

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

May Edition—2000

CALENDAR OF MWC EVENTS



May 20th–21th

SE Missouri Spring BB Bash
Farmington, MO Sanctioned
Contact: Kevin Hovis
Small Fee, CO2 Provided

May 27–28

South Florida BB Bash
Cape Coral, FL Sanctioned
Contact: Charley Stephens
Free, Co2 Provided

June 17th–18th

Colorado Single Crown
Littleton, CO Sanctioned
Contact: Chris Grossaint
Small Fee, CO2 Provided

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

Minnesota's Dahl Family gets a Battling Grant!



Flanked by his sons, Andrew and Grant, Lars sports a rare smile as Andrew evades a pack of seasoned veterans who are chasing him around the pond.

We started in Curly's van about 6:00 Friday morning. By noon we were in Des Moines. Curly kept needing bathroom breaks, and we were continually stopping.

When we stopped in Kansas City, I was a little upset, but not surprised, that there were no Minnesota Vikings team mugs on sale. Being a football fanatic, I am always delighted to read football books.

Back on the road to Springfield. There, after checking in, we headed out to the Bass Pro Shop's restaurant to eat. I ordered a large bacon cheeseburger and managed to eat it before packing up and going to look at the motor homes. We had a fine time. Curly found the pontoon boat he had always wanted and inspected it. Following that, we headed back to the motel for a good night's sleep.

SATURDAY MORNING

We woke at 6:00 A.M. and went to Wafflehouse for a quick breakfast of grilled cheese and milk. Then it was back to the hotel to pack. We loaded up and went to Ritter Springs Park to battle.

THE BATTLE OF THE DOCKS

The battle started with the Green fleet's counter-attack, led by Admiral Kevin's *Lutzow*. In the attack, the Yellow's *North Carolina* went on her side and slipped beneath the waves. Soon the Green's *Bellerophon*, under the command of Captain Larry Dahl (my dad), started having problems and she also went to the bottom. The Green's *North Carolina* soon joined *Bellerophon* on the bottom. The Yellow's *USS Michigan* called a moss check. Yet captain Milholland overlooked (cont. on page 41)

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From the Bridge

by Brian Eliassen

So what has been happening in the world? Only 45 days into my term, the owner to Sport Flyers of America (SFA) died suddenly while on a business trip in Seattle.

Shortly after this, the Academy of Model Aeronautics (AMA) decided to initiate a lawsuit against SFA. Why the AMA did so with such impeccable timing remains a mystery.

Since the SFA was a family owned business and as the driving force behind the SFA was now dead, the other members of the family decided to fold up their tent.

What did this mean? Well, the wonderful policy that Bart and the BOD worked on securing for the MWC over a period of six months was going to disappear on April 5th. Simply wonderful. It was like getting kicked in the stomach.

Fortunately, I had a copy of the policy we obtained from SFA and noted several interesting things.

First of all, the underwriters were GAINSCO of Texas. They are a well-known and well-established outfit.

Secondly, the National Association of Rocketry (NAR) was listed as the only other insured on the policy.

I sent an e-mail to the NAR president, Mark Bundick, explaining what has happened from the MWC point of view. He decided to call me back and we discussed strategies for our organizations.

The NAR has about 5000 members with only 1400 of them opting for insurance during 1999. I realized that any company that was willing to provide insurance to the MWC would balk at the lack of members who actually buy insurance each year (about 80 out of 140 in 1999). Therefore, I decided that if it was possible, we should attach our wagon to the NAR as there is

strength in numbers.

Mr. Bundick had been in conversations with the J. A. Price Agency in Eden Prairie, MN and the NAR now has a policy with the J. A. Price Agency with Lloyds as the underwriter.

One major change on this policy is that insurance is no longer optional for the members of NAR. Each member has their insurance premium paid directly from their dues so every member is now covered.

Where did this leave the MWC? To put it bluntly, uninsured and not under the NAR policy. I knew it was going to be a complicated procedure to get insurance for MWC since we're only 100 members strong so far this year. I called up Bob Blomster at the J. A. Price Agency and asked him about getting the MWC on the NAR policy. He stated that this was impossible but that he may be able to do something for the MWC.

**...as of May 1st, the MWC
now has insurance...**

Buoyed by this news, I supplied him with everything he needed to propose the MWC to several underwriters.

Where is all of this leading? Well, it took a couple of months but as of May 1st, the MWC now has insurance. This is an actual insurance policy just like the one we held with SFA. It has been patterned after the SFA policy in scope. A \$1,000,000 per incident, \$2,000,000 aggregate limit policy with a \$250 medical deductible.

This means that all members of the MWC have liability and personal injury insurance. Also, the BOD and site owners are covered as well under this policy.

Everyone must understand that this is actually "MWC Insurance." We are the



Andrew salutes our our new insurance and our continued allegiance to safety!

"named insured."

What does this mean?

Think of us as being in the same place on the insurance policy as the SFA or NAMBA was in the past. As such, the MWC had to

...we are combining dues and insurance fees...

purchase the policy outright and then members' dues will repay the organization.

We are no longer collecting money for insurance, we are combining membership dues and insurance fees.

Why? One stipulation of the policy is that all members are covered by the insurance policy. As such, everyone will have to pay for insurance. It was a bit more than we'd hoped, but considering our expected number of battlers for this year, the MWC BOD has come to the conclusion that we can offer insurance at the same NAMBA membership rates. We wish we could swallow the price difference like the NAR was able to do but, as we are a fairly new organization with limited coffers, this has forced us into making this unusual request for further funds in the middle of the year.

Here is the new dues structure:

Primary members:

Adult Member : \$60

Junior (under 16) : \$40

Additional members in a household have the following dues structure:

Second Adult Member : \$40

Junior (under 16) : \$30

These dues include MWC membership and a full calendar year of insurance.

Here is a table listing the different levels of membership within the MWC along with the old SFA fees that may have been paid. Please find where you fall in and process your membership accordingly.

No SFA insurance Adult Primary MWC member; send an additional \$45.

\$30 SFA insurance Adult Primary MWC member; send an additional \$15.

\$32 SFA insurance Adult Primary MWC member; send an additional \$13.

No SFA insurance Adult Secondary MWC member; send an additional \$35.

\$30 SFA insurance Adult Secondary MWC member; send an additional \$5.

\$32 SFA insurance Adult Secondary MWC member; send an additional \$3.

No SFA insurance Junior Primary MWC member; send an additional \$25.

\$30 SFA insurance Junior Primary MWC member; MWC owes you \$5.

\$32 SFA insurance Junior Primary MWC member; MWC owes you \$7.

No SFA insurance Junior Secondary MWC member; send an additional \$25.

\$30 SFA insurance Junior Secondary MWC member; MWC owes you \$5.

\$32 SFA insurance Junior Secondary MWC member; MWC owes you \$7.

We know that this leaves some people who are just building their ships this year and don't plan on battling with a question.

