

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

Millenium-Ending Edition-1999

CALENDAR OF MWC EVENTS



April 29th & 30th
Spring Fray at Bray's
Owasso, OK Sanctioned
Contact: Kevin Bray
\$10, CO2 Provided

April 29th & 30th
Baxley Spring BB Bash
Baxley, GA Sanctioned
Contact: Bart Purvis
Free, No CO2 Provided

May 20th & 21th
Southeast MO Spring BB Bash
Farmington, MO Sanctioned
Contact: Kevin Hovis
james.k.hovis@boeing.com
\$12.50 Fee, CO2 Provided

June 17th & 18th
Colorado Single Crown
Littleton, CO Sanctioned
Contact: Chris Grossaint
Small Fee, CO2 Provided

July 10th - 14th NATS
MWC National Championship
Percy, GA Sanctioned
Contact: Bart Purvis
CO2 Provided

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

MWC is Online at:
www.mwci.org

MWC Seeks 200 in 2000!



With the growing number of battlers, the ponds leave little room to hide!

Proposed Millenium Resolution for MWC

by Curly Barrett

Lose weight; get a new job; clean the garage; start to exercise...these are all the kinds of New Year's resolutions we hear every year, and this year isn't much different.

As MWC heads into the unknown waters of the next millenium, I am taking this opportunity to wish you all happiness and good fortune as the year progresses.

I hope you can stick to your resolutions!

As for me, I have chosen "200 members in the year 2000" as my resolution. It's not as hard as jogging and less of a hassle than getting a new job.

Our membership for 1999 was over 100, and that was our first year. I think we can easily attain 200 in 2000.

Why do we want that many people? A fair question, particularly in light of the new adherence to the law regarding ground-frequency radios. With 200 people, we will find ourselves battling "A" and "B" fleet more often.

We have battled in "A" and "B" fleets before, back as early as the mid '80s, and the participants seemed to enjoy it. It adds the whole Admiralty concept of "where do

I send my boats, how many and with what strength?" It was an interesting twist that added a need for strategy in addition to the usual need for raw fire power.

And all 200 members will not attend a NATS or a regional event at the same time. So the greater numbers is not a real threat.

The benefits would include new targets, new technology, new friends, new competitions (as more regional events pop up) and new battlers closer to where you live, so you don't have to drive 20 hours to battle!

We just need to ensure that we acquire quality in addition to quantity... good people. They're out there and they want to play.

But we can't just sit back, do nothing and expect the new people to come to us. We have to invite people to come and play with us. Here's a few things you can do to encourage growth in our hobby:

- Hold monthly meetings so new people can find you and see the boats
- Write an article for your local newspaper
- Write an article for a boating magazine
- Attend your local model boat club shows
- Post a flyer at your local hobby store—list the MWC web site and your phone number

Let's see if we can get 200 in 2000!

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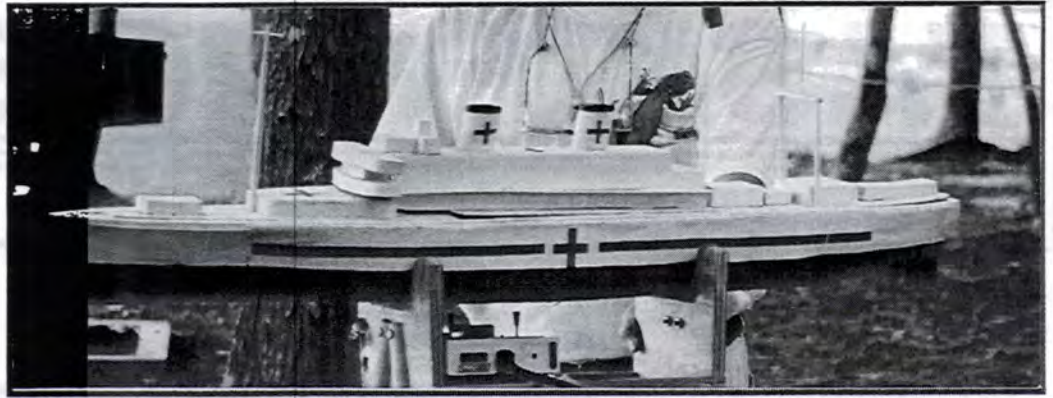
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Presidential Pearls

by Bart Purvis

This article starts with wearing one hat and ends with switching to another. My first hat is that of the retiring MWC president. This has been a memorable year for me. I have enjoyed the experience of helping to form and charter a new club and in getting MWC off the ground.

However, I do not, and have not, enjoyed the role of president. I am very uncomfortable in this position and have decided to end my term this year to make way for someone more qualified to take MWC into 2000 and beyond.

I wish to take this opportunity to express my gratitude to the members of the board and more explicitly to the officers. You guys made it possible for me to do my job without too many pratfalls.

To Robert Rucker and Tom Jass, respectively the 1999 site host and contest director, my thanks for your tremendous efforts on our very first NATS.

The 115 members of this new club deserve my most sincere thanks. You trusted us enough to plunk down your dollars, your efforts and your time in an unproven model warship club and you do not know how much I appreciate you.

Please give my successor the same wonderful attitudes and spirit you gave me.

And now, let me put on my Site Host hat and talk about the second annual MWC NATS—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. To get a look at the site map, go to www.gnfa.com and click on fairgrounds map. At the center of the map you will find three lakes. Ours is the long narrow sort of dogbone-shaped lake between the restrooms and the

horseshoe court. 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 GNFA 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 GNFA 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 rainshowers are common in Georgia during July, so bring your rain gear.

CO2 and chilling ice for filling onboard 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



A Look at Change

by George Goff

I've was rather upset with two of the Board of Directors (BOD) changes that came out of the 1999 MWC BOD annual meeting which took place during NATS in Oklahoma City. The two changes I'm talking about are:

#9. "Rule proposals for next year will require 5 signatures of eligible captains, instead of just one."

#10. "Effective January 1, 2000, new first time members will receive voting rights twelve months after participation in their first MWC sanctioned event. New members who have achieved current voting rights under the old system will continue to have that right."

I feel that these two by-law changes will hurt the club—especially the small clubs. It takes away any say new members have.

