

# TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

NATS Edition—1999

## CALENDAR OF MWC EVENTS



### • September 11 & 12

Fall BB Bash in Baxley

Baxley, GA

Sanctioned

Contact: Bart Purvis

912/367-7306

purv@altamaha.net

### • September 11-12

White Memorial Park in East

Lansing, MI

Sanctioned

Contact: Chris Au

517/351-5364

au@pilot.msu.edu

### • September 18 & 19

Ozarks Fall BB Fest

Springfield, MO

Sanctioned

Contact: Steve Millholland

417/831-2309

swampy@ncsi.net

### • October 2nd & 3rd

Battle in Fredericksburg

Fredericksburg, TX

Unsanctioned

Free, please RSVP

Contact: Jim Pate

jimpate@krc.com

### • July 10th-14th

NATS 2000

Atlanta

Sanctioned

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

## AXIS DEFEAT ALLIES!

### “One-peat!” heard throughout the land!

148,950 to 38,200 Score is Most Lopsided NATS Score in MWC History



Axis Admiral Dirty Dave Haynes is all smiles as he prepares his powerful *Nagato* for the upcoming week of battling.

## “Battle Stations!”

by Lars Dahl

There they were, this fine, bright Oklahoma morning, two fleets with mayhem on their mind.

The Axis fleet was ready to prove something to the battling world at large.

The fleet was lead by four 6-unit monsters, the *Bismarck* of Wade Koehn, the new *Nagato* of Admiral Dirty Dave Haynes, Dirty's old *Nagato* which had just had a complete refit by Chris Pearce, and the new *Nagato* of Andy Ray.

Backing up these behemoths were three 5-unit ships, lead by D.W.Fluegel's 28-second *SMS Baden*, fresh from her “Best of Scale” appearance in North Carolina. The newly completed 24-second *Scharnhorst* of Jim Pate was matched by the *Gneisenau* of Steve Reichenbach.

Following this fine trio were six 4-unit ships. The speedy 24-second *Haruna* of Chris Au was the fastest, followed by the 26-second duo of Dave Au's *Von der Tann*, and Lief Goodson's *Moltke*. The three 28-

second, 4-unit sluggers were all new ships: the *Westfalen* of Tim Beckett, the *Settsu* of Gerald Roberts, and rookie David Asman's technically immaculate *Nassau*.

Rounding out the fleet were four 3.5-unit *Lutzows*. Kevin Bray fought his fully worked up version next to Paul Block's rookie ship, while Mike Boyles and Paul Barrett both got their *Lutzows* (Paul had to borrow his ship once again) out on the water later in the week.

The Allied fleet, while recognizing that it had lost many of its finest members to the Axis cause, was still quietly confident that they could hold their own. They still had the powerful *Missouri* of Don Cole, the only 8-unit ship on the water for this NATS.

Backing the “Mighty Mo” were seven 6-unit ships, six of them with 24-second speed: the experienced Bob Eakin in his *Washington*, Chris Groissant in his new *North Carolina*, Stan Watkins had his well-worked *North Carolina*, Rick Whitsell had

(continued on p. 2)

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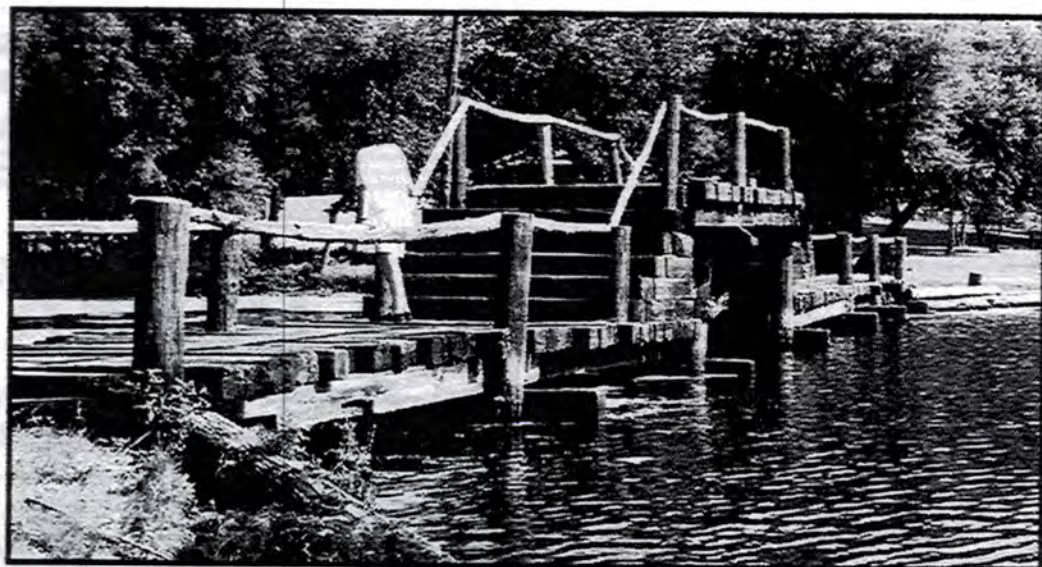
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This quickly became "A Bridge Over Troubled Waters" for the Allied fleet.

(continued from P. 1)

*North Carolinas* for himself and his son Frank, and Site Host Robert Rucker had his *North Carolina* worked up for battle as well. Rounding out the 6-unit sluggers was Brian Eliassen's 26-second *South Dakota*, which was to prove that it could still dance on the water when it had to.

The Allied 5-unit fleet was a bit thin, as rookie Ted Brogden sailed his 26-second *HMS Queen Elizabeth* alone most of the week. Jeff Poindexter showed up on Wednesday with his 5-unit *USS Texas*, but had to leave the next day due to illness.

The Allies had a larger group of 4-unit ships, lead by three of the always-popular I-boats, captained by the rookies John Whitsell, Jim Ewers and Dana Graham.

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### ...Pearce's Nagato found him and sank him...

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Dana's was an exceptional work that would bring home the Best-of-Scale Award, and proved to be a popular target all week.

For the 28-second tight turners, the Allies had three ships, the *Espana* of Ali Zinat, and the rushed-to-completion *USS Michigan* of Admiral Steve Milholland and *HMS Bellerophon* of Larry "Lars" Dahl.

For cruisers, the Allied fleet was composed of four 2-unit, 23-second speedsters, lead by the two Dutch cruisers, *Java* and *Sumatra*, captained by Bart "I do declare" Purvis and CD Tom Jass. John

Messere had an *Atlanta*, and his son Joey had the French *George Leygues*. Ali Zinat had an *Atlanta* as a backup ship, and ended up using her frequently during the week.