What to do? To help future captains who are building their ships and need the rules but don't plan on battling during the year, we've elected to charge \$5 for the rules package and not extend membership benefits to these individuals.

The time has also come for the chapters to stand up and be heard. Each chapter needs to get a certificate of insurance to conduct their battles, so we are going to start officially recognizing chapters.

Each chapter should elect a contact person and send their chapter information

Name of Chapter	Battlers Name
Address	Phone# e-mail address

to the MWC Treasurer along with a \$10 yearly fee to register for site insurance.

Individuals wishing to obtain a hardcopy version of the insurance policy should send \$25 to the organizations Treasurer for a copy. A computer version of the policy will not be made available.

We need everyone to do these things as soon as possible so we can pay off the premium for 2000. The cut-off date for these dues is June 30th. For those who do not wish to pay the increased fees and would rather leave the MWC, we will refund any membership and insurance fees paid (minus \$5 for the rules packet).

All fees should be sent directly to:

Rick Whitsell
9820 N. Highland Terrace
Kansas City, MO 64155

The BOD and I appreciate your patience during this stressful period.

If you have any questions, please do not hesitate to ask by sending e-mail to president@mwci.org or calling me during the evening at (626) 351-0680.

Spring Bash Info

by Kevin Hovis

The Southeast Missouri Spring BB Bash is set for May 20 & 21 at the Clauser family pond in Farmington, MO. Mark Clauser and myself are site hosts with Steve Reichenbach serving as Contest Director.

This is a sanctioned MWC event, so membership cards and insurance will be checked, plus "surface frequencies only" will be enforced.

Headquarters motel for the event is Rosener's Inn in Park Hills, MO (7-8 miles from the battle site). Call 1-800-888-4241 or (573) 431-4241 for reservations. Note: the Inn advises that you reserve your room a month before the event if possible. Also, tell them you will be with the Model Warship Combat Group.

Cost ranges from \$25.00 for economy single room to \$45.00 double deluxe room. If we have enough rooms reserved, the motel will give us a discount rate.

Entry fee is \$10.00 if mailed before May 1 and \$12.50 at lakeside. Your fee includes lunch at the lake on Saturday, CO2, and soft drinks.

Steve Reichenbach has agreed to give a short non-denominational devotional service at the lakeside on Sunday morning before battle.

Mail your entry fee to me:
J. K. Hovis 2295 Highway J
Fredericktown, MO 63645

If you need more information on the event, visit our website at:
<http://scribers.midwest.net/pooh1/>

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www.mwci.org

If You Build It— They Will Come

by Craig McLean

Here in Kansas, we've been fortunate enough to obtain the use of a small, shallow pond on private property—out in the country, about 35 miles north of Manhattan.

Being somewhat small (100 feet and 150 feet on two of three sides—the third being irregular in shape and not having been precisely measured to date, but longer than 150 feet anyway), we've wanted to expand the overall size to as much as three times the present surface area. Rental backhoes were decided on for the construction:

1. March 4-6, 2000 (special Fri.—Mon. single-day rate). Lay-mor backhoe (Case). Small, light. \$125/day (8 hrs. of use, w/o incurring overtime). Trailer and hoe, towable by a half-ton vehicle.

Initial attempts at digging on Saturday showed this model to be too light. The loader/blade was useless except for picking up or pushing dirt already dug out.

The hoe bucket was able to make some progress, but basically the entire piece of equipment had to be chained to a Jimmy 4x4 to make any real headway at all.

By Sunday afternoon, only a small English-type dam had been put into the ground at the low, NW corner of the pond, the previous overflow run-off area.

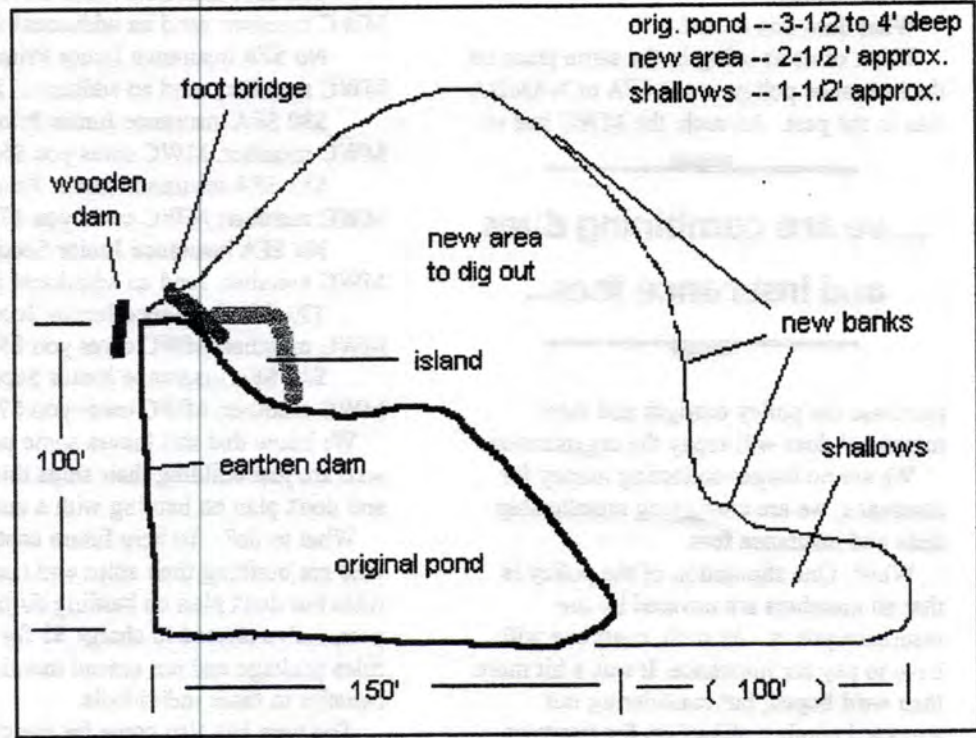
An additional channel was traced out around our designated island, to a depth of several inches and about 6-8 feet wide.

Final: 6-1/2 hrs. of digging time expended. Total cost of \$141.65. Conclusion was made that this hoe was simply too small and light for the job.

2. March 31-April 3, 2000 (special Fri.—Mon. single-day rate). Model 310 75-horse backhoe (John Deere). Large, heavy-duty. \$240/day (8 hrs. of use w/o incurring overtime). Delivery for 25 cents a mile and 50 cents a minute (loaded and unloaded driving time/distance figures into total charge).

Trailer and hoe towable by a one-ton vehicle, we had to go with delivery and pickup as no such vehicle was available to us.

This backhoe made better work of the tough, deep Kansas clay—but the loader/blade was still at a disadvantage. Light rains had also made the ground very slick, traction-wise. The earthen dam just north and south of the wooden dam (with removable cross planks to control pond



Plans for the new pond in Kansas include an island with a footbridge.

depth) was built up to the same height as the rest of the west bank dam.