Currently, with these changes, new members will not be allowed to propose a rule change, support a rule change or vote on a rule change. Only members with voting rights may do so.

New members won't even be able to vote for the regional members of the BOD who are supposed to represent them (Ref. Article III, section 4)!

Why should we expect a new member who has built a boat, battled in a sanctioned event and paid his/her dues stay with the club when they are told that they have NO input in how the club works for over a year.

To require five captains (over 10% of the current voting members) to support a rule proposal will hurt the small clubs that have only three or four voting members.

It takes very little time at NATS to go through the rule proposals with the way the rules meeting is currently set up. If it is a bad rule, it will be killed in the rules meeting. But at least the member who proposed it would have his/her say, rather than be told that **the club is not interested in their ideas.**

This is the message that these by-laws are sending to new people.

If the new member's proposal is a bad one or something that has been tried before and changed, this can be explained to the member, and he/she may withdraw the proposal. With the current changes, he is more likely to try to force it through, and this is what (I feel) the BOD is trying to avoid have happen.

What I would like the BOD to do is rescind these two by-law changes and

consider making the following changes to the by-laws that will give the club members some protection from having changes like this being made in the future:

Recommended changes:

1. The BOD may not change any by-law dealing with who and or the number of members required to propose a rule. Only the club as a whole may do so.
2. The BOD may not change how a rule proposal is submitted. Only the club as a whole may do so.
3. The BOD may not change the requirements for voting rights of members. Only the club as a whole may do so.
4. The BOD may put rule proposals on the national ballot without going through the rules meeting at NATS.
5. (If they choose not to accept #1 through #4) The BOD must post any proposed by-law changes dealing with changes in voting rights and or changes in the process of submitting of rule proposals in Task Force 144 and on the club's web site, 60 days before making a final vote on them.

I already have the specified number of members signed up to require the BOD to consider these proposed changes to the MWC by-laws, but I would like to add as many names as I can—especially current voting member—to show how much support there is for these proposals.

I can be reached via e-mail at warship@worldnet.att.net or gegoff@aol.com, or by phone at (954) 434-2574



New President

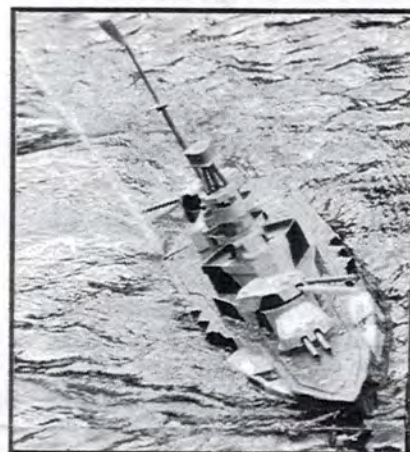
The BOD has elected new officers for the coming year. Taking over as President is **Brian Eliassen.**

Bart Purvis has moved to Site Host for the Georgia NATS.

Tom Jass replaces Wade Koehn as Vice-President.

Larry Dahl and **Rick Whitsell** are staying put as Secretary and Treasurer, respectively.

If you have any questions, you can e-mail them directly to the officer@mwci.org (i.e.; president@mwci.org) will go straight to Brian.



Treasurer's Vault

by Rick Whitsell

Where does our money go? Here's a summary up to 18, Dec 1999:

Total Income (dues/NATS) \$ 5,705.50

Expenses Categories:

Bank Charges	\$28.48
NATS	\$3,575.20
Postage	\$229.95
Printing	\$582.84
TF 144	\$400.03
Web page (domain names)	\$233.00
Total Expense Categories:	\$ 5,039.50

Liabilities:

Incorp. Fees (paid by Bart)	591.00
Bart's NATS fees offset	\$110.00
Liabilities (owed Bart)	\$481.00

NATS actually made a few dollars this year, but just barely (within \$100).

I'd like to thank our first President, Bart (Boss Hog) Purvis, for helping MWC get started. He donated his time and money to help start up this club as well as the front cost (\$591) for incorporating MWC.



According to the bylaws, changes to the Ship List must be reported in TF144.

The Ship List committee (Dahl, Pearce, Goff, Deskin, Koehn) started off correcting typos.

1) British cruiser, Light Cruiser Adventure—updated to 2.5 units

2) In the French ship section, Mike Deskin had several ship names corrected.

3) Swedish DD's Klashorn, Goteburg, Visby, and Oland—changed from 23 sec. to 22 sec., as they are over 300' in length.

4) In Italian section, Armored Cruisers San Giorgio and Pisa had their beams set to 69', instead of the 23-24' previously entered (which was their draft)

5) Deletion of the US predreadnought class Rhode Island, which were all launched in 1904 or before.

6) Made a new entry in US predreadnought section for Mississippi/Idaho (which were sold to Greece and became Kilgis class.

7) Portugal Gunboat La Plata was changed from 23 sec. speed to 28 sec. speed—the speed listed for Gunboats.

8) A refit to a Swedish Light Cruiser Clas Fleming, including a lengthening of the ship, required a second entry.

Another member questioned the inclusion of 6-inch gunned cruisers in the Heavy Cruiser listings. We agreed with his reasoning, it was the size of the guns that made a cruiser a Light Cruiser or a Heavy Cruiser.

We decided to leave things as is for now, but afterwards we did update the US section. The reasons why are explained below.

Then came the killer from Chris Au. "Hey, I've got a couple of books here by Norman Friedman on US warships, and they don't match what's in the ship list."

Now, we all appreciate the work of Dan Hamilton in assembling the ship list in the first place, but Au's statement raised the issue of what do we do when someone produces a source or sources that conflicts with the Ship List.

Since none of us know the exact sources used by Dan to create



the ship list, it's hard for us to defend the values.

We wanted the Ship List to be as accurate as we could make it and that it was better using multiple sources, trying our best to find the best for each ship.

This is an almost impossible task for a lifetime, let alone a single year. Thus we envision the updating of the ship list to be an ongoing task for years to come.

We wanted the people who follow us to know what we were basing our figures on, so that they could make informed decisions in the future. We've added a "Source" column to the Ship List. We used Hamilton's values as a baseline as we investigate sources and data.