With a large number of freshly completed ships, it was a toss-up as to which fleet would get the breaks. Many were worried about the 28-second, 4-unit sluggers, most of which had problems running speed trials the day before when the water kept coming over their bows. Tim Beckett had been forced to completely seal his *Westfalen's* A-turret due to the problem. Ship testing only found one ship with a hull that was too hard, and that problem was corrected by Wednesday.

#### The Monday Massacre:

Battle started and things immediately went wrong for the Allies. Ted Brogden's *Queen Elizabeth's* on/off switch failed, and was declared sunk quickly.

Lars noticed that his *HMS Bellerophon* was slowing down, and then did a Three Stooges' slap to the forehead when he realized that when he'd run speed trials that morning and hadn't replaced it with a fresh, full-strength battery. Off he went to hide among the paddle boats, but Chris Pearce's *Nagato* found him and sank him with about 30 seconds left on his Five.

Two *North Carolinas* followed Lars down. Bob Eakin's *Washington* started having radio problems and was declared sunk. Chris Groissant's *North Carolina* also had radio problems and sank.

The first sortie carnage wasn't over, as Rick Whitsell's *North Carolina* sank. As the number of Allied ships on the water dwindled, more boats were picked off.

(continued on p.3)

(continued from p.2)

Admiral Milholland's *Michigan* went down, followed by Dana Graham's *Invincible*. Jim Ewers' *Invincible* soon found himself alone on the water and declared himself sunk after the Axis followed him into the moss.

The sortie ended with eight Allied ships sunk and no Axis ships sunk.

The second sortie started with the Axis trying their best to cap their first sortie effort with an exclamation mark. They did it by surrounding and sinking the *Missouri*.

They also caught and sank John Messere's *Atlanta*. Frank Whitsell's *North Carolina* joined his father's under the waves for a total of eleven sinks to none!

Jim Pate's *Scharnhorst* went out of control and sailed in a circle for a time, but there were no Allies left to give him trouble.

The sortie ended with Axis on the water searching for Allies, but finding none.

The Axis fleet had totally white-washed the Allies, scoring 27,000 points to 4,000. The Axis' most damaged ships were Chris Pearce's *Nagato* at 670 points and Chris Au's *Haruna* at 730 points

It was a massacre that the Allies would have a hard time recovering from.

Comments after this battle included:

**David Asman:** "It was great fun. I had butterflies, but the fleet sweep was nice."

**Jim Ewers:** "There was too many of them, and not enough of us."

**Ted Brogden:** "Not much."

**Paul Block:** "I had a great time. I wanted to play more, move in and have the little guys take over, but..."

**Tim Beckett:** "I couldn't get to the sinks fast enough. With the *Westfalen* there's no such thing as run and gun."

**Steve Reichenbach:** "It was really fun to empty triple sterns into that *Missouri* and watch it sink, and then find it again."

**Joey Messere:** "There's an awful lot of muck in that pond."

**Dana Graham:** "It was chaotic as hell..."

**Chris Pearce:** "Eleven for nineteen isn't bad, we'll have to try harder next time."

**John Whitsell:** "I just tried to stay away from four guys at once."

**Lief Goodson:** "It was not better than I expected, but better than I dreamed."

**Fluegel:** "I hope the Allies are enjoying this NATS as much as the Axis enjoyed the North Carolina IR/CWCC NATS."

**Brian Eliassen:** "Things were absolutely terrible until I sank Jim Pate."

**Jim Pate:** "I didn't sink!!!"

**Milholland:** "We got skunked." 

## Fleet Battle Two

by Steve Reichenbach

When the second battle of the first day began, the two fleets were separated, with the Allied fleet mostly to the left of the footbridge and the Axis mostly to the right of the bridge.

While the first fleet battle saw battleships taking on battleships, the second fleet battle saw battleships taking on cruisers on both sides of the lake.

The Axis cruiser fleet, with a few capital ships, was immediately and ferociously attacked by a fleet of *North Carolinas*, plus Brian Eliassen's *South Dakota* and Don Cole's *Missouri*.

This surprised the somewhat overconfident Axis fleet!

What had been an organized fleet of squadrons during the first fleet battle, became a fur-ball of ships, each looking for individual targets or routes of escape.

At the end of the first sortie, only one Allied ship on the right side of the bridge had sank. The Allies appeared to have found a way to battle successfully.


Meanwhile, on the left side of the

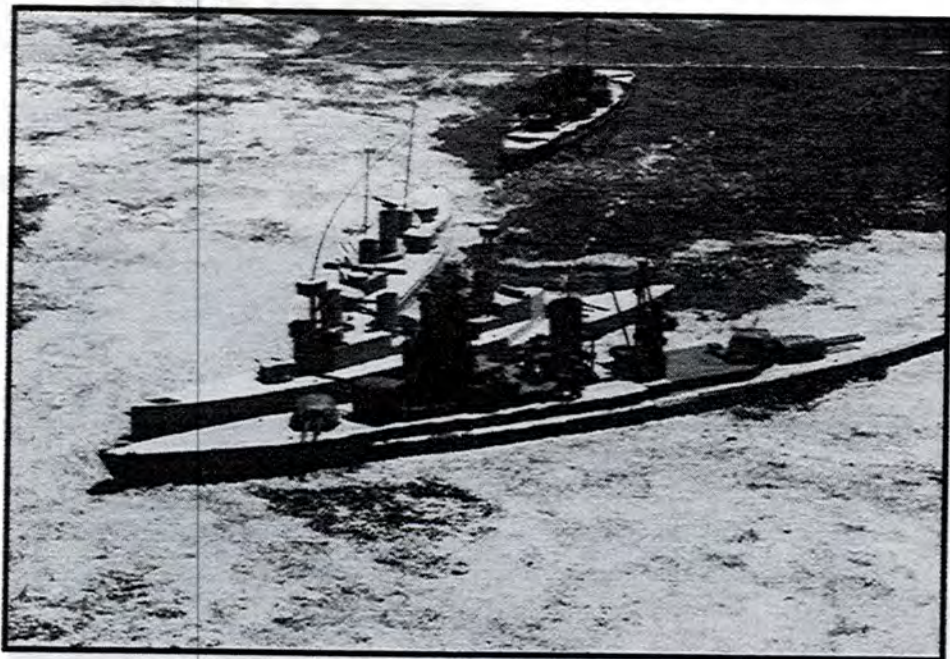
bridge, the Axis battleships sank four Allied ships. These were the Allied cruisers and a few Allied capital ships being attacked by the *Nagatos*, the *Haruna* and the *Mitsu*.

Perhaps the most memorable event in the second sortie was Paul Block's "world tour in reverse," as his *Lutzow* made several fast circles in reverse—out of control.