The channel around the island was increased to a depth of perhaps 2 feet, with an approximate width of 10-12 feet. When the water table rises, the island will hopefully become just that—an island, surrounded by navigable water.

A deep ravine just downhill from the old run-off area in the North West corner was also filled in with dirt, and a large thorn tree in this same area was pruned back with the hoe bucket. It looks like an express train hit it now, but it will still provide some shade this summer.

Final: 7-1/2 hrs. of digging time expended. Total cost of \$414.60.

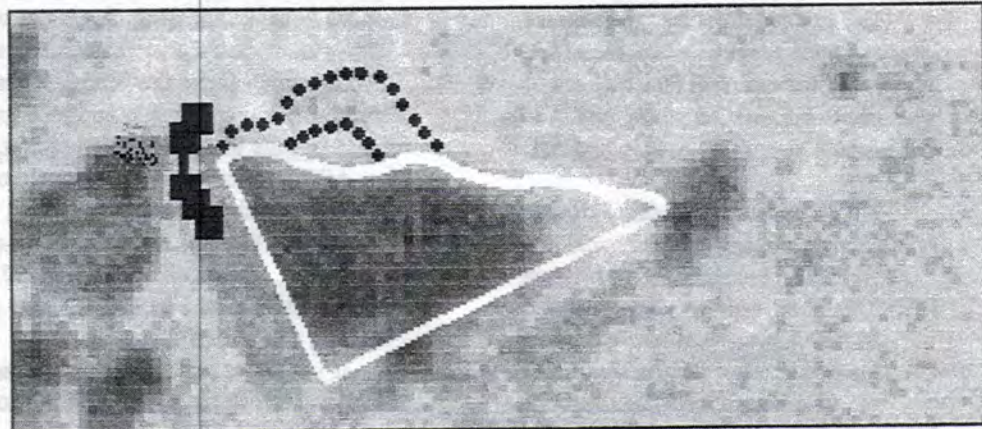
Any further, appreciable pond expansion will probably take one to two full days of digging, just to expand narrow strips northeastward each phase.

PROJECT CONCLUSIONS:

14 total hrs. of digging time expended. Total cost of \$556.25 in rentals.

The entire original project planned is still a 5-7 day dig at least. Any further excavation is likely to be delayed (due to cost)—unless a friend of the property owner is able to help with his own backhoe, at a very reduced rate.

This may not exactly be the Panama Canal we're digging...but then, those folks probably had a LOT of dynamite....



Dark masses= built-up earthen dam and new wooden dam
Dotted lines = new channel dug to form Midway Island
White border = pond banks at current water level

Battling Grant

(cont. from page 37)

one fact. He forgot to turn on the pump. The *Michigan* sank in Murky Bay. The Yellow flagship *HMS Valiant* was next. Chris Pearce's *Nagato* hammered *Valiant* to the bottom.

Captain Curly's 'unsinkable' *Konig* had strange pump and radio problems. The *Konig* rolled on it's side and slipped under the murky water with BBs hitting and blasting around its watery grave. The battle was an easy victory for the Green Fleet.

THE BATTLE OF MURKY BAY

The battle of Murky Bay was a five minute skirmish. The Yellow's *Hamshire* sank near Muddy Point and sealed the Yellow fleet's defensive position as a total loss. However, the *Haruna* and the *Houston* seized a neutral and valuable piece of land named Muddy Point, which was a place the Green fleet had their eye on.

FIRST BATTLE OF MUDDY POINT

With the Yellow holding Muddy Point, the Green needed to stop the fortifications and piling up of weapons there. So it started with the *Inflexible* and *Bellerophon* attacking the *USS Michigan*, which had been left in charge of Muddy Pt. The *Michigan* realized Muddy Pt. was indefensible, and fled into Murky Bay where she suffered a severe power failure. The *Haruna* came in and sank *Bellerophon* which bravely tried to prevent Yellow from recapturing Muddy Pt. *Haruna's* success was costly. *Inflexible* escaped into Murky Bay. Pearce's *Nagato* followed *Inflexible* back to Muddy Pt., where the *Haruna* slid off to join her friends. *Inflexible* led the *Haruna* and other ships on a 20-minute chase. *Inflexible* held out and as the final seconds ticked off everyone held their breath. *Inflexible* made it. The first battle of Muddy Pt. was a Green victory. Captain



Still wet from retrieving his *Bellerophon*, Lars gets tips from Grant.

Andrew J. Dahl of the *Inflexible* was awarded a blue, gold & red Medal of Honor by Admiral Kevin Bray of the Green fleet.

THE BATTLE OF TITANIC ROCK

The heroic *Inflexible* and the others decided the next striking point of the Yellow Fleet would be a large rock called Titanic Rock on the opposite side of the lake. *Inflexible* and the flagship *Lutzow* led the defense of Titanic Rock. *Inflexible* was caught on a log and sank. The others kept fighting. *Nagato* and *Westfalen* hammered the *Valiant* and *Haruna* to the bottom, while the others crushed the last offensive attack on Titanic Rock by the Yellow fleet. The Battle of Titanic Rock ended in a narrow Green Victory.

SATURDAY NIGHT

After the battles, we hurried back to the motel to get ready for church as our Mom had insisted that we go to church. After church we went to Western Sizzlin to eat. Western Sizzlin was a particular favorite for the battlers to eat. I myself was very fond of it. We ordered the buffet, and sat near the other battlers. After awhile I informed Admiral Kevin of plans revealed to me by Curly. The plan was that the Yellow fleet would strike Muddy Pt. next. Kevin responded "uh oh," and said we'd talk about it at the pond. After supper we went to Wal-Mart to pick up supplies. On the way out of the store we came upon football helmets and tiny football mugs.

Unfortunately we had no quarters. Back at the hotel we worked on the ships and watched the Arizona Wildcats take on the Stanford Bears in a college football game.

SUNDAY BATTLES

We slipped over to Wafflehouse for another quick breakfast, then loaded up our boats and gear and headed to the lake.

2ND BATTLE OF MUDDY PT.

Admiral Kevin Bray was concerned about Muddy Pt. The *Inflexible* and *Westfalen* were sent to protect Muddy Pt. The *Bellerophon* joined when the Yellow's *Haruna* attacked. *Bellerophon* went down, but *Westfalen* and *Inflexible* stayed afloat and soon *Haruna* rolled on its side and sank in Murky Bay. The *Konig* came in, but soon had to retreat. When the battle ended, the Green fleet still held Muddy Pt. It was an easy Green victory.

THE BATTLE IN THE RAIN

The final battle was played with rain pouring on the decks. *Inflexible* used its maneuverability to outwit several ships. One by one, the Yellow fleet lost ships to the lake. The Green fleet only lost *Bellerophon*. The Yellow's *North Carolina* ended up beaching on the opposite shore and had to be rescued. The Green had won regionals.