Friedman's books are good because he gets his values from digging through the Naval archives. Dulin and Garzke are also good, and give even more data on displacements (the hardest things verify, rudders are a close second).

We've altered the US section of the Ship List to reflect the values in the above sources, and have indicated that in the List.

In some cases, a ships' displacements went up or down slightly. In some cases the beam or length changed by a foot. The US 6-inch gunned cruisers were moved to the Light Cruiser section, as in our opinion, that's where they belong, but their speed and units were left unchanged.

Additional Light Cruiser classes were added; some because they were sub-classes, and others because they weren't caught in the Des Moines rule change.

Destroyer escorts and a large US gunboat were added as well. The only ship who's class would've been altered by these changes are the Destroyer Farragut, but since the Ship List committee is specifically prohibited from changing a

ship's class, speed, or units (that requires a membership vote), we changed the displacement but left the units as is.

We await your approval before moving on to the other nations.

We've decided to add the following requested fields:

- **Absolute Model Weight**
- **# of Prop shafts**
- **# of rudders.**

Number of prop shafts isn't difficult to verify, but those double rudders sure are. We will have some blank fields for now.

There have also been questions on why carriers and submarines weren't in the list. We're including carriers this year. Check them over and check our sources, which we listed, of course. There may be better ones out there that we're not aware of.

Submarines looked to be a larger task and fewer resources were available, so we opted to try to fit them in next year.

Since most carriers are class 2 or less, they qualify for the 25% weight increase (on top of the 10% over heavy model weight). As you can guess, some of the carriers are quite large (like Shinano), and this gives them grossly high Maximum Model Weight.

We had a number of ship classes to which we wanted to add footnotes, so an Individual Ship Class Notes table has been added. Here we can record temporary notes, like this class had a typo corrected from last years version, or this ship class is new this year, etc. We can also record permanent notes, like the SMS Moltke's sister ship Goeben was sold to Turkey and became the Yavuz, or Chile's dreadnought Almirante Latorre spent World War I in the British fleet as HMS Canada.

We hope the membership likes these changes. ;-)

Lars



Treasurer's Vault

by Rick Whitsell

A year ago we announced the start of MWC. At the time, we wondered just how many battler's would join a new club. I can say that with a 111 members in the first year I was really surprised at the great response. I can't wait to see just how many battler's MWC will grow to next year. The club's expansion will lead to more opportunities to battle locally, regionally and at NATS as new lake sites and groups develop.

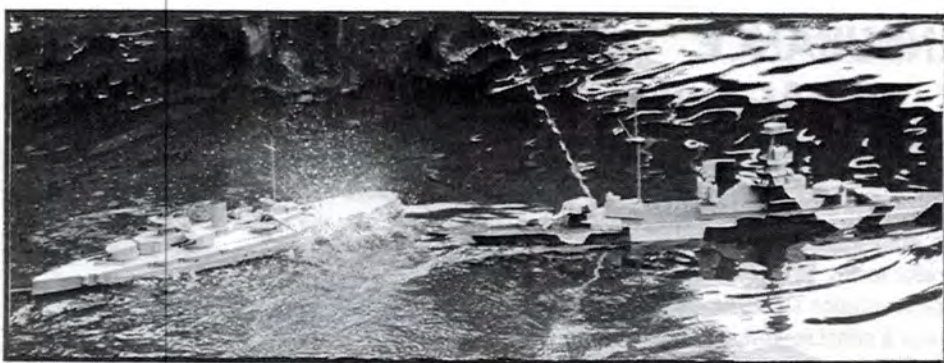
You will find next year's club application in this Task Force issue. The membership price is the same as last year's. I plan to laminate your club cards again this year.

However, I will cease laminations by June 30, 2000, since doing one card at a time is expensive. I also plan to hold your current club number until June 30 for those already in the club for 1999. After that, I'll reassign the numbers to new members.

The 2000 rules package should be ready soon and I'm sure you look forward to more TF 144 newsletters.

I'd like to **HIGHLY** recommend you subscribe to **Hullbuster's** newsletter as well. Hullbusters (\$9 through D.W. Fluegel) keeps you in touch with even more ideas and combat experiences.

Send in your membership applications. Remember to include your email address on the application. It helps MWC keep in touch.



Sites and Sounds

by Site Host, Bart Purvis

We will be gathering on July 9-14, 2000, on the grounds of the Georgia National Fairgrounds and Agricenter in Perry, GA for MWC's annual Axis Vs Allied shootout.

Your NATS fee is \$85—if sent to the treasurer by April 1, 2000. It will increase to \$100 after that date.

Please note that the Georgia National Fairgrounds forbids catered food or drink on the grounds—**your NATS fee DOES NOT cover any meals at lakeside**, nor the meal at the Friday night awards banquet.

For lunch during the week, you have several choices. During the week a food trailer will be parked adjacent to the battle site with soft drinks, water, chips and sandwiches for sale. Also, you are free to bring any food and drinks for yourself and your family that you desire.

Less than three miles from the lake are several fast food places. Our awards banquet will be at Angelina's Italian Garden Cafe, adjacent to our motel. This location simplifies life for those who have experienced navigation problems in the past. Angelina's specializes in Italian foods, but they also serve steak, prime rib and seafood. Most meals are in the \$10 to \$17 range. Friday afternoon we will give the restaurant our individual orders to minimize delays in serving. Please forgive the repetition, but remember that your meal at the awards banquet is not covered by your NATS fee.

The NATS fee of \$85 is dependent on a factor within our control. Last year we gave seven or eight extra trophies to tied winners of the Best of Class awards. Trophy expenses are a major portion of the NATS fees and the budget cannot withstand such an unplanned increase.

For NATS 2000 the attendees must either establish a tie-breaking procedure or agree to pay an additional assessment at NATS to cover any extra trophy expenses.

For those who pay the full NATS fee and get me their shirt size by June 1, one MWC tee shirt in glorious color is included at no additional charge.

Also, shirts may be purchased by MWC members at a price yet to be determined. There is also a shipping charge and an additional cost for XXL and XXXL. I'll get this information out to the club in the near future.