While retrieving Bart's sunken *Java*, Ali captured Paul's cruiser, when it made a close pass. Ali then let the *Lutzow* continue its tour, and to Paul's credit, his ship was well balanced, and did not sink after five minutes in high-speed reverse.

By the end of the second sortie, the Axis were out of Allied targets, as their ships had mostly all been sunk.

The first day of the 1999 NATS ended with a wee bit of sunburn, a lot of wet Allied ships, a shore lined with balsa and a huge lead for the Axis fleet. 



The Battle in The Bog... "There was nowhere to hide!"

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Next deadline is September 25th

## Tuesday Morning Fleet Battle #3

by Kevin A. Bray

After Monday's massacre the basic thought of the Allied captains was to stay alive. Several of their ships did not respond to the call and a limited fleet gathered for battle.

Most if not all of the Axis ships were ready for battle. Everyone knew that the Allied fleet was going to have a rough day.

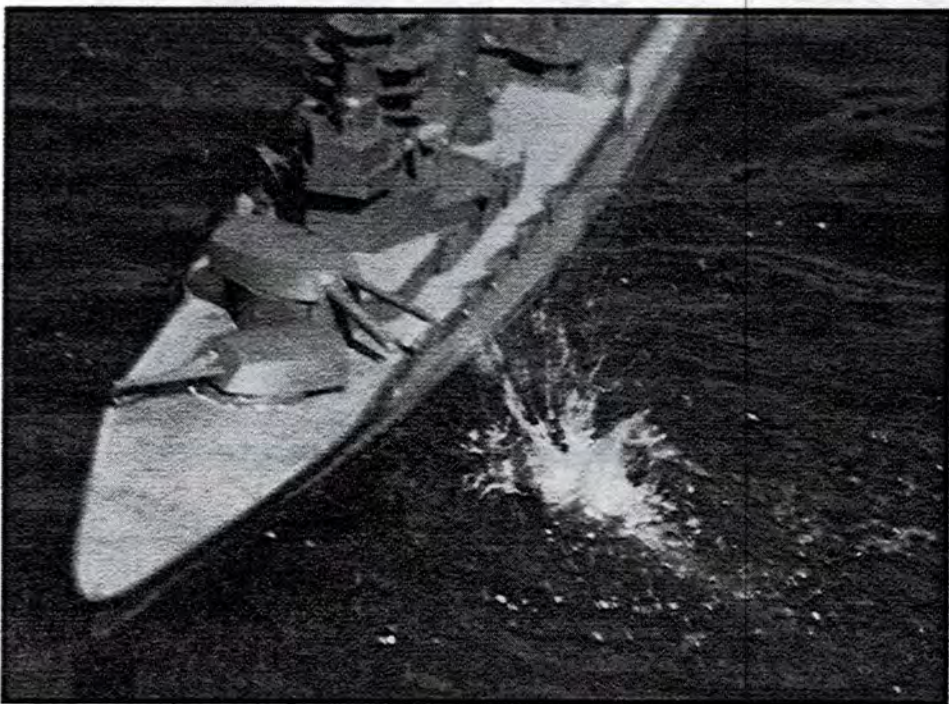
Once again, they gathered at the far side of the lake. This time, the Axis fleet moved in closer, each of the ships captains wanting his chance to expend his ammunition before all the opposing force was gone.

Battle was called and the hunt was once again on. It did not take long to hear the first cries of "Man in the Water!"

It is difficult to detail events when so many ships sank. Several Axis captains targeted ships and sank them without difficulty.

At the end of fleet battle, all but a few Allied ships had been sunk. Those that did not sink, ran on Five and evaded their attackers.

To summarize the Tuesday morning battle, it was uglier than Custer's Last Stand...



After sinking an Allied opponent, this Axis boat moves in to strafe the helpless life rafts of the survivors.

## Tuesday Campaign

by Chris Pearce

Tuesday afternoon saw sweltering heat and some pretty hot battling, too. This would be the first (and last) Campaign battle of the week, and would pit the Axis fleet with Fluegel's *Altmark* and David Haynes' gigantic *Bremen* against the somewhat weathered Allies whose merchant fleet consisted of four LSTs (two of which were Bart's, and two of which were Bob Eakin's) and Bart's *General* class transport.

Both teams had been plotting strategy for a long time, and those strategies were about to come to fruition.

The Allied strategy appeared to be primarily focused on knocking down the Axis targets, destroying any blockships that tried to stop them, and trying to sink the *Bremen*.

The Axis strategy, on the other hand, was focused more towards destroying Allied warships, and using the *Bremen* (and *Altmark*) as bait in this trap, and also trying to sink those pesky little LSTs.

As the battle began, the Axis put the *Bremen* on the water, and the Allies launched three LSTs to run the gauntlet.

As the *Bremen* sailed toward its forward base, it was harassed by Ali Zinat's *Atlanta*, while the LSTs were harassed by Tim Beckett's *Westfalen*, Dave Au's *Von der Tann*, and other small

Axis battleships. As the two groups of ships, and their escorts, reached the middle of the lake, Ali got distracted, and accidentally put a damaging ram in the *Bremen* with the stern of his cruiser.

The *Bremen* came in to patch, leaving its escorts free to help pursue the LSTs. The result was that one of the LSTs was sunk, while the other two made their forward base.

However, no return attempts were made, as both had taken damage and were



unlikely to survive a return trip.

While this was going on, the assault on the Axis targets had also begun. Don Cole's *Missouri*, and Stan Watkins' *Washington* were busy punishing Gerald Roberts' blockship, the *Akagi*, with their sidemounts, and it sank shortly afterward. They shifted their attention to Wade Koehn's *Bismarck*, and were joined in their efforts by Brian Eliassen's *South Dakota*.

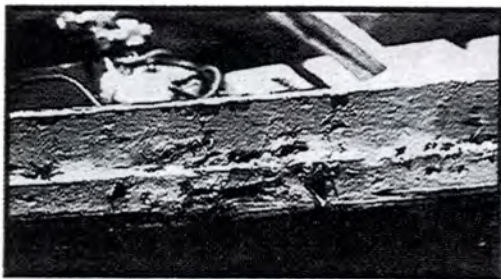
After taking some severe punishment, the *Bismarck* was declared sunk, as it was stuck on a mud bank next to the target. That left the targets free and clear for the Allied battleships to shoot at, except for two slight problems.

The first problem was that the magnets on the knock down targets had been inadequate and were not holding them up properly during the pre-battle setup.

Someone recommended super-gluing the targets down, since we all know that superstructure pieces that are glued down are broken off regularly. Unfortunately, the targets defied us, and refused to be knocked down. This was disappointing for the Allies as they'd gone to great efforts to get at the Axis targets, but received no reward.