THE WAY HOME

We returned to the motel where Admiral Bray showed up and said "Gentlemen I'm glad you're here, because I wanted to honor a captain who told me that his plan was to hold Muddy Point, and I think he performed that task with honor. Therefore, I would like to award Grant Dahl this medal of honor." I was caught totally off guard, but was pleased as punch. I got a red medal, which I still have.

Afterwards. I stunningly learned that the Minnesota Vikings lost to the Oakland Raiders 22-17.



Braving the elements, Grant sends another veteran to his watery grave.



FALL FRAY AT BRAYS

by Steve Reichenbach

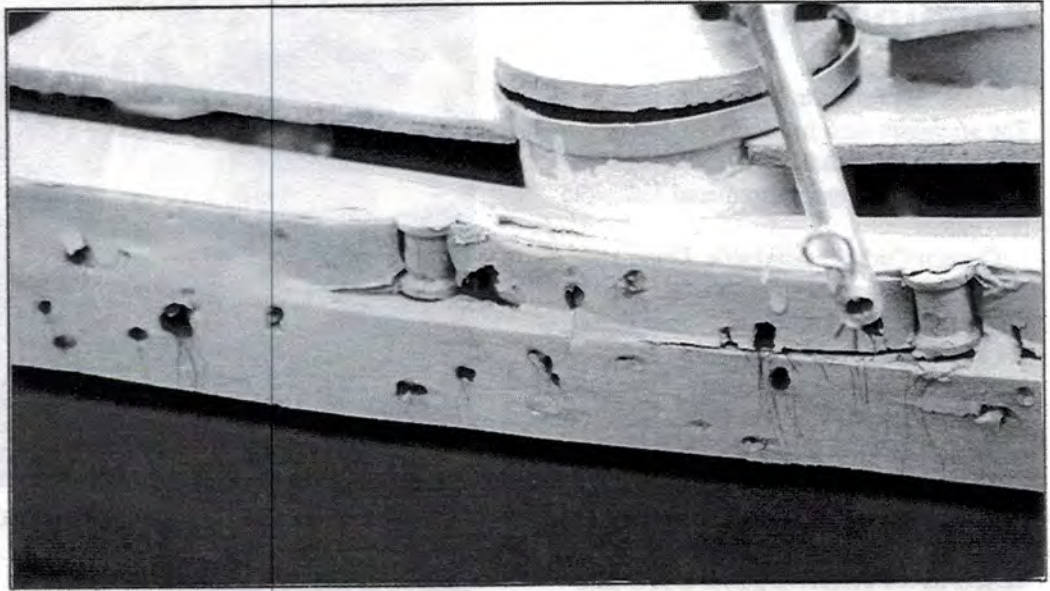
The air was cool and light rain was falling on the graceful waters of the Bray pond as the crew headed to a country breakfast. Everyone was excited about the upcoming day of battle, and reminiscing about NATS.

Several bowls of biscuits and gravy later, we headed back to the dockyards and folks arrived from out of town. I was hurrying to get a non-combat *Bismarck* on the water for some photos, as the sun was waking up, and the day was turning quite beautiful.

The *Bismarck* needed a Dean's mini-whip antenna, but otherwise was quite acceptable.

With a few minutes to battle, my thoughts turned to the *Gneisenau* for the first time since NATS. (NOTE: paying no attention to your boat in between battles produces reliable results!) I entered the battle, and immediately became a non-factor.

Radio and gun problems would plague me all day long. Weaving in between other ships, I had several good shots, but the bbs just barely had enough velocity to hit the enemy, and not nearly enough speed to penetrate even the thin silkspan hull to Ted Brogden's right-guard (unscented) boat.



The Fray At Bray's is a very punishing event for the finely detailed ships !

Of course, Ted didn't mind me coming in for a shot, as my guns left me without any offensive capability (besides offensive language), and he was able to get several good sidemount shots. By the second sortie, Rucker's *North Carolina* broke down, and Ted was the "big ship" on the water, along with my *Gesuntite*, several cruisers, "*Sweeden*," and a *South Carolina*.

Amazingly, the second sortie found the "*Sweeden*" sinking, with no juice for maneuvering, pumping, etc. James Foster's normally effective mosquito sank in shallow water, giving our fleet a modest edge in points at the end of the first battle.

For the second battle, Kevin Bray switched sides (traitor!) and became just another ship to get easy points on my ship.

The first sortie of this battle was no big deal, but after about a minute of battle in the second sortie, my mighty (NOT!) ship drove full speed into the shore, without the pump on, and sat there 5-out-of-control while the sharks came to feed.

A few minutes of shooting, and the *Gesuntite* gently rolled over to starboard, and sank half-rolled-over and beached on the shore, with the props still churning up the muddy bottom.

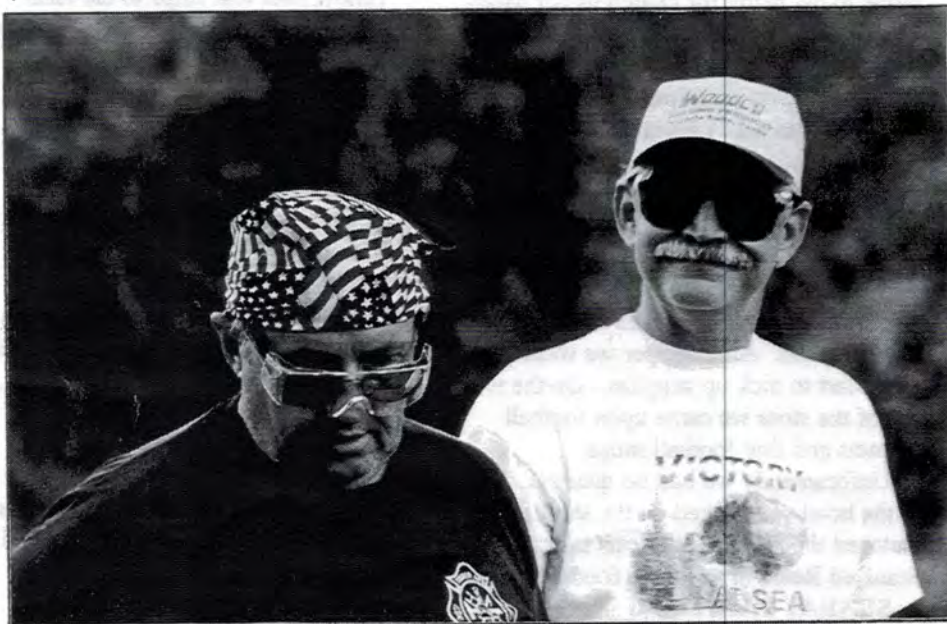
With this sinking, and some other good shooting, red fleet was victorious. Of course, in order for them to claim victory, they must paint their face red for the rest of the battling season. That way, we will all know who was the winners of the Fall Fray.

Fluegel: "Ah, Kevin, why is your face painted red?"

Kevin: "Oh, I am on the red fleet"

Fluegel: "Oh yes, the red fleet! Well, then, congratulations!"