When the captains pay their Nats fees they should send their tee shirt size. E-mail, snail mail or telephone will be fine—I need this information before June 1, 2000. The June 1 deadline is firm. I can accept no further changes or purchases past that time.

Our motel is the Quality Inn at the intersection of I-75 and US 341 in Perry, GA. Call 1-800-422-1345. The manager is Mr. Ron Evans. All rooms are ground floor with "at the door" parking. The July 8-14 rate extended to our group for a block of 20 rooms will be \$49.95 (plus tax) for rooms with one to four people. When you call refer to the H.B. Purvis group or to the boat club group. When making reservations you must "guarantee" the first night's lodging.

We are working on an information packet with directions to the battle site and information about nearby attractions such as The Museum of Aviation at Dobbins Air Force Base and the National POW Museum at Andersonville.

And... for you Otis Redding and Little Richard fans—take in the Georgia Music Hall of Fame. There's something for everyone in Georgia this year!
Y'all come.



INSURANCE COVERAGE REPORT

by Bart Purvis

First, I have a few apologies to make to the MWC members about the insurance situation. There has been a considerable lapse of time concerning this issue and most of it is my fault.

Some is due to the fact that Sport Flyers of America (SFA) acts as an insurance agent for an underwriter, in much the same way as your local independent agent for your home or auto insurance.

The underwriter is the guy who actually pays out the money in the event of a claim. SFA asked me to send them a copy of our Bylaws and CBS Rules for review by their underwriter. This I did. They reviewed it. All of this took time.

This summer I informed the BOD and the membership that SFA would cover us for \$4,000,000 at a premium cost of \$33 per member with kids under 16 years of age, in the family, at no additional charge. This is their coverage for airplane modelers and I was under the impression that we would have the same coverage. I was not mislead, I mislead myself.

However, after review of our Bylaws and CBS Rules, the underwriter has made an offer of \$1,000,000 liability coverage with a premium of \$30. There is no reduction for family youth members. Medical coverage up to \$5000 is included and **medical coverage of \$25,000 is available for an additional \$2 premium.**

I hope you will accept my apology for the inaccurate data I gave you this summer. I was not trying to be deceptive, I had no ulterior motives and was giving you what I thought was correct at that time.

The reason given for the \$1,000,000 liability maximum was that we have no experience rating with them and that we shoot BBs. I explained that we had over 20 years in the hobby and had no

claims with NAMBA and how careful we are, etc. Didn't cut any ice.

SFA did say that if we had a claim free first year that we could probably get \$2,000,000 at no premium increase in 2001.

Now, there is no guarantee for this but it does look like the underwriter is going to be observing us during this probationary year.

Once our probationary period is over, they may raise our limits without increasing our premiums. It's a question of experience. They have no experience with a R/C model warship combat group so they're "hedging their bets" for the first year until they get to know us.

In addition to insuring individual members, SFA will also insure MWC, Inc., the club itself. The \$30 premium for this will provide \$1,000,000 liability coverage to the MWC as an entity. Of course, officers and BOD members will still be responsible for the purchase of their individual liability insurance coverage as outlined above as participants at events.

...will not insure us if we allow air-frequencies...

SFA site insurance is \$10 per site per year. MWC encourages site insurance on private property and requires it on public property.

The club pays for insuring the NATS site while individual site hosts pay for regional site insurance, if utilized.

SFA will not insure us if we allow air frequencies in operation of our model boats. This is just a fact.

Since the underwriters for SFA have reviewed our complete Bylaws and Rules package *before* making us an offer of \$1,000,000 coverage for \$30 premium we KNOW that we are covered and we've operated in good faith with full disclosure of our intentions. This is firm and there is no uncertainty.

Admittedly, we are disappointed in the reduction of coverage to \$1,000,000 but the door is open for increased coverage in the future if they decide we're a good risk.

Another advantage of SFA coverage is provision of coverage for the officers, BOD members and the club entity itself. This provision allows individuals to serve the club without fear that their personal assets will be attacked.

Therefore, the Board feels it is best to change our insurance coverage to SportFlyers of America, due to:

- 1: No ambiguity as to actual coverage.
- 2: Provision of coverage for the club entity.
- 3: Less expense to members.

If you are interested in more information on SportFlyers, their web page is located at www.sportflyers.net and they outline their airplane coverage and policy.

SFA requests that we, MWC, collect the insurance premiums from the membership and then send them a list of our insured members along with the required money. They will accept premiums from individuals, but they prefer that you go through the club.

We will try to have this on the application forms when they go out. If you do send in your own paperwork for SFA insurance, you need to specify that you are with the boat club, Model Warship Combat, Inc., for the reduced premium and limits.

For those that may disagree, be displeased or irritated with this decision by the Board, please know that we have worked through this issue as best we can and that we have the interests of the club and the membership at heart.

OK gang, this is a formal and official announcement:

For its members, Model Warship Combat has acquired a liability and medical policy with Sport Flyers of America for the calendar year 2000.

A \$30 premium provides \$1,000,000 liability coverage and \$5000 medical coverage.

A \$32 premium provides \$1,000,000 liability coverage and \$25,000 medical coverage.

You are required to have MWC membership and SFA liability insurance to participate in any MWC sanctioned battle.

Send your insurance premium, made out to Model Warship Combat, to the MWC treasurer. Appropriate spaces will be provided on the membership application form.

**-IMPORTANT-
NO OTHER INSURANCE IS
ACCEPTABLE FOR MWC
PARTICIPATION
-IMPORTANT-**

Any questions can be sent to me at purv@altamaha.net or by phone at (912) 367-7306.

Bart Purvis
1999 President, MWC



Assigned Frequency Chart

by Tom Jass

Below are the frequencies for club members as of November, 1999. I am attempting to keep club members from doubling up with others in their geographical vicinity. At NATS we will probably be using four fleets (two Axis, two Allied) as we have used several times in the past.

The "Ham" frequencies are not heavily used yet, and require a Ham radio operators license to use. If you want to have a frequency assigned, call me at 231/889-6124.