The other problem was that as Watkin's unloaded his stern guns on the targets, Pearce's *Nagato* snuck in and attacked him with his stern sidemount.

The *Washington* would escape out to sea, at which point Pearce, Andy Ray, and any other attackers would break off the attack and give him breathing room, at which point Watkins would return to the targets, and the cats would spring the trap again. This went on for about four



**"The damage to the Allied fleet was severe and one-sided...kind of like Bonnie and Clyde!"**

repetitions, at the end of which the *Washington* sank.

Bart Purvis's *Java* also sank in the melee around the targets after taking damage from several battleships.

However, all was not roses for the Axis as Lief Goodson's *Moltke* ran up on a stump, with its bow sticking well up out of the water.

Things were looking bleak as Don Cole started to get his guns lined up, but Jim Pate's *Scharnhorst* came to the rescue, and rammed the *Moltke* off from its embarrassing perch.

Luckily, Lief didn't receive any damage from the ram, and was able to continue in the battle and punish more warships.

While this was going on, the *Altmark* also made a successful run, with a powerful escort. They encountered little opposition, as the Allies were saving up for the *Bremen*.

When the *Bremen* sailed again, it had a fairly formidable escort, but the Allied attack was fierce, and it took a lot of damage in the course of its round trip. At the end of this trip, the *Altmark* also began another run, and the Allies (not to be left out) began another convoy run, with two LSTs.

Again, the two groups of ships and escorts met in the middle of the pond, and again, the Axis escorts peeled off to attack the LSTs. This time, both of the LSTs were sunk before they reached their home ports.

The *Altmark*, on the other hand, finished another successful round trip, leaving the

Axis with one more attempt available. Somewhere in the midst of all this carnage, Dana Graham's nice looking *Invincible* ran into some serious trouble and was declared sunk.

With this brief respite from convoys on the water, the captains headed in to attempt to retrieve their ships.

Unfortunately, some of the LSTs were proving difficult to find, and rather than hold the battle up forever, it was decided to continue, and find them after the battle was done.

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## ...and the pursuit for Ali began!

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Thus, as the clock ticked down, the *Altmark* set out on its final journey of the battle, as the *Bremen* was still patching.

About this time, there were no Allied ships left in much condition to attack, except maybe for Ali's *Atlanta*.

At this point, the remaining Axis captains remembered something about the battle being over if one side could no longer maintain a presence on the water, and the pursuit for Ali began!

From one side of the lake to the other, the battleships chased the little cruiser around, and she showed quite a bit of fight, but then she got in close to shore and got mossed.

The Axis ships didn't catch up in time to do much damage, but the moss quickly depleted what remained of her battery supply, and it wasn't too much longer before the brave little ship was nearly dead in the water, and Ali declared her sunk, and the battle was over. ⚓

## Notable Quotable:



**"Soldiers in desperate straits lose their sense of fear."**

*Sun Tzu*

**"Fear is the common bond between fighting men."**

*Richard Holmes*

**"Fighting with a large force under your command is nowise different from fighting with a small one; it is merely a question of instituting signs and signals."**

*Sun Tzu*

**"The important secret of war is to make oneself master of the communications."**

*Napoleon I*

**"Good marksmanship is always the most important thing."**

*General Gerhard von Scharnhorst*

**"We shall attack and attack until we are exhausted, and then we shall attack again!"**

*General George Patton*

**"I want to make it clear to all of you that I shall never give the order "abandon ship;" the only way you can leave the ship is if she sinks out from under you!"**

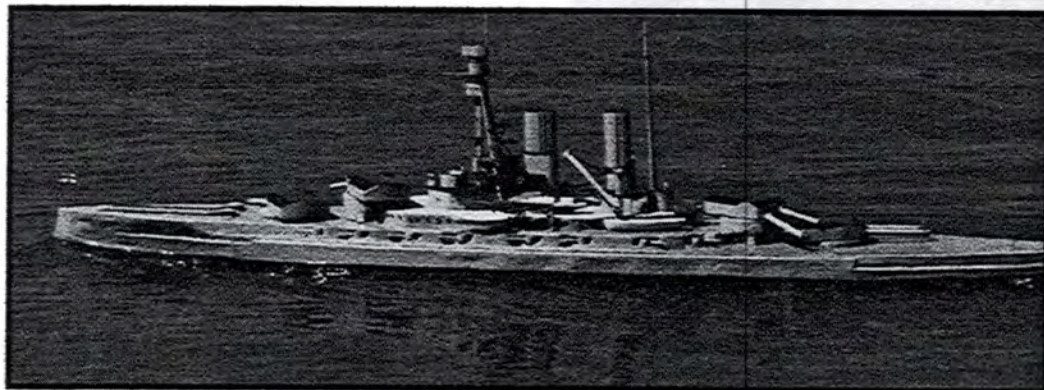
*Admiral Earl Mountbatten*

**"In war, trivial causes produce momentous events!"**

*Julius Caesar*

**"It was the wrong war, at the wrong time, in the wrong place with the wrong enemy"**

*General Omar Bradley*



**SMS Baden** cruising in search of targets.

# Tuesday Campaign

by Kevin A. Bray

The first fleet battle of Tuesday had gone pretty much like Monday. The Axis were winning NATS by a record amount. Allied captains were feeling the need to win something and Campaign was their opportunity.

The Axis had two convoy ships: the *Kormoran* (Fluegel's) and the *Bremen* (Dirty Dave's). The Allies had four convoy ships: three LST's and one hospital ship. I never saw the hospital ship on the water.

In setting up the target platforms, we became aware of the Oklahoma winds. The platforms were correct in size, but the magnets that were glued down on them were quite weak. The targets had tacks on them but they were coated in plastic so getting the targets to stand up was next to impossible.

They were eventually "lightly" glued in place. This setup would prove to be a big mistake...

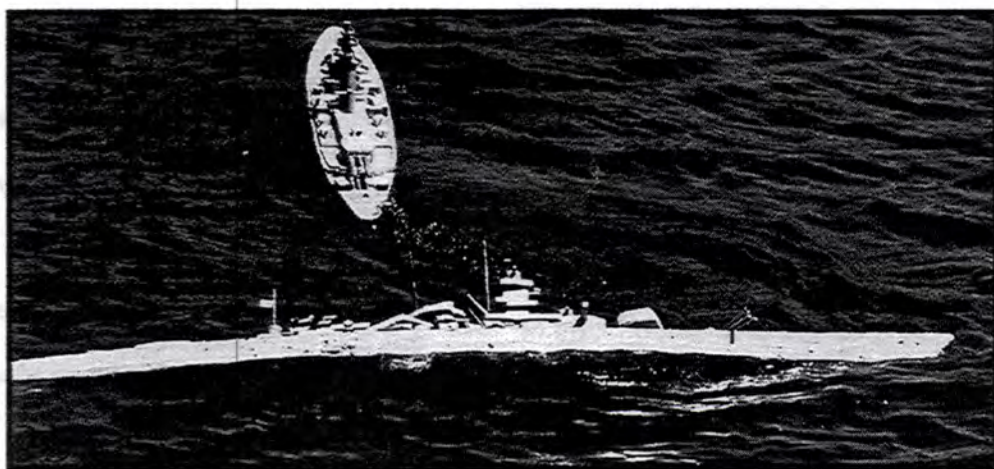
Prior to battle the following comments were given from the convoy ship captains...