Dinner was convened at the local "all-you-can-handle" buffet, and folks left feeling full and having had a fun day of battling. Swampy, Brian Finster, and myself stayed behind a few extra hours to assemble a "rookie training device" in the yard, complete with "space cruiser swing" and "super slide." Many thanks go out to Kevin for the great chocolate pie, super facilities for battling, and letting us all raid his refrigerator! I have returned to a one-ship guy, and that ship will be promptly disassembled, and rebuilt this winter.



A grin covers Bob Eakin's face as Robert Rucker watches his boat sink. The Fray at Bray's combines great detailing with great battling.



NATS 2000 In Site

by Bart Purvis

The second annual MWC NATS is July 9-14, 2000. The location is the Georgia National Fairgrounds and Agricenter in Perry, Georgia. Perry is centrally located in the state just a few miles south of Macon, Georgia on I-75.

The pond is on the Georgia National Fairgrounds and Agricenter. This man-made lake is shallow, with a maximum depth of six feet at the drainage end.

The pit area, adjacent to the rest room, will be at the shallow end, which appears to be around 2-3 feet deep. Water in the lake is turbid because of the bottom feeding catfish and therefore, is moss free. Mowed grass extends to the water's edge.

Fire ants (the Georgia State Insect) are controlled by pesticides and mowing.

Our motel is the Quality Inn in Perry located at the intersection of I-75 and US 341—less than three miles from the battle site. All rooms are ground floor with parking at the door. Room cost will be \$49.95 plus tax. Additional charges will apply for rollaway beds, pets and more than four occupants per room. Food at lakeside will not be catered at this year's NATS.

Let me repeat. Neither meals nor drinks will be catered at this year's NATS. Instead, there are other options available.

First, a Georgia National Fairgrounds and Agricenter concessionaire will have a wagon available near the pit area and will be selling drinks, sandwiches and more.

Second, you can bring your own food and drink.

Third, within three miles, at the intersection of I-75 and US 342, are several fast food places.

The Georgia National Fairgrounds and Agricenter has about 200 4'x6' wooden picnic tables available for our use. You will not need to bring a table for the lakeside pit area.

There is no shade at lakeside, so MWC will be renting a large tent for our protection from the DSS (Deep South Sunshine). Afternoon rain showers are common in Georgia during July, so bring your rain gear.

CO2 and chilling ice for filling tanks will be provided at no extra cost.

More details will be forthcoming. If you have immediate questions give me a call at (912) 357-7306 or e-mail me at purv@altamaha.net



First MWC Meeting in Chicago

by Mike Maxwell

"Windy City Warships" was a success. Attending the Saturday, March 4th meeting at Bennigan's were Ralph Stein, Anthony Ciuris, Tony Ciuris (plus a younger Ciuris whose name I have forgotten), Roger Howard Jr., Roger Howard Sr., Anna Marie Howard, Eugene ?, David Ricci, Larry Ricci, and me.

Larry and David brought two ships which everyone had a look at. Ralph Stein said he may have a battling pond for us. Roger Howard, Jr. expressed his desire to build the battleship Arkansas. Anthony showed off the Invincible hull he made himself.

Larry and David Ricci answered many questions about guns, pumps, and construction in general. Anna Marie expressed interest in building a ship of her own perhaps.

We handed out the MWC 2000 Information Packet and battling rules so everyone will know the rules on building and fighting.

We also distributed the list of major MWCI events. I encouraged everyone to join MWCI (see www.mwci.org) so they will be able to participate in larger events outside of Chicago and also so everyone will have insurance of some kind once we start battling regularly in Chicago.

The meeting was a lot of fun as we pretty much took over Bennigan's. I know we attracted a lot of stares and a few questions from other people as well.

At the end of the meeting as Larry was rolling up some plans for several ships a waiter asked us to get the plans off the floor! I think we were becoming a disturbance!

There are several others who did not attend the meeting who have expressed interest in the club. If you are one of these people and would like a free photocopy of the MWCI Rules and Information Packet, please email me with your address and I will get that to you.

Remember though that much of this info is also on the MWCI website at www.mwci.org.

Of course, other people are welcome too. Feel free to tell friends to come along. Email me about the next meeting or about ship questions. Mike Maxwell email: mmaxwell@mcs.net home phone: (312) 587-3640



Notable Quotables:



"Victory at all cost; victory in spite of all terror; victory however long and hard the road may be—for without victory there is no survival!"

Winston Churchill

"This glorious Third Reich will reign for a thousand years... starting tomorrow!"

D.W. Fluegel

(Said as he waded ashore with his recently sunk boat)

"I don't think much of a man who is not wiser today than he was yesterday."

Abraham Lincoln

"I respect only those who resist me, but I can not tolerate them."

Charles de Gaulle

"No terms except an unconditional and immediate surrender can be accepted."

General Ulysses S. Grant

"There are five dangerous faults that may affect a general, of which the first two are: *recklessness* which leads to destruction; and *cowardice* which leads to capture.

Next there is *delicacy of honor*; which is sensitive to shame; and *hasty temper*; which can be provoked by insults.

The last of the sins affecting a general is *oversolicitude for his men*; which exposes him to worry and trouble, for in the long run the troops will suffer more from the defeat, or at best, the prolongation of war, which will be the consequence."

Sun Tzu

"You can never do too much reconnaissance!"

General George S. Patton

Port Polar Bear

by Larry Dahl

Port Polar Bear held a meeting at Ron Horbul's pond. Five boats hit the water (scads of spectators) with two sinks; one personal streak was maintained—another was broken.

The Dahl squadron showed up at full strength, *HMS Tiger*, *HMS Inflexible* and *HMS Bellerophon*.

Ron Horbul had his *SMS Moltke*, and Curly had his *SMS Konig*. I threw the *Tiger* on the pond and gave the transmitter to a spectator. There was one feisty newcomer who growled at my offer, saying "I'll never con an Allied ship." Curlyzied already.

The *Inflexible* was put out on the water. I gave Grant instructions not to fire until battle was called. I almost had the *Tiger* ready for Andy when the two boys brought the *Inflexible* back with the complaint that she was 'leaking real bad'. Ram damage from a certain *Moltke*. I slapped on duct tape. *Tiger* went out soon afterwards. I was working on *Bellerophon* when I heard the shots start to fly. Someone said, "Two allies, two axis, let's go."

I had trouble tweaking one of *Bellerophon's* sidemounts, as the gun absolutely refused to fire. After banging on it for awhile, I gave up and took the *Bell* out with one side gun and a flaky bow gun.

Grant had *Inflexible* over on the far end, insisting that battle was not called, while Andy and the others told him that it was. Unknown to me, Ron had switched sides and was firing on the *Konig*, which was being conned in this first sortie by Barry Grupe. As *Bellerophon* moved out, *Moltke* swept by, and I fired a burst that peppered his bow.