Freq. 75 MHz	Captains	State		Captains	State
61	Don Cole	FL	82	S. Reichenbach	TX
	Paul Block	TX	83	Ali Zinat	VA
62	Kevin Bray	OK	84	David Evans	KS
	Tim Krazowski	GA		David Haynes	TX
63	Frank Whitsell	MO	85	George Goff	FL
64	Stan Watkins	TN		Joey Messere	VA
	Austin Keel	GA	86	Kevin Hovis	MO
65	Bob Eakin	TX		Andy Ray	MI
	Frank Falango	FL	87	Greg Aksamit	GA
66	John Messere	VA		Brian Elisses	CA
	Craig Mc Clean	KS	88	Matt Tibault	SC
67	Chris Grossaint	CO		John Butler	GA
	Louis Meszaros	GA	89	Ted Brogden	TX
68	Rick Whitsell	Mo		Chris Stoesen	GA
69	Larry Dahl	MN	90	Lief Goodson	
	Matt Keel	GA		Karleen Asher	KS
70	Jim Pate	TX		Dana Graham	CA
71	Steve Milholland	MO	Ham 50 MHz	Adam Thibault	SC
72	Mike Maxwell	IL	00	Captains	State
	Bryan Finster	TX	01		
	Dave Crowder	GA	02	Chris Pearce	TX
73	Chris Au	MI	03		
74	Matt Purvis	GA	04		
	Curly Barrett	MN	05		
75	Jim Ewers	OK	06		
	Charlie Stevens	FL	07		
76	John Whitsell	MO	08		
77	David Asman	CA	09		
	Chad Jones	GA	Ham 53 MHz	Captains	State
78	Robert Rucker	OK	01	Bart Purvis	GA
79	Tim Beckett	MI	02		
	David Wilson	KS	03		
80	Tom Jass	MI	04		
81	Wade Koehn	LA	05		
	Ron Tibault	SC	06		

Notable Quotables:



"Those who are called skillful leaders know how to drive a wedge between the enemy's front and rear; to prevent cooperation between his large and small divisions; to hinder the good troops from rescuing the bad, and prevent the officers from rallying their men."

Sun Tzu

"Any coward can fight a battle when he's sure of winning; but give me the man who has the pluck to fight when he's sure of losing!"

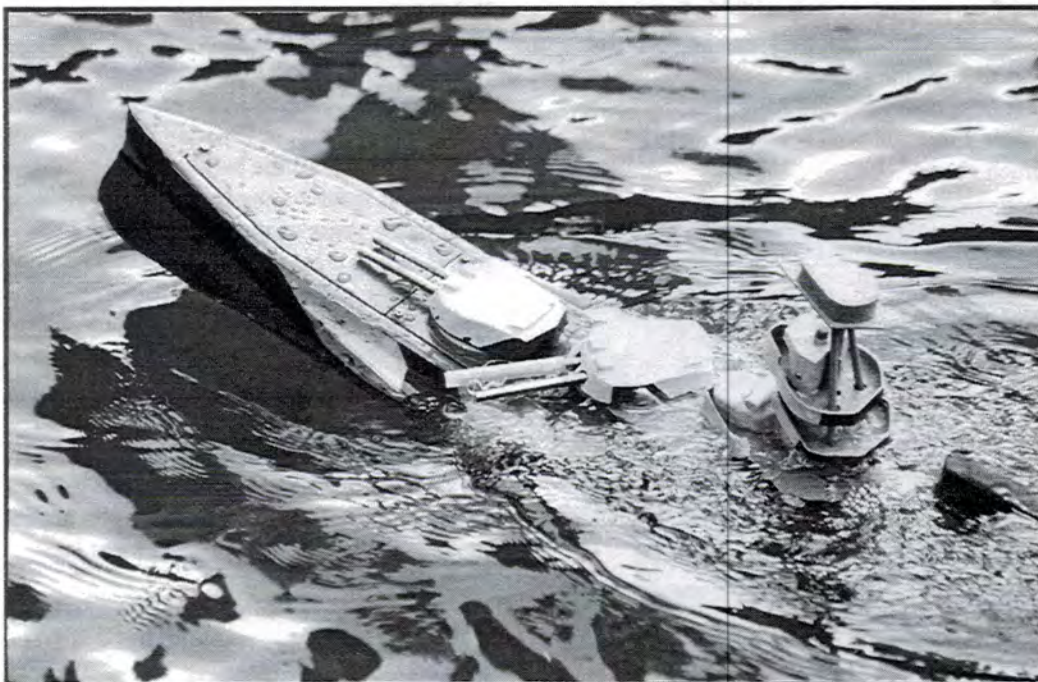
George Eliot

"A competent leader can get efficient service from poor troops; while, on the contrary, an incapable leader can demoralize the best of troops."

General John J. Pershing

"Discipline is based on pride in the profession of arms, a meticulous attention to details, and a mutual respect and confidence. Discipline must be habit—so ingrained that it is stronger than the excitement of battle or the fear of death."

General George S. Patton



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1999 NATS

Best and Worst:

Compiled from the Web

ALI ZINAT:

This was the best Nats I have been to. Robert Rucker did a first class job all the way. His efforts and results were outstanding!

Best: Battling with the great Tom Jass in a battle that pitted our Light Cruisers against Fluegel's *SMS Baden*. Boy was it fun!!

Worst: That tingley feeling when four Axis ships chase you.

It was a pleasure to meet people like Wade, Paul B., Ted, Kevin B. and Gerald. I tend to laugh out loud everytime I think of Wade (Salute!).