**Dirty Dave:** "This will be the first time I will captain the *Bremen* in battle. I am hoping to complete all 5 missions."

**Bart Purvis:** "I am going to be running an LST; I have no hope that my ship will survive beyond 1-1/2 minutes into the sortie."

**Fluegel:** "Well, I was just out a couple of weeks ago and had radio trouble. This ship was the best-of-scale at the last event."

Convoy started and the Allies attacked the *Bremen* with extreme



Just one of the 51 ships sunk or declared sunk at the 1999 NATS!

prejudice.

Fluegel formed his ship up with two larger axis ships. One of these was Steve Reichenbach's *Gneisenau*. They successfully crossed to the other side.

The cruisers shot at the targets and

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...we saw one of the  
strangest things ever...

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after expending their first load, we all realized that the targets had been glued down too well.

With no chance of knocking the targets down, the Allied cruisers reloaded and concentrated on opportunities of chance.

This is when Steve Reichenbach informed me that Dana Graham's I-boat

had "mossed up."

I decided to back my stern guns in on him since I had a full magazine (it is nice to be a cruiser captain during campaign). I told him that I would stop firing when he "declared." I then began to fire!

After about 10 shots of dual sterns, he declared his ship sunk. The Allies attempted to launch two LSTs at one time. Neither of them made it more than half way.

Then we saw one of the strangest things I have seen in this hobby, one of the LSTs sank but continued to run just under the surface of the water in a circle.

The Axis did lose a Japanese carrier captained by Mike Boyles. It was being used to protect Axis targets.

The Allies eventually had all of their ships sunk or off the water. With only Axis ships on the water, the Axis won!

Some comments from the captains after the event...

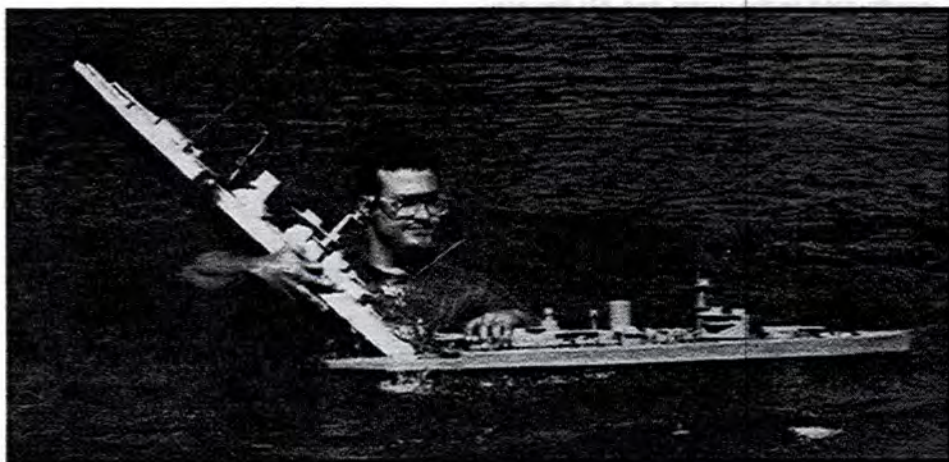
**Fluegel:** "I had two escort ships. They concentrated on the *Bremen* and left me alone. One of my own guys rammed me. I patched the ram and went back out. Time was running low. Bart was the only Allied captain to shoot the *Kormoran*."

**Dirty Dave:** "We intentionally launched the *Bremen* with three escorts and the *Kormoran* five minutes later. With 1/2 of the mission run, the *Bremen* was rammed. This completed the mission. Five successful runs overall."

Stan Watkin's *North Carolina* sunk. Bart Purvis's *Java* sunk as well.

**Brian Eliassen:** "I am happy because I had an opportunity to make Wade declare his ship sunk."

**Steve Reichenbach:** "Campaign was cool because I escorted Fluegel."



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# The Site Host and Contest Director

## The Unsung Heroes of Nationals

by Wade Koehn

You've been working on your ship all year. You're sure that you will single-handedly beat the opposing force. You got the time off from work.

Your fleet admirals have given you your marching orders. Your family, wife, girlfriend, kids, pets and other living items are covered. You're set and ready to go. What fun...Christmas in July!

But wait! That's just the part of NATS that you've been getting ready for. NATS is a year-long gestation period before it actually happens.

The E-board, CD and Site Host have been busting their keisters all year long putting this event together. They have been working out all of the details, listening to people complain, E-mailing, calling and spending their time—and sometimes their money—to put NATS in a neat package so you can enjoy yourself.

Most of the E-board's work is done by the beginning at NATS, but the Site Host,

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### ...the CD deals with the wrath of mad people!

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and CD's work goes through all of NATS.

God bless the Site Host! Thank you Robert for doing a wonderful job. Robert was battling some issues at home while he was Site Hosting this year. A Site Host's job begins at the end of the previous NATS, and usually doesn't end until weeks after the end of the NATS he/she worked.

The Site Host's greatest praise is when he doesn't hear any complaints. If he is really lucky, he'll actually hear a "thank you!"

Usually a Site Host has to spend his money and his time to get a NATS together. His family, work, and his boat sacrifice so he can make the battlers' lives easier.

Next time you get ready to complain about a problem with a site, hotel or other NATS issue, ask yourself if YOU are willing to be Site Host and face the problems, personalities, details, time and money it takes to make a NATS work.

Thank you, Robert! Well done!

The CD: A person who is impartial, patient, thoughtful, thick-skinned, cool-headed, knows the rules and history of this hobby and is able to deal with pigheaded people in the heat of battle.

In my book we had THE BEST CD this hobby has ever had: Tom Jass. Tom is the CD that all CD's should aspire to be. Tom is all the afore mentioned talents, and more. Plus, he's really cool!

In addition to testing the ships, setting the times and making snap decisions, the CD deals with the wrath of mad people! Just like the Site Host, the CD has a thankless job.