Barry kept the *Konig* moving and firing. "Get the feeling that you have no friends, Barry?" Asked Curly as *Moltke* fired more shots at the *Konig*.

Later, Ron noticed the *Inflexible* over on the far side of the pond, hiding. "I'm going to go scare him," said Ron, and the *Moltke* took off. She made a big circle, swept by the startled *Inflexible*, and then came around in a big circle to head back to the main action. Then she sank!

While Ron was rescuing *Moltke*, I

noticed *Tiger* was pumping hard. "Keep the pump going, and let her pump out." Andy let *Tiger* drift, but it was no good. Pumping hard, *Tiger* went down right next to shore. Sitting on the bottom her control top was still above water. Recovery showed that she'd been sunk by large hole (slightly smaller than a quarter).

This left just *Bellerophon* and *Konig* to go at it. *Konig* kept frustrating me—I couldn't get the good sidemount to line up. The bad sidemount had plenty of shots, and finally in frustration I started firing the bad gun.

Amazingly, bbs' started firing, but so weakly as the O-ring had null effect. We could hear the bbs bouncing meekly off the hull of the *Konig*. People snickered. But then the *Bellerophon* got turned around, and brought the good gun to bear. The solid "Whack, whack, whack" brought some exclamations from the crowd.

After *Konig's* five ran out, I looked around for Grant and *Inflexible*. Somehow his ship had gotten wedged under the small dock (6 feet long), and Grant was close to losing the transmitter in the water as he struggled to back it out.

Second sortie was much the same—the battle started while I struggled with *Bellerophon*. *Konig* launched first, and was dead on the water...forgot to turn on the receiver. Ron licked his lips and sent *Moltke* out after *Konig*, only to find he hadn't turned on his CO2. I helped Andy get out the *Inflexible* while Ron was hollering "Somebody get him!" *Inflexible* arrived just a split second too late, as *Konig* drifted close enough for Curly to grab it. *Konig* soon had power.

I finished up *Tiger*, putting a ram patch over the sink hole. Since Grant didn't want to go out, I handed the transmitter to another interested spectator, Bennett

Benson. Bennett tells me he had a ball (he has since bought a cruiser). He got in close a few times and scored some hits. *Tiger* did ram *Konig* once—nothing great.

This time *Bellerophon* went out with two properly tweaked sidemounts. Curly was conning *Konig* this time, and once again had a lot of attention. *Bellerophon* scored some good volleys of sidemount hits. *Konig* was pumping, but he frustrated his pursuers as he lasted out his Five.


Moltke was already gone as well when the *Konig's* five elapsed, and so it was just the three British ships left on the pond. Andy had emptied the guns of the *Inflexible*, *Tiger* had a few shots left, and *Bellerophon* had two guns with ammo, and so we sailed around and fired on each other until all the ammo was gone.

We didn't count the score at the pond. Curly told me later over the phone that *Konig* had 21 belows, about 6 ons, and about 40 aboves. His streak of going unsunk in a Port Polar Bear conflict remains intact (14 years).

Bellerophon took about twenty holes, including six belows, and survived her first battle in ten attempts. With that percentage, one can only go up, right? The damage total was less than 500. Of course, her streak of sinking in nine straight sanctioned battles is still intact.

Inflexible also had damage, coming in with slightly more than *Bellerophon*. We haven't counted *Tiger* yet. I didn't look at Ron's ship after the second sortie, but he'd sunk in the first with no belows. He blamed the sink on the dozen holes I put in his bow.

Looks like the Brits might have taken home the PPB igloo (Ice Flow Award) if we'd scored the battle.

Reports coming in from spectators show we could have 12+ ships on the water next year. That'd be okay with me. 



Danny Barrett retrieves another victim from Horbul Harbor, site of the upcoming *Ice Breaker 2000*, shown here during phase one of construction.



The French cruiser lines up its stern gun on the Washington's bow.

Memories from the Spring Fray at Bray's

Friday Night: Some of the battlers gathered at Kevin's house for some last-minute tweaking and superstructure additions. It wasn't long before the boats were in the water in Kevin's lake for speed testing and a little pre-battle jousting. Shortly thereafter, the professional film crew arrived and spouted their first of a hundred "Oh man, this is great stuff!"

Saturday Morning: It started off fairly slow with the veterans strolling around looking at all the ships. Casual glances at the ships they seen the year before while pausing longer at the new additions.

Robert Rucker and Bryan Finster were appointed as Admirals and set off to select the fleets. Battle was called and the hunt for the rookies began. The Rookie *Houston* running closer to 22 seconds was

...The Axis were begging for an Allied surrender...

outrunning most of the BBs while Mike Maxwell's *North Carolina* received a good bit of attention from Brogden's *Valiant* and was soon observing the battle from underwater. Hovis' *Bismarck* had problems with a seized drive shaft and drew the attention of Eakin's *Washington* until the *Yamato* of Bryan Finster wanted a private dance with Bob. Ted, Jim Ewers, Bray and Steve Reichenbach had a number of clashes that left Jim on the weedy bottom.

Saturday Afternoon: Kevin's *Bismarck* once again experienced drive train problems and was the focus of early attention until the *Yamato* ran the vultures off. Bray's *Moltke* survived a *Valiant/Yamato* sandwich thanks

to a good pump, but inflicted sufficient damage in the *Yamato* for all to see that the *Yamato's* pump circuit had failed. Bryan called "FIVE" while Bob did his best to punish the large Jap.

Despite David Evans plunking away at the *Washington*, Bob stayed persistent on the mighty *Yamato* and it soon kissed the bottom of the Axis lake. Jim's I-boat and Ted's *Valiant* preferred a private battle that left the I-boat on the bottom again with some pump difficulties.

Some Captains suggested that the speedy *Houston* should have a tennis shoes tied to the stern to approach speed, but with a lack of shoe donations the *Houston* became a little more aggressive and failed to outrun all the BBs. The rookie *Houston* did managed to inflict minor damage on the old salts that left the rookie family doing back flips on the bank.

Sunday Morning: The Sunday battle was decided to be Allied / Axis. The Axis were begging for an Allied surrender, but had to face the numerically superior Allies instead. This battle featured some of the younger Captains with Sandi Reichenbach and Matthew Clarke trading some pre-battle banter. David Evans found himself too close to shore and the *Yamato/Moltke* combo added some belows that would send the *Houston* under the waves. Sandi and Matthew traded BBs for words once on the water and kept each other entertained.

Matthew's *Houston* managed a few shots at the barn door sized hull of the *Yamato*. Meanwhile Jim's I-boat had to deal with the *Yamato* and the *Moltke* as the cruisers tried to get a few shots in. The battle ended with Matthew's *Houston* being chased by the BB-less *Graf Spee* and *Yamato* as they tried to work him toward the BB laden *Moltke*. Matthew managed to avoid being cornered

for the last 3 of his 5 minutes and survived a close call. My apologies to the Captains if my memory failed me with some of the events.

