install an O-ring (#36, I think) between the servo and the servo wheel, so it is slightly compressed. Make sure the O-ring is greased with vaseline.

3) Paint the outside of the servo, over the gaps you superglued, using "Dip It" or some other tool handle liquid coating.

Don't use liquid electrical tape!

4) Build the box out of 1/8"-thick aircraft plywood. Cut out the bottom and four sides, and superglue together using medium CA and kicker.

Make the top edge of the sides so that the top lip doesn't have any ridge for the cover (make it plain).

You want to wrap 1/8"-thick aircraft plywood strip (1/2"-tall) around the outside of the box, protruding above the top edge of the sides the same exact amount as the thickness of your lexan lid.

One advantage to this "outside lip" is that you can see everything in the box. Also, the lid sits flat on the top of the radio box, and inside of the plywood strip. When you seal your lid, you can put silicone inside the channel, press the lid on, then smear more silicone on the outside, working it into the gap.

Note, I ONLY USE GE Silicone II Clear. It comes in a small tube at Home Depot.

5) Install your servos and receiver in the water-tight box. Each wire goes through the box using it's own single hole. Use a servo extension wire for the receiver battery, so the battery is outside the box (carefully removing the plug, you can use a 1/8" hole). Get all the servos mounted, all the wires run, and test that it all works.

With everything working well, take it all back out. Remove everything, and paint the inside and outside of the wooden box with 30-minute epoxy, thinned with alcohol. I like to use denatured alcohol, stirring the epoxy first, then thinning (50/50).

6) With the box epoxied, reinstall everything. You may have to redrill some

## Bulletin Board

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The fastest way to sink your enemy!  
Contact us at (941)574-3208  
or visit our web sight at:  
<http://members.xoom.com/battlercon/>

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For a complete line of 144th-scale hulls, kits, guns, pumps and parts, check out Swampworks at:  
<http://www.swampworks.com>

### The Plans Master

For a wide variety of plans for 144th-scale ships, check out George Goeff's web site at: <http://lonestar.texas.net/~glover/george.html>


of the holes for the wires. With everything reinstalled, tested, and working great, use superglue to seal each wire, and then repaint the outside of the box with 30-minute epoxy, thinned with alcohol.

7) If your rudder servo is not in a box, do the waterproofing (steps 1-3), and bring spares.

8) Test your system. First, sink your radio box in the sink, and check for leaks.

Second, sink your ship. For the first time, sink it completely, then bring it back up right away, and look for problems. If no problem, leave your ship sunk for 5 minutes, and check again.

Sometimes a small leak will take time to collect a drop of water, fogging the box.


9) If everything is perfect, reopen the lid, drop in a few packets of desiccant (found in new shoe boxes), and reseal the lid. Repeat step 8 (repeat step 8 a lot if you are allied!) 

## Admiral's Grag Bag

by Wade Koehn

MWC NATS is here, and so is the third annual Axis Admiral's Grab Bag. Once a day during NATS the Axis Admiral pulls a name out of a hat, selecting an Axis captain who will receive a bag of goodies that other Axis captains have donated.

Last year was a smashing success. All bags had measuring tapes, L-squares, motors, safety glasses, poppet valves, utility knives, and paint stir sticks. Some bags had the above plus stop watches, batteries, glue, props, paint and brushes, and wristwatches.

You may donate items at Wade Koehn's/Bryan Finsters room. Thanks for your time and support! 

## Editor's Note

Sorry about the timing of this issue. I wish it had arrived a week or two before NATS, but that isn't the case. I will be sending 60 copies with Lars to NATS, so the gang on the front line can read the stuff during the week. Write lots of nice, short NATS articles!


This year we have a resurgence of a committee that Steve Milholland pioneered back in the mid '80s: the Sponsorship Committee. Letters were sent to 150 hobby-related businesses and the resulting gifts and gift certificates will be distributed at NATS. The members of this industrious group include Kevin Hovis, Andy Ray, Ted Brogden, Jay Edwards, Brian Eliassen and Curly Barrett...remember these diligent servants when you can't decide for whom to buy that next drink. Good luck and great times to all NATS attendees! 

## Get All the Help You Can Get

by Steve Reichenbach

For any interested NATS attendees, I'll be providing a short devotional service on Sunday afternoon, 3 p.m., in my hotel room in Perry.

It will include a short time of prayer, a short scripture reading, and communion.

All are welcome. 

# PRODUCT NEWS

from SWAMPWORKS

Hello to everyone in the MWCI. NATS 2000 is upon us!

I hope everyone is as hyped up about heading off to Georgia as I am. I also hope that everyone has their ship in tip-top shape and is ready to rumble. It's gonna' be fun, you bet.

So, "what's been happening in the world of SWAMPWORKS", you ask. Well, since my last posting in TF-144, quite a lot.

In the fiberglass hulls, we now have hulls in production for the *USS South Carolina-Michigan* class and, a bit more recently, the *USS Arizona-Pennsylvania* class.

I'm hoping to see a few ships of these classes at this years NATS, but at this point I'm not aware of anyone who has bought one and is ready to battle.

Swampy has quite a few more resin molded parts available than this time last year. Main armament turrets for *SMS Baden*, *USS Tennessee*, *USS South Carolina*, and *USS Arizona* are now up & running.

Secondary, dual 5.9 inch turrets for the *DKM Bismarck* are now being made in resin as well, marking an improvement in that popular SWAMPWORKS kit.

The most popular kit we have in production, the *DKM Lutzow*, has the last of it's vacuum molded parts (i.e. dual 88mm AAA mounts, quad torpedo launchers, and main turret barbettes) converted over to resin, making this a better kit than ever.