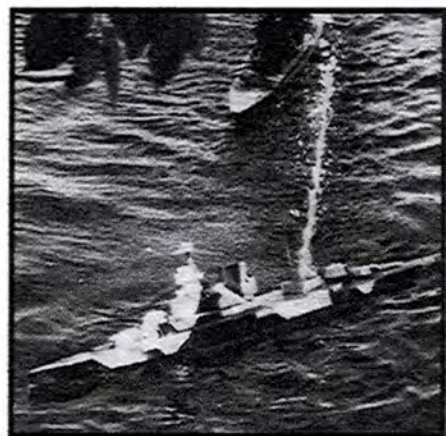
After being Dirty's roommate one year while he was CD, I put in a rule proposal about the CD having his/her NATS fees paid for. It passed. And now CD's get their NATS fees paid for.

Perhaps we should pay the Site Host's fees, too?

I've been CD/Site Host three times, and believe me, it's much easier to just show up with your ship. CD's/Site Host's aren't nearly as effective as they could be with their ships because of all of the many different directions they are pulled, and the time spent. Most times CD's don't battle during campaign just so they can officiate the action.

So next time you have a problem at NATS with a ruling, or the site, ask yourself if you're willing to be CD or Site Host. If the answer is no, be thankful there are people like Robert, and Tom to go out and do the dirty work of NATS.

Thank you again, Tom and Robert. CD and Site Host—our unsung heroes. ⚓



## Treasurer's Vault

by Rick Whitsell

The 1999 Nationals final costs aren't final yet. It looks like we will be close to breaking even on the costs.

My next article will include the final NATS costs and an overview of the club's financial picture.

Members planning to host an event should benefit from seeing how the costs shake out for a large event.

It seems our members really enjoy the battling! I see a lot more local battles being conducted than I ever saw before. One third of the membership made NATS!

On a final note, MWC now has 109 members. I expect only a few new ones will join between now and the year's end. I would bet that next year the membership will increase at least 50 percent which means more battling opportunities around the country! Keep up the good work! ⚓



Nothing will fill you up as fast as a hearty Nagato sandwich!

# 1999 MWC B.O.D. ANNUAL BOARD MEETING

## Major Issues

At the BOD meeting, we had three very controversial issues that were semi-related: club insurance/liability, radio frequencies and gun safety.

In all three cases we have chosen to do what we felt was the best for the club as an entity onto itself, and for the club's members in general. We hope that the club members will understand and support our decisions.

**1. Insurance:** For quite some time there has been strong suspicions that if the club ever had an insurance claim that we needed to submit to NAMBA, that our claim would not be granted due to differences in NAMBA's safety rules and ours.

President Purvis has been in contact with the President of the Sport Flyers of America, Inc., who offer a better insurance program than NAMBA.

Coverage includes: \$4,000,000 liability coverage per claim with no deductibles, \$5,000 in personal medical coverage, plus we can get liability coverage for the MWC Board of Directors through them as well.

Cost for adult members is as little as \$33, and **youths under 16 are free** if they reside in the same household as a current adult member.

In his discussion with Bart over what we do with our model boats, the President of the SFA had absolutely no problems EXCEPT for one very important item. He said that there was absolutely no way we would be granted coverage if we allowed the use of air frequencies within the club.

Therefore, since we have also suspected that NAMBA would reject any claim we submitted if they learned we were using air frequencies, we have decided to drop NAMBA for next year and pursue a new relationship with SFA.

### 2. Radio Frequencies:

Due to the impending insurance requirements, we see no alternative but to go to a "surface frequencies only" policy beginning on Jan. 1, 2000. We realize that this may be a

financial burden for some of you, but we see no alternatives.

We know that certain radios can be converted from air frequencies to surface, and we will be inquiring with certain manufacturers and/or shops about getting a discount rate for club members.

For those radios that cannot be converted to surface frequencies, we humbly apologize, but do suggest that the owners try some of the auction web sites to recover some portion of their costs. We will try to keep club members notified of the deals and locations we make via the Internet e-mail lists and the club newsletter.

With 30 surface frequencies, 14 ham frequencies, and the six 27Mhz frequencies, there is still the opportunity to have up to 50 boats on the water at the same time at future NATS.

**Additional Note: PLEASE DO NOT RUSH RIGHT OUT AND CONVERT YOUR RADIO!**

The requirement is not to be enforced until the new year, and the MWC BOD

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**...velocity testing will be done at NATS 2000...**

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will be looking for some bulk deals for the radio conversions. We will announce these as soon as we have made them.

Also, instead of having one frequency list, it is likely that we will have many, one for those who attend Nats, and others for Regions of the countries, or the Regionals themselves. We have not yet come to a final decision on how it is best to do this, but will get this out as soon as we can.

In addition, while we may not have the money to do this next year, the club hopes to purchase radio crystals for some of the major radio brands in use by our members, that we can send to site hosts for use at their event.

### 3. Gun Safety/Muzzle Velocity:

There has been much controversy over this issue, and we have decided to form a committee, co-chaired by Stan Watkins and Steve Milholland.

The Gun Safety Committee is to determine what is a safe and proper gun muzzle velocity.

In addition they are to investigate new

technologies and/or inexpensive home testing methods that members can use themselves to determine if they are close to this to-be-determined value.

The muzzle velocity value will be announced by Feb. 1, 2000, and muzzle velocity testing will be done at NATS 2000.

### For Your Information:

As part of the testing, some combatants at NATS who have a reputation as being hard hitters, were asked to load and tweak their guns as normal, and then these were fired point-blank at a pair of standard safety glasses. In all cases the glasses held, the most that was noted was some minor dimples on the glasses. There were no cracks or failures.

### 4. NATS 2000 Location:

Due to some tremendously generous bribes from our President, Bart Purvis, we have decided that the 2000 MWC NATS site will be at the Georgia National Fairgrounds, near Atlanta.

Bart says that the ground coordinators have confirmed that there will be barricades in place to keep the general public out of the part of the park that we will be using.

We have selected to hold NATS during the week after the 4th of July, as that week had far fewer other events being held on the park grounds than any other in July.

We will be informing the IR/CWCC of this decision for those of you who battle in both clubs, and hope they will consider this for those who may want to go to both NATS.

Tom Jass will again be Contest Director.

### Other Issues:

1. James Foster had previously submitted his resignation from the MWC BOD. His resignation was accepted.

2. The treasurer reports that if the site host's costs for this year's NATS does not exceed the money collected for NATS, we should end the year about \$400 dollars in our checking account.

3. A motion was passed that future NATS site hosts submit a NATS budget six months in advance so that the Treasurer can



**Muzzle velocity is a hot topic!**



then pay the site host for many of the upfront costs, such that it does not become a financial burden to the site host.