CHRIS PEARCE:

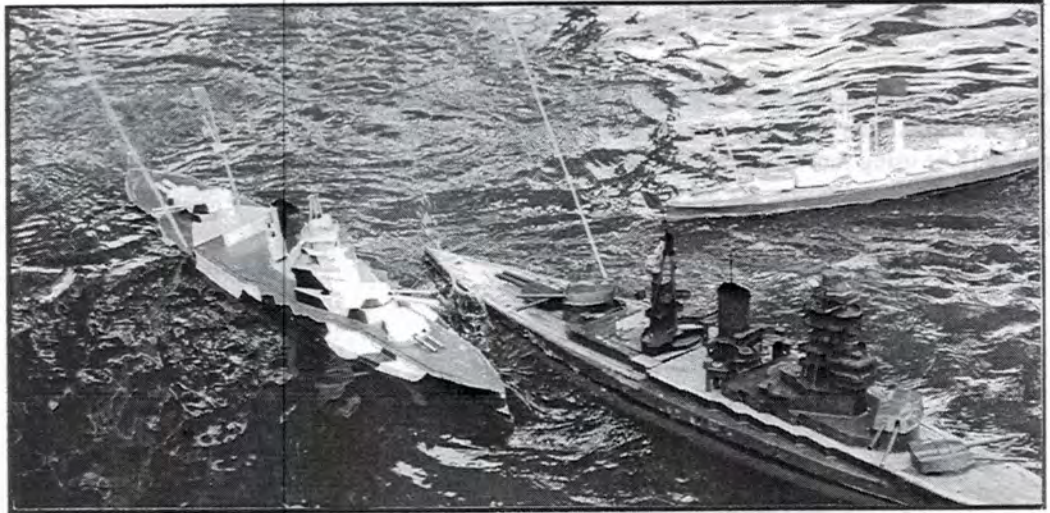
Best: Getting to battle with my old friends, some of whom I have not been able to battle with for years (like Tom and Bart).

Worst: Well, this will sound a little awkward, but I really do wish that NATS had been closer.

Lesson learned: it's not the battling or the victories that matter most, but the people. It was good to see all of you again. Thanks to everyone, and especially Robert for a fun NATS.

ROBERT RUCKER:

Best: Watching Fluegel's face when I shot off some of his pretty superstructure. DW pulled up and took his time lining up the kill shot. I made a hard turn to starboard and lowered the boom on the *Baden*. Off went some of the rigging and all D.W. could say is



"YOU ANIMAL!"

Worst: Heat cramps and Charlie horses all week long.

LARS DAHL:

Best: Leading five Axis ships around during night battle for over 15 minutes, and nearly getting away with it. *Bellerophon* sank with about a minute to go on its Five.

Worst: Sinking in every battle (twice in one battle due to a ram sink by a teammate). On the plus side, despite all the sinks, I never had a drop of water in the radio or rudder boxes.

MIKE BOYLES:

First, thanks to Steve Reichenbach for so much help with the Hipper. He is one of those people that made me choose this hobby and makes this hobby great.

Best: Seeing my own ship on the water, with Reichenbach's, Bray's, and Block's help; and when Wade let me have my first taste of combat with his *Lutzow* on Tuesday. Thank you very much! I needed that to keep me going.

Worst: Seeing the Allies lose by so much. I thought NATS was going to be much closer.

CHRIS GROISSANT:

Best: Blasting Herr Fluegel with my stern guns.

Worst: The first five minutes of NATS when nothing would work after working perfectly the day before.

PAUL BLOCK:

Best: Trading shots with Jim Ewers' I-boat. My *Lutzow* was finally working and Jim was more maneuverable, but it was fun. I also loved the people who offered help to repair an unreliable *Lutzow* (Andy, Kevin, Steve and Wade).

Worst: An unreliable ship through Wednesday night at NATS. Like Chris said, "Radio Shack micro-switches are LOUSY!!!!" Also mangling two pairs of Traxxis white drive gears.

Lessons learned: Capacitors on all motors are a must! Radio Shack microswitches are a "World Tour" waiting to happen.

DIRTY DAVE HAYNES:

Thanks to Robert for doing a great job with the first MWC NATS! Probably a good deal of credit to his wife also, for putting up with all the hullabaloo.

It was indeed a joy to see all the guys from many years of previous battling, and just as fun to meet the new guys.

My compliments to the Allied captains who continued through the week with character...I, and the Axis fleet, salute you!

Best: Realizing that all the people around me were my friends!

Worse: Discovering in the first sortie on Friday that I hadn't turned the gas on in my ship, no guns! I also learned, you need to clean the interrupter mechanism at least every three years!

Finally, thanks to all the Axis captains who made my job a breeze, it is to you that the Victory Trophy belongs!



THURSDAY CAMPAIGN

by Wade Koehn

Mush. It means many things to many people. To the Canadian Mounties it was a word to get the dog team to pull the sled. To some it means oatmeal for breakfast.

The three previous years at NATS it meant the Axis hopes for victory being squashed.

This year, to the Allies, it was a description of their convoy ships after Tuesdays' Campaign battle. Because the Allies convoy were like a toothless old mans' mouth, Thursday's campaign was substituted for Fleet 5.

After the usual lack of sleep from Wednesday's night battle, and after surviving the Fleet 4 battle in the morning, we prepared to endure the heat of the afternoon. The enormous Axis point lead made Fleet 5 far from pivotal.

The Axis always seem to have a good time, no matter what the score is. This year the Allies were learning what most of the Axis knew. "These are just toy boats. Have fun, win or lose."

The Allies put on their game face and went into battle. Gerald Roberts and Larry Dahl were locked in a mortal struggle, trying to see who could turn the tightest. Gerald was getting the best of Larry, but Larry was getting in shots as well.

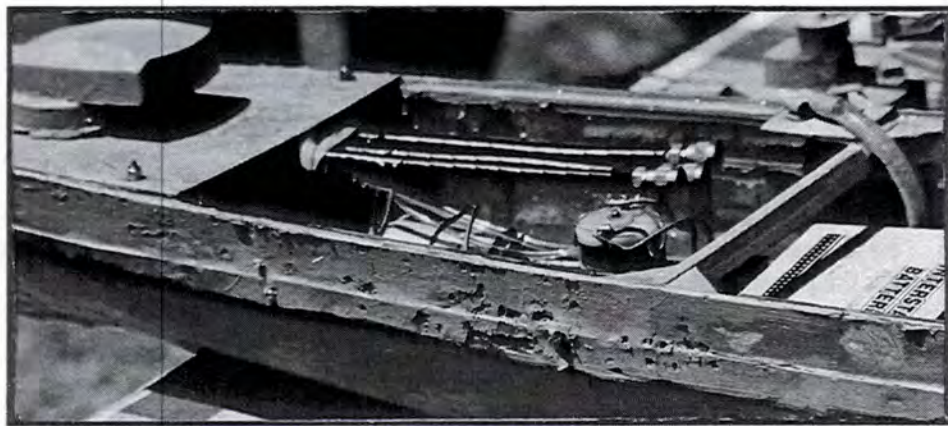
Steve Reichenbach's *Gneisenau's* skin was too hard at the beginning of NATS, and he was given until Thursday to put a new skin on. He was had shown up in the morning with a billboard boat, complete with "Your Message Here" painted on the side.