As an upgrade option, the single 5.9-inch secondary turrets on the *Lutzow* (still supplied in the kit as a cut balsa part) are now available separately as a resin part.

On the subject of kit improvement, the vacuum molded smokestack bases that used to be supplied in our *USS Houston* and *USS Brooklyn* class kits have now been replaced with resin versions.

While the Swampy Large Pump Kit has been a hit with battlers right from it's introduction over 2 years ago, we've made one



Swampworks' new Bismarck kit even comes with a scale Axis captain!

MAJOR improvement to the design of the pumps impeller. Instead of being solid resin, which had a tendency to get a wallowed out shaft hole if not properly tightened, the molded impeller now has a solid brass hub "locked" into it's center, through which both the motor shaft and setscrew now go.

This makes for a much more solid and durable impeller installation than the original. As of November '99, all our pumps (including the Small Pump Kit) have this new & improved impeller.

Improved impellers are also available as a replacement item for those needing them.

Two popular items that customers asked me to start stocking are now in regular inventory, Sig-Ment patching glue and Deans Mini-Whip Antennas. I'll have plenty of both with me in Perry for those that may need them.

One major change in our regular production parts that has grabbed the attention of many folks is that we have "GONE FOSTER" with our entire BB cannon line. That's right! Every BB cannon we make now has the Foster-style breech.

The Foster Breech has several advantages over the old style O-ring breech we'd been making.

1. Brass elbow breech head, which does not protrude from the turret face as some of the older style heads did.

2. Brass elbow head allows for more and sturdier mounting options.

3. Common O-ring size, which is much more readily available and consistent in performance.

4. Finer threads on the barrel nut,

making for "finer" tweaking.

5. Slip-over barrel nut, which does not rotate the barrel during "tweaking."

Note: old style barrels, if not perfectly concentric with the nut they were soldered into, would change point of impact when rotated during adjustment.

As an added bonus, we are now offering the much desired Stainless Steel, tight tolerance BB cannon barrels as an upgrade option. These barrels are available in 3, 4, & 5 inch lengths.

For a more detailed description of these parts and photos of most, please check out our Online Catalog at:  
<http://www.swampworks.com>

If you have not been to our Online Catalog for a while, you might want to give it a good look. We've added quite a bit of stuff recently.

For those that may need them, I'll have plenty of all these new items, as well as my long standing line of parts & goodies, with me in Perry.

So what's coming from SWAMPWORKS in the near future??

Hard to say. Things have been so busy lately that my R&D time has been a bit limited. Before the end of the year I hope to have several more resin parts in production, and if luck holds, a couple more fiberglass hulls as well.

Time will tell, and if/when it happens, the members of MWC will be the first to know.

Looking forward to a GREAT NATS!

Best to all,  
Steve SWAMPY Milholland  
Capt. USS South Carolina

Task Force 144  
 2613 Wheeler  
 Roseville, MN 55113

How To Make A  
 Water-Tight Box



## Frequency Chart

Freq. 75 MHz	Captains	State
61	Don Cole	FL
	Paul Block	TX
62	Kevin Bray	OK
	Tim Krazowski	GA
63	Frank Whitsell	MO
	Noel Cook	GA
	Ron Sellars	MI
64	Stan Watkins	TN
	Tom Brown	AR
	Mike Fosket	MI
65	Bob Eakin	TX
	Frank Falango	FL
66	John Messere	VA
	Craig Mc Clean	KS
67	Chris Grossaint	CO
	Louis Meszaros	GA
	Darren Dickinson	TX
68	Rick Whitsell	Mo
	Pat McCoy	TX
	Travis Fast	GA
69	Larry Dahl	MN
	Matt Keels	GA
70	Jim Pate	TX
	Pete Bac	GA
	Roy Bailey	GA
71	Steve Milholland	MO
	Joel Goodman	GA
72	Mike Maxwell	IL
	Dave Crowder	GA
73	Chris Au	MI
	Roy Bailey II	GA

74	Matt Purvis	GA
	John Sellars	MI
	Curly Barrett	MN
75	Jim Ewers	OK
	Charlie Stevens	FL
76	John Whitsell	MO
	Austin Keels	GA
77	David Asman	CA
	Chad Jones	GA
	Michael Wilson	KS
	Mark Clauser	MO
78	Robert Rucker	OK
	Michael Auno	CA
	Mrs. Chad Jones	GA
79	David Wilson	KS
	Rick King	FL
80	Tom Jass	MI
	Jay Edwards	AR
	Kim Wooten	OK
81	Wade Koehn	LA
	Ron Tibault	SC
	Jonathon Bailey	GA
82	S. Reichenbach	TX
	David Au	MI
	Daniel Cook	GA
	James Dusek	??
83	Ali Zinat	VA
	David Evans	KS
	Mark Roe	MI
84	David Haynes	TX
	George Goff	FL
85	Joey Messere	VA
	Kevin Hovis	MO
	Patrick Clarke	TX

86	Andy Ray	MI
	Greg Aksamit	GA
	James Clarke	TX
87	Matt Tibault	SC
	John Butler	GA
	Mark Deantonio	CA
	Gary White	MO
88	Ted Brogden	TX
	Chris Stoesen	GA
89	Lief Goodson	FL
	Karleen Asher	KS
90	Dana Graham	CA
	Adam Thibault	SC
	Ron Horbul	MN

Ham 50 MHz	Captains	State
00	Bryan Finster	TX
01	Chris Pearce	TX
02		
03	Brian Eliassen	CA
04		
05	D.W. Fluegel	TX
06		
07	Tim Beckett	MI
08		
09		
Ham 53 MHz	Captains	State
01	Bart Purvis	GA
02		
03		
04		
05		
06		

To sign up for a frequency, contact Tom Jass at:  
 231/889-6124 jjass@jackpine.com