4. It was noted that late in the year when club memberships arrived in ones and twos that laminating of club membership cards gets very prohibitive, whereas doing them in bulk is very inexpensive.

A motion was passed that the Treasurer, at his discretion, will determine at what point each year that new club memberships stop receiving laminated membership cards.

5. A motion was passed to have a BOD member act as liaison with the other combat clubs. Bart Purvis was selected as liaison.

6. A motion was passed to have ham operators within the club file a copy of their FCC Amateur Radio License with the club secretary.

7. A motion was passed to reword the bylaws on committees to make it perfectly clear that general members could serve on them as well as BOD members.

8. A motion was passed to have Brian Eliassen continue to be the club's Web site maintainer, and for Rick Whitsell, Larry Dahl, Brian and the Internet committee to work out a contract agreeable to all. The monetary figure arrived at may affect membership dues.

**9. Rule proposals for next year will require FIVE signatures of eligible captains, instead of just one.**

10. Effective Jan. 1, 2000, new first-time members will receive voting rights twelve months after the 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.

11. A motion was passed to reduce the age boundary for the youth membership from 18 years to 16, allowing some of our younger members the right to vote.

12. A motion passed giving the Ship List Committee the right to make the corrections to the ship list that were currently allocated to the BOD. The BOD, in turn, retains the right to add or remove members from the committee as it sees fit.

It was noted that the major effort for the MWC BOD at next year's annual meeting will be to define the club regions, and to define which elections will be one-, two-, and three-year terms. After the first general BOD election in 2000, the BOD terms will all be three year terms, with one-third of the board being elected each year beginning in 2001. ⚓

## The Rules Ballot

There were 28 captains who voted on the rules proposals. Thus, a proposal needed 15 "yes" votes to go onto the official ballot (which will be sent out to all eligible members on the last day of October, 1999).

Then, for the rule to pass into law, it must receive a minimum of 2/3 of all the eligible voters, not just returned ballots.

### 1999 MWC Official Rule Proposals:

Proposal	YES	NO	Passed
1. 1/2 Unit modifications	2	26	N
2. Class 1 modifications.	4	23	N
3. Cruiser/Destroyer Speed Modifications	10	18	N
<b>4. Limit Cannon elevation.</b>	21	7	Y
5. Correct Monitor Rule.	9	19	N
6. Update Swedish Cruiser Listing.	8	20	N
7. Eliminate Monitors			Withdrawn
8. Eliminate Best Dress Award			Withdrawn
<b>9. No awarding of unofficial awards.</b>	15	13	Y
<b>10. Downgrade Training cruisers.</b>	18	10	Y
<b>11. Restructure High Points for each class.</b>	20	8	Y
<b>12. Update Sidemount Rules</b>	16	12	Y
<b>13. Safety penalty clarifications.</b>	18	10	Y
14. Modify Magazine Load Checks.	10	18	N
15. Battlecruiser Modifications.	12	16	N
<b>16. Double sink points for declared sinks.</b>	19	9	Y
17. Upgrade Des Moines to 4 units.	2	26	N
<b>18. Add Internal Armor to official rules.</b>	16	12	Y

<b>19. Eliminate redundant section.</b>	21	7	Y
20. Changing drive train between sorties.	11	17	N
<b>21. No damage counting between sorties.</b>	24	4	Y
<b>22. Specifically mention ram patching between sorties.</b>	24	4	Y
<b>23. Eliminate 1/4 Units</b>	15	13	Y
24. Remove Rotating Turret Requirement for Ships over 60"	13	15	N
<b>25. Correct Light Cruiser Speed</b>	15	13	Y
26. Upgrade Smaller Destroyers	13	15	N
27. Modify rules for ships with no rear main guns.	8	20	N
28. Up units for largest Monitors	3	25	N
29. North Carolina/Nagato speed modification	12	16	N
30. Aircraft Carrier Rules	2	26	N
31. Class 1 Unit allocation	12	16	N
32. Class 2 modifications	4	24	N
33. Mandatory Regulator Checks	14	14	N
<b>34. Minimum Sorties for Awards</b>	24	4	Y
<b>35. Elimination of 1/150th scale ships from the club by 2001.</b>	18	9	Y
<b>36. Require Ship's National Flag.</b>	15	13	Y
37. Increase firing arc of Large Cruisers.	8	20	N

The 16 rules that passed will be on the October rules ballot, but are NOT yet MWC club rules yet. ⚓



## Rookie-of-the-Year Award

by Steve Reichenbach

Here's a run-down of the new guys who attended NATS.

Dana Graham and David Asman—both from California. NATS was the first time either had battled. David battled a Nassau for the Axis, while Dana won "Best of Scale" with his beautiful Invincible.

Paul Block and I came up from Houston, Texas. Paul battled his Lutzow, winning best of Class 3. I brought up my Gneisenau, and joined Fluegel and Pate in best of Class 5.

Mike Boyles came from Dallas with his unfinished Hipper. Mike borrowed the Lutzow from Wade.

Kevin Bray attended from nearby Tulsa, Oklahoma with his Lutzow. Kevin recently attended the IR/CWCC Nationals.

And the MWC rookie of the year for 1999 is Ted Brogden, from Wichita Falls, Texas. Ted's ship reflected the excellent guidance of veteran Bob Eakin.

Vets commented on how well Ted's ship was constructed, and several battlers can attest to how well his gun systems worked. Ted put up a great fight, and was able to survive many sortie.

I can personally vouch for how likeable Ted is, and am proud that this gentleman from Texas is the 1999 Rookie-of-the-Year.

Congratulations, Ted!



## Re-Tuning Your R/C Units to Ground Frequencies

by Wade Koehn

I have used a place called Radio South to re-tune my radios about four times now. They are ten times better, faster and cheaper than Futaba. They also have the facilities to customize your radio (which will void your warranty).

If you're getting your radio re-tuned, Radio South will re-tune your radio from air to surface for \$40. That's right, \$40. Just ask to talk to TONY and tell him your with R/C WARSHIP COMBAT. Tell him what kind of radio you have and what channel you have and what you want to go to.

Most radios can be converted for \$40. A few radios will require a new receiver. This will cost \$80, but you will get a Hi-tech 7 channel receiver. This is for mostly the wide band radios going to narrow band though.

The vital info is:

**Radio South**  
Attn: TONY  
3702 N. Pace  
Pensacola, FL. 32505  
Inquires: 850-434-0909

And in case you're interested, Radio South also does Ham conversions, too. It's \$140 because of replacing the tuning module in the transmitter, and a new receiver. Call to see and check to see if your radio is convertible in all cases.

This is a Navy, (Kriegsmarine), good deal. Ask other people in the hobby. They'll tell you it is a cheap service, and Radio South does good work.