I would like to Thank Kevin Bray for his hard work with putting on the event and to his diver friend Leroy who provided a valuable sunken ship valet service.



Bray on Bray's

by Kevin Bray

Gentlemen, Participants, and Captains ... thanks for making the "Fray @ Bray's" a success. Everyone I talked to told me that they had a good time. We had a safe and enjoyable event. I believe the total sinks was around 7-9 for the event. Bryan Finster will be sending me the actual scoring using his new and wonderfully designed scoring program. Once I have this, it will be sent to Joe Wooten for posting at the SWK web site (speaking of the site, please visit there soon, it has a new and improved design to it).

Some of the special memories I have are the following:

- Renewing old friendships
- Meeting Patrick Clark and his excellent young sons
- Getting to see my good friend, Mike Maxwell again (better luck next time Mike, hang in there)
- Having a professional video crew at the event
- Having my good friend, Lee Roy Kesler provide "valet" ship retrieval services
- Being the middle of a *Yamato, Moltke, Valiant* sandwich and living to tell about it...scary!
- Seeing Kevin Hovis recover from a ceased up gear box.
- Lots of sinks, good food, and good conversation.

The winners of the trophies: Bob Eakin, winner class 4-6
Patrick Clark, winner class 1-3
Steve Reichenbach— "best of scale" (again)
Kevin Hovis— "most damaged"

Look for the exclusive story of the "2000 - fray @ bray's" in the new hullbusters coming out soon....



Running with the Big Dogs

by Tim Krakowski

I am the proud captain of a German Z class DD. Z-34 to be specific. I came to build this little ship as an experiment - I wanted to be able to put a ship in a carry suitcase and fly to any event in the country.

Can a small ship be built and battled effectively? My goal for the Baxley event was to stay afloat and do more damage than I received.

For the Baxley BB Bash, held 9/11 and 9/12 in Baxley, I had the smallest ship by far. At 3.5 pounds, she didn't exactly strike fear into the opposing captains. I was a member of the yellow fleet, along with Bart's *Java*, Matt Purvis' *North Carolina*, Louis Meszaros' *Scharnhorst*, and George Goeff's *South Dakota*.

Opposing us as the forces of evil were Austin Keels and his *Invincible*, Matt Keel's *North Carolina*, Doc Broring's *Michigan*, and Charley Stephens' newest ship, the *Fuso*.

The first sortie began in a pond that was more than 2 feet down, due to Georgia's summer drought. As we captains wallowed in the mud, ships prepared for battle.

I started by trying to pick on the first target of opportunity—Doc's *Michigan*. Big mistake! I shot a couple of ineffective BBs in the water, while Doc turned on a dime and hit me with a stern gun volley. That didn't quite work out as I had expected...

Towards the middle of the sortie, the captains of the evil fleet cheered. I didn't see how it happened, but the *South Dakota* was the first ship to be sent to a watery grave. Then suddenly, the *Java* went out of control and ran aground on the barrier. Most of the *Java's* tender underside was exposed, as the sharks of evil fleet closed in for another quick kill. Try as I might to defend, a 1.5 unit ship simply isn't enough of a deterrent. I plinked away at the

Fuso and *North Carolina*, but I wasted many shots and was soon out of ammo. As the *Scharnhorst* moved into a defensive position, Bart managed to work his way off the barrier on the wrong side, and much to our chagrin, pumped out and lasted his 5.

After the sortie, I only had one hit above the water line. The Z-boats low profile seemed to be paying dividends. All captains voted to allow the *South Dakota* to enter the second sortie, and the battle was joined again.

This time, the *Java* did not survive as the evil fleet closed in for the kill. Soon afterwards, the *South Dakota* was sunk for a second time.

I suddenly experienced my worst nightmare...moss! My 22-second ship became a 42-second ship. Doc took advantage of the situation and raked my defenseless ship with his sidemount. I demossed, called my 2 and went to die.

However, my newly installed pump (thank you Charley!) was more than up to the task! The Z boat pumped out and was nowhere near sinking, even though I had 4 belows, 2 on and 6 above—the most damage she had ever taken!

As we are inclined to do in Georgia, we simply declared the evil non-yellow fleet the victors, as they had sunk 3 ships to 0.

The afternoon session was a modified campaign battle. We had 5 convoy ships and several spectators to captain them. We decided to allow all ships to reload and reenter the battle. What followed was a free-for-all that saw several successful convoy runs and even more sinks. What a riot! I reloaded 4 or 5 times, and I dumped several rounds into Charley's *Fuso*. I was getting the hang of this thing. This time I did dish out more than I received!

Unfortunately, the yellow fleet lost most of its convoy ships, and with the *South*

Dakota and *Java* out, we simply did not have the offensive punch to sink many non-yellow convoy ships. That made the score

Good: 0
Evil: 2

After a much-needed shower, we all went out together to Brenton Lee's, a Baxley tradition, for dinner. We spent the evening re-living over the day's events. When dinner was finished, we agreed to get an early start.

Sunday began early (by Georgia standards, anyway). However, the Z-boat developed fatal gun problems. How could a ship that worked so well just one day before turn into a nightmare? I sat out the first sortie, and shot some video tape.

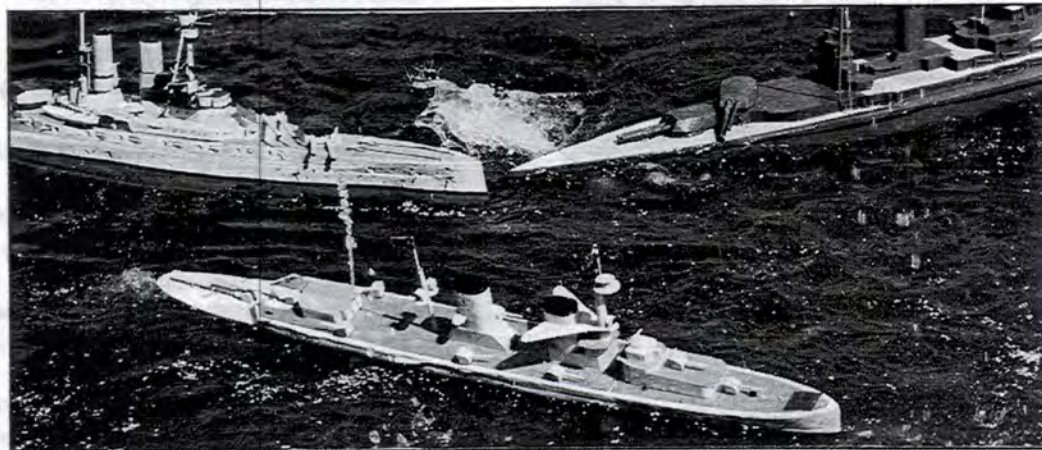
What followed was pure carnage - this time the victim was Matt Purvis' *North Carolina*. Austin and Matt Keels, Charley and Doc relentlessly attacked Purvis' *North Carolina*. How he survived, I have no idea, but he did.