The *Bellerophon* was able to use the *Gneisenau* as a billboard to shelter itself from Chris Pearce and Andy Ray. After Larry dotted a couple of I's on Reichenbach, Pearce and Ray slipped in and tattooed a slogan on Larry—Axis been here!

Don Cole's *Missouri* was gunning on the edge of the fray. Don has been trying to get Wade's *Bismarck* to engage all week.

Finally Wade came and played. Don triple stern gunned Wade a couple of times, and the *Bismarck* returned the favor by getting in a few double side mounts in the Mighty MO's only weak point—2/3's of the way back on the behemoth, in front of the triples and behind her double side mounts.

Steve Milholland's *Michigan* got lot of attention from Fluegel's *Baden*, Leif



Goodson's *Moltke* and Dave Au's *Von Der Tann*. Steve's ship was soon kissing the murky bottom of the lake.

Jim Ewer's was hiding under the bridge with his *Invincible*, but Jim Pate's *Scharnhorst* found him on the last part of his Five and was able to score a couple of points.

The four-*Lutzow* crew of Kevin Bray, Paul Block, Mike Boyles and Paul Barrett were out hunting. They were learning cruiser tactics: stay away from the shore and outside of battleships.

Tim Beckett in the *Westfallen*, and Dave Asman with the *Nassau* had teamed up on Ted Brogden's *Queen Elizabeth* and traded some BB's. Dana Graham with his Best-of-Scale *Invincible* and Robert Rucker's *North Carolina* were getting attention from Dirty's *Nagato* and the *Baden*.

Tom Jass' *Sumatra*, the *Leyges* and *Atlanta* of John and George Messere were staying out of trouble while getting buffeted by the wind.

Many Allied ships were in dry dock for both sorties.

The first sortie ended with one Allied sinking, and no Axis sinking.


The second sortie started with three Allies not ready for the second sortie action. Chris Grossaint's *North Carolina*, Ted Brogden's *Queen Elizabeth* and Ali's *Atlanta* all went to the bottom.

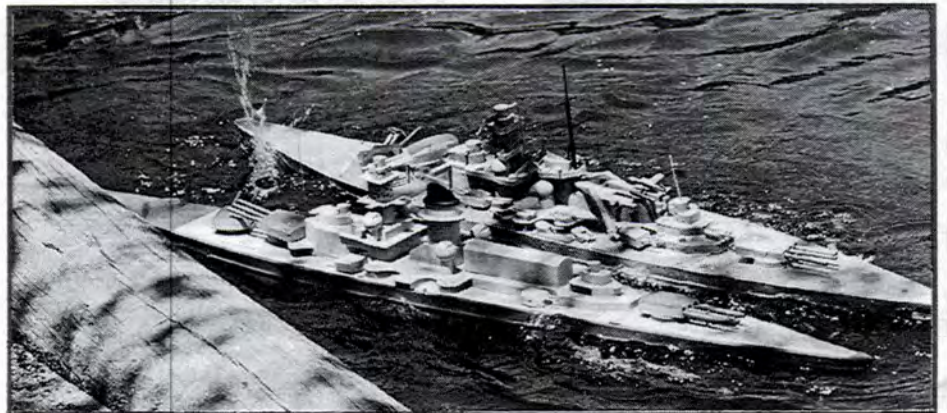
With Andy Ray behind him, Larry Dahl's *Bellerophon* ran into shore, turned on it's side and sank.

Dirty's *Nagato* had some problems and ran into the moss while on Five. Don Cole cornered him and was getting ready to blast Dirty Dave's boat, when Don suddenly got mossed up.

Wade's *Bismarck* arrived on the scene and for once was going to be on the giving end. With his down-angled Caesar turret firing into the Mighty Mo's bow, things looked bad for the Allied battleship. But the Five ran out on Dirty as the 30-second moss ran out on Don, and the *Bismarck*, hoping for many years of pay back, had to wait for another year.

The sortie ended with 50% (6 of 12) Allied ships being sunk and no Axis being sunk. The Allies had paid the price all week of their reliability problems, sinking early and often. Once you get sunk early, it haunts you all week.

In the end, the Allies had put up a good fight, and had great attitudes about the loss. All of them had been sunk at least once, except Robert Rucker, but that's Friday's battle story. 

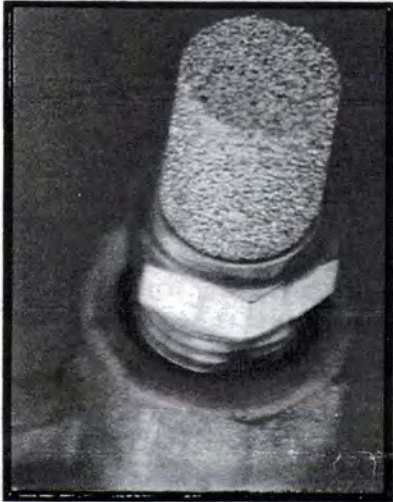


Dockyard Tips

by Herr Fluegel

As I was walking through the dockyards at NATS, a CO2 fill-station muffler. This gadget screws into the exit vent and disperses the airflow in many directions. This reduces the powerful, rocket-like capabilities (Editor's note: ...which almost took out the editor at the '95 NATS!) of the escaping gas.

It also muffles the harsh sound of the gas escaping, which is nice if you are filling in your home or garage.



The Fill-Station Muffler

The second tip involves multiple sets of identical batteries—you can lose track of which battery set you used and which ones are charged. A wise battler labeled his battery packs "A.M." and "P.M." to mark the batteries for the morning fleet battle and the afternoon battle.