## Awards Banquet

by Jim Pate

The 99 Nats has come and gone and it was one of the best!

Here is a run down of the events for Friday evening's dinner/awards banquet, held at the Sportsmen's Club courtesy of the efforts of Robert Rucker.

The club was one of the best settings for the awards dinner in my ten years of attendance, so let me take the time and thank Robert for that—and all his other hard work during the week.

We had a wonderfully filling meal of prime rib along with all the trimmings—excellent cuisine...an epicurean delight!

Dinner was topped off with a flaming dessert! Eating it was only surpassed by the fun of watching it being prepared.

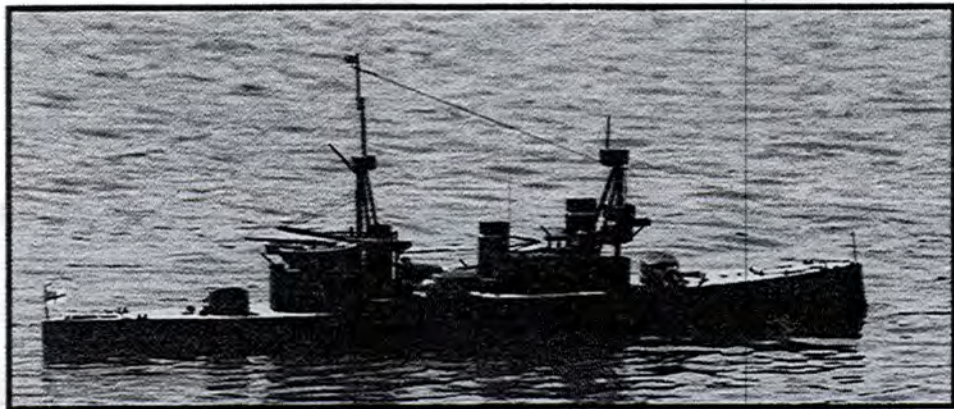
Afterwards came the awards, which were very nice and good-sized plaques shaped like the state of Oklahoma.

\*Founders: Chris Pearce  
Class 6: Chris Pearce, Wade Koehn, Andy Ray  
Class 5: Jim Pate, D.W. Fluegel, Steve Reichenbach  
Class 4: David Asman, Tim Beckett, Lief Goodson  
Class 3: Paul Block  
Class 2: Ali Zinat, Joey Messere  
Best of Scale: Dana Graham's I-boat  
Best Dressed: Joey Messere  
Sportsmanship: David Au  
Individual Combat: Chris Au  
Rookie of the Year: Ted Brogden  
Allied/Axis Victory: Dirty David Haynes  
Most Feared Allied: Don Cole  
Most Feared Axis: Chris Pearce

Points Axis : 148,950  
Allied : 38,200  
Sinks (includes Declares)  
Allied : 47  
Axis : 4  
Declares  
Allied : 10  
Axis : 1

One of the best things was what **did not** follow the meal: a long drawn out rules meeting. The only voting that needed to be done was for the Axis and Allied Admirals for next year's fleets: Don Cole as Allied Admiral and Jim Pate as Axis Admiral.

One last note of thanks should also go to all those on the MWC board, this year's CD (Tom Jass), and Brain Eliassen for the awards and points info.



Dana Graham sails away with the 1999 Best-of-Scale trophy.

## Second Annual Axis Admiral's Grab Bag

by Wade Koehn

Carrying on an Axis tradition started by the editor of Task Force 144, Curly Barrett, the second Axis Admiral's Grab Bag took place at the 99 Nationals in Oklahoma City.

First I would like to thank all of the Axis (and the one Allied captain) who contributed to the grab bag: David Asman, Robert Rucker, Leif Goodson, Paul Block, Curly Barrett, this author, Gerald Roberts, and the person who gave me the CA glue.

The names of all attending Axis were put in a bag and pulled out by our Admiral, Dirty David Haynes. The winners were Paul Block, Gerald Roberts, David Asman, and Leif Goodson. Congratulations to all of the winners!

Once a name was drawn, it was eliminated so that the other Axis would have a better chance of winning. Oddly enough, half of the winners were also contributors to the Grab Bag. That's just goes to show what goes round, comes round.

There was also one name drawn where the captain didn't wish to receive the prizes. Another Axis captain's name was drawn, and he was very happy to be the recipient of the Grab Bag.

Goodies in the Grab Bags included 3M electrical tape, a new 6V motor, a new 12V motor, a freezer pack, popsicle sticks, RC

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**...they couldn't believe they  
got all those goodies...**

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warship trading cards, a new utility knife, a 12' tape measure, safety glasses, poppet valves, a 2-oz. bottle of CA glue and a metal L-square.

Some bags had pumps, a gun, used motors, a watch, a flashlight, a 144th scale British Swordfish model, used water shoes, ni-cd batteries and gel cells.

Two of the winners asked, "What do I get out of the bag?" When I told them it's all yours. They went, "Alright!" They couldn't believe they got all of those goodies.

The Second Annual Grab Bag was a big success. I hope this is a tradition that grows as the years go by. 

## Bulletin Board



### For Sale:

Advertising space is now available to help defray the cost of NATS

### Web Sites Available



The official Model Warship Combat, Inc. site went on-line on December 1st, 1998. Since it's the MWC's web site, members and local chapters are entitled to free space on the server. If you're interested in having your own boating site on-line, send me e-mail at [brian@coresw.com](mailto:brian@coresw.com)

If you have a link to the MWC site from your Web site, please be sure your link to the MWC Web site utilizes the [www.mwci.org](http://www.mwci.org) domain.

### Visit Swampworks Online

If Swampworks doesn't have it, chances are you don't need it! Visit the premier combat supply center at: <http://www.swampworks.com>

### The Plan Master Online

The most complete selection of 144th-scale warship plans available anywhere is at: <http://lonestar.texas.net/~glover/george.html>

### Editor's Note of Thanks...

Thanks to everyone who contributed to this edition. In addition to the authors, Lars Dahl and Chris Au contributed photos. The September Task Force 144 edition will have more NATS reports in it. The deadline is September 25th.



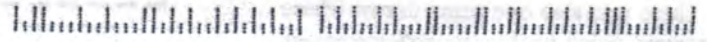
Nowhere to go for the Mighty Mo....

Task Force 144  
2613 Wheeler  
Roseville, MN 55113



[REDACTED]

64155X3132 13



# Task Force 144 Photo Caption Contest

## The Challenge



Send in your caption for this interesting photo of Stan Watkins and his USS Washington?

Participants need not be present to win.

## The Champion



"Hey, look! It's the Home Depot 'Tribute to the Allied fleet!'" —Wade Koehn