Charley Stephens loaned me his *FNS Suffern* for the second sortie. Soon after Matt Purvis' *North Carolina* was launched, the evil fleet sank it. Louis' *Scharnhorst* and my *Suffern* put up a good fight. I managed to get the *Suffern* shot full of holes.

We began the traditional Baxley Sunday third sortie as the *Scharnhorst* and the *Suffern* vs the *Fuso* and *North Carolina*. The result - one *Suffern* sunk. Louis managed to fight well, and he survived. Overall, the Yellow fleet was routed, but we managed to have a good time.

A couple lessons learned:

1. Matt and Austin Keels are a deadly duo. Stay away from them.
2. The *Fuso* is an awesome looking ship - Nice work Charley.
3. The *Michigan* is a deadly little ship.
4. And finally, whatever you do, don't order the large steak...



More and more small, effective boats are finding their way onto the ponds.

TECHNO-TIPS

THE STUPH

by Louis Meszaros


What is the best way to waterproof the servo so that you do not have a failure in the middle of a battle that could cause you to take a refreshing dip? There are many solutions, some that work and others that work only for a short time until the servo fails.

A product that you might be able to get is called "STUPH" (pronounced STUFF) that was discontinued a few years ago and could be located in the back room of your local hobby shop. It comes in a pink bottle (8oz.), and is sprayed on the inside of the servo and then reassembled, couldn't be any easier.

The local rep would bring a fish tank, buy a servo from the hobby shop, spray the Stuph and place it into the tank with a radio that you could operate. The hobby shop owner I talked to told me that the servo was fine after being submerged to four days and showed no signs of deterioration.

Here is the info:

Tyler Industries
P.O. Box 1595
Wallingford, CT 06492
(203) 284-8311


Someone might have bought the rights to produce and is marketing it under a different name or possibly it could be found in use for a military branch...worth looking into the possibility. 

Restoring Wet Gear

by Don Cole

In spite of your best efforts, sometimes your radio equipment will get wet. This doesn't have to signal the end of your battling day. I've found a quick and easy way to save wet servos, receivers and transmitters.

All it takes is a bottle of 99% alcohol—I have not used the 90%—the purer the alcohol, the better.

You need to disconnect your wet equipment from its battery source as quick as possible, to prevent corrosion from occurring. Open up your equipment, drain the water out, then thoroughly flush with the alcohol. Repeat this a couple more times, shake out as much alcohol as possible. Place unit where any remaining alcohol can drain and then let the equipment air dry. Reassemble the unit and it should work fine. 

Bulletin Board

Battlers Connection

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

Swampworks

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>

A Note from the Secretary

by Lars


For those of you out there who are getting Ham operator licenses, remember, before the VP can allocate you a Ham Frequency in our frequency lists, you need to file a copy of your ham license with the MWC Secretary.

This is to ensure that those that took the time to do properly take the tests and so forth are the ones who are allowed to use those channels.

Please send your copy to:

Larry Dahl
1486 Oakdale Ave
West St. Paul, MN 55118

Or e-mail a scan of your license to secretary@mwci.org


I'll notify the Vice President as soon as it is received. 

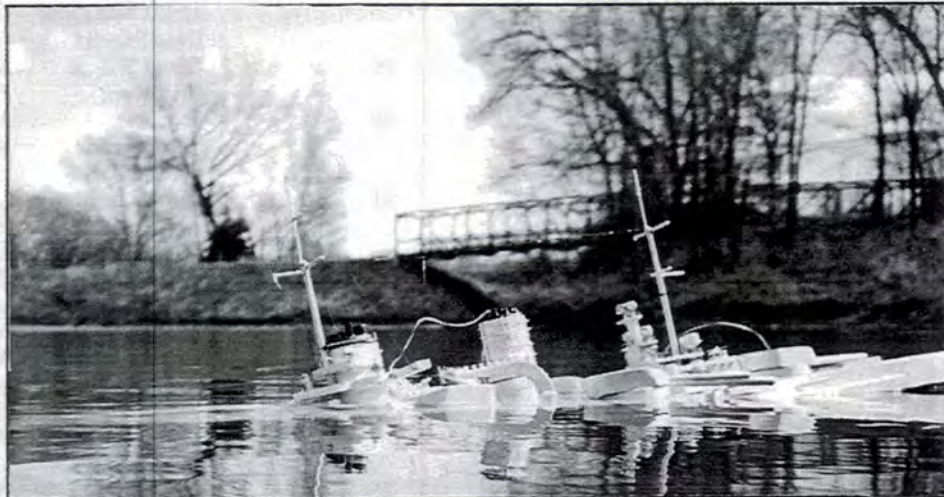
Editor's Note

by Curly

Sorry for the delay in getting this issue to press...I'll pass the buck on to the insurance issue which was just resolved.

I urge you all to renew your dues around Christmas if possible...our membership numbers really dip until the NATS rolls around. That means the winter and spring issues of TF 144 would only go out to about 20 people...

I would like to thank the many authors who contributed to this issue. I'd also like to point out the addition of page numbers, which I do as a tribute to D.W. Fluegel, who suggested I include them. His Hullbuster is up over 2000 pages! If you haven't subscribed to that yet, do so...it is very good! Reach him at: fluegel17@juno.com 



Tundra Teddy is just at the water's edge as the Posen crash dives.

Task Force 144
 2613 Wheeler
 Roseville, MN 55113



Richard Whitsell
 9820 North Highland Terrace
 Kansas City, MO 64155

64155X3132 13



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
	Ron Sellars	MI
64	Stan Watkins	TN
	Tom Brown	AR
	Mike Fosket	MI
65	Bob Eakin	TX
	Frank Falango	FL
	Ohio Players	OH
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

75	John Sellars	MI
	Curly Barrett	MN
	Jim Ewers	OK
	Charlie Stevens	FL
76	Ohio Players	OH
	John Whitsell	MO
	Austin Keels	GA
	Ohio Players	OH
77	David Asman	CA
	Chad Jones	GA
	Michael Wilson	KS
	Mark Clauser	MO
78	Robert Rucker	OK
	Michael Auno	CA
	Mrs. Chad Jones	GA
	Ohio Players	OH
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
83	Ali Zinat	VA
	David Evans	KS
	Mark Roe	MI
84	David Haynes	TX
	George Goff	FL
	Ohio Players	OH
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
88	Ted Brogden	TX
	Chris Stoesen	GA
89	Lief Goodson	FL
	Karleen Asher	KS
	Ohio Players	OH
90	Dana Graham	CA
	Adam Thibault	SC
	Ron Horbul	MN
	Captains	State
00	Bryan Finster	TX
01	Chris Pearce	TX
02		
03		
04		
05	D.W. Fluegel	TX
06		
07	Tim Beckett	MI
	Brian Eliassen	CA
08		
09		
	Captains State	
01	Bart Purvis	GA
02		
03		
04		
05		
06		

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