Morning and Evening Power

TECHNO-TIP

Retrieval and Repair of a Sunk Ship

by Chris Au

Section A: Recovery

1. Try to sink in shallow water near shore.
2. Note location of sink.
3. Remove any encumbrances.
4. Carefully wade to location.
5. Someone on shore can usually help you locate it by firing the cannons on your ship.
6. Avoid letting ships sit under water for long periods of time.
7. Reach down and pick ship up by solid area. If water is too deep, seek assistance from qualified person. **Do not attempt to retrieve ship if safe retrieval is in doubt!**
8. Don't lift ships out of water—a hull filled with water can harm you and the hull.
9. Pin cannons as soon as possible.
10. On shore, remove all water from ship.

Section B: Preventive Maintenance

1. Remove all BBs from cannons.
2. Use CO2 to blow water from magazines.
3. Check for water in the radio box, and check radio function.
4. Check for foreign materials in motors and pump screen.
5. Remove any other foreign material from the inside and outside of the vessel.
6. Put a small drop of light-weight machine oil on the bearing of the motors.

Section C: Repair

1. If water has gotten into radio box or a water proof servo.
 - a. Open the box/servo and pour the water out. CO2 can often be used to remove small drops of water. Servos can be disassembled by removing the four long screw from the bottom of the case. Receivers vary in disassembly methods.
 - b. Let servo/receiver dry in warm (not hot) place.
 - c. When dry, test for function. If still not working, discard and replace.
 - d. Reinstall servos and receivers.
 - e. Test for function.
 - f. Seal radio box, always put a small pack of desiccant in the box.
2. If pond material has gotten into pump.
 - a. Remove pump from ship, and rinse out as much as possible.
 - b. Run pump briefly with no hose connected in the water.
 - c. If running in water will not remove material, disassemble and remove pond material.
 - d. Reinstall pump in ship.
 - e. Test.



Ships do sink... now what do you do?

3. Bent running gear (props rudders)
 - a. Straighten rudders by hand, check for function, replace if necessary.
 - b. Bent blades on props can be straightened by hand or with pliers. Check for speed afterwards.
 - c. Replace bent drive shafts
4. Patch ship.



Author does research for the article

Colorado Clash

by Chris Grossaint

War erupted in Colorado again as *HMS Inflexible* and *USS Savannah* intercepted and defeated a larger Axis force here in western waters. The action opened with Randy Masi's *Espania* and Greg Stephen's *George Leygue* against the *Inflexible* and the *Savannah*.

Immediately after war was declared, the *George* went on Five, and the I-boat quickly put some belows in her. That's not that much, but once his pump failed, Greg knew he was doomed. Try as he might to last out his Five, his stern slid lower and lower. The *George* bow rose gracefully into the air and then sank beautifully by the stern.

The exit of the *George* left the Allies with just the "Taco" to focus on. She fought valiantly but the Allies filled her with holes.

The start of the second sortie brought one of our most promising rookies, Steve, onto the water with his *Lutzow*. With the *George* was KO'd, Greg ran the video camera.

War was declared and after toying with the *Espania*, *Inflexible* broke off to give some attention to the cruiser.

What ensued was a short chase by a mysteriously slowed cruiser and the I-boat coming alongside to give passing shots on the *Kraut*. Steve realized his pump was not working at all, and grounded his vessel on the rocks. *Inflexible* prepared to empty her magazines into the hapless boat, when Steve correctly declared her.

That left only the *Taco* boat, which was trying to put shots on the *Savannah*. But *Savannah* is the best running Brooklyn class I've ever seen, and I think she was getting the best of the *Taco*. With the addition of the I-boat into the formula, it became deadly. Using blocking tactics, sidemounts found the Spanish boat.

Randy called ram after a slight touch by the I-boat and what I noticed was that Randy picked his boat up by the nose and her stern went well under water. I told him his stern was under, but he put the *Espania* right out anyway. Then, for some unknown reason, her pump immediately lit off and a couple of seconds later she sank.

In the last battle both the Axis cruisers decided to sit it out and Jim and I worked on brother-in-lawing the *Taco*. We had great success, blowing an inch square hole in her bow and going down right in the middle of the pond again.

Complete Allied Victory!



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NATS by the Numbers

by Brian Eliassen

On the surface, it was a grand battle and many gallant warriors had a great time, but let's analyze the event more closely... here is a short but sweet list of interesting facts regarding the 1999 MWC Nationals:

Total score for both fleets: 187,150

Total score for the Axis fleet: 148,950

Total number of sorties: 14

Total number of sorties in which the Allies were out-numbered (units and ships): 12

Total value of ram penalties assessed: 5,500

Total value of ram penalties assessed against the Allies: 2,200

Total number of sinks (including declares): 51

Total number of Axis sinks (including declares): 4

Total number of times someone could sink (not counting speed testing): 8

Total number of times the *Bellerophon* sank or declared: 7 (missed campaign battle)

Number of ships that sank during speed testing on Sunday: 1 (*Bellerophon*)

Total number of ships participating in Night Battle: 14

Total number of Allied ships in Night Battle: 4

Percentage of Allied ships that sank in Night Battle: 75%

Number of people who didn't have a pump in their ship for Night Battle: 1

Total number of different captains: 37

Total number of different ships: 38

Total number of Allied captains who left early: 3

Most popular ship class: 4

Number of Class Four ships: 12

Number of Class Four ships on each team: 6

Least favorite ship class: 3

Total number of Class Three ships: 4

Total number of Class Three ships in the Allied fleet: 0

Total number of Class Two ships: 5

Total number of Class Two ships in the Axis fleet: 0

Total number of *North Carolinas*: 6

Total number of *Nagatos*: 3

Total number of *Nagatos* floating at different waterlines: 3

Number of people using more than one ship during the week: 1

Number of people returning scores for one-on-one battles: 4

Average number of hours slept each night for the scorekeeper: 4

Average number of minutes worked on ship by the scorekeeper per night: 10

Number of people wanting to be year 2000 Allied admiral: 2

Percentage increase in total number of captains attending from California: 300%

Ounces of sweat lost by the captain of the *South Dakota* during the three times he was the last Allied ship on the water while being chased by eleven Axis during his Five: 12

Total number of minutes to complete the "rules meeting": 10



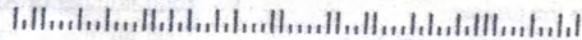
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