

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

Second Quarter—1999

CALENDAR OF MWC EVENTS



(A listing of MWC battles, meetings and events)

• June 26 & 27
N. Georgia Summer Regionals
Lawrenceville, GA
Sanctioned
Contact: Chris Stoesen
770-541-1500 ext 127
or 770-931-8795

• July 26-30
Oklahoma 1999 NATS
Sanctioned
Contact: Robert Rucker
rarrucker@swbell.net
405/722-8686

• September 4 & 5
The Fall Texas Triple Crown
Houston, TX
Sanctioned
Contact: Steve Reichenbach
281-550-5423
wtpat2@yahoo.com

• September 11 & 12
Fall BB Bash in Baxley
Baxley, GA
Sanctioned
Contact: Bart Purvis
912/367-7306
purv@altamaha.net

• September 18 & 19
Ozarks Fall BB Fest
Springfield, MO
Sanctioned
Contact: Steve Milholland
417/831-2309
swampy@ncsl.net

MWC is Online at:
www.mwci.org



A Tale of Two Rookies Springfield, Spring BB Fest

by Kevin Bray

As I made the familiar trip to Springfield, MO., I considered the possibilities for battle. Traveling behind my car was my good friend from Houston, Steve Reichenbach and his family. He was bringing a *USS Houston* and a *DKM Gneisenau*. The *Houston* had battled before in Tulsa, but the *Gneisenau* was untested. He magically created this ship in just 3 weeks. It was doubtful that it would survive in battle, yet Steve wanted to give it a shot.

In contrast, my ship has had quite a history in its short life. This model of the *DKM Lutzow* holds the record for most days lost and still recovered!

From the time she was recovered until this event, she was completely overhauled. Springfield would be the testing ground of her worth.

Upon arriving at the Motel 6, I quickly found my room. I was happy it was on the bottom floor and next to the pool.

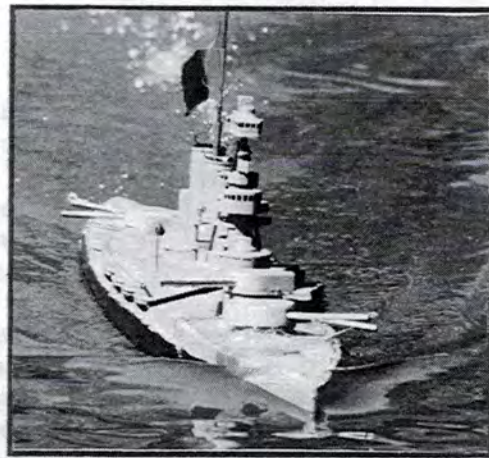
Jay Edwards is easy to find at each event—he likes to hang around the pool. I was glad to see him because there was a channel conflict to work through. Since no

one was in the water, I grabbed the *Lutzow* and began to drive her around the pool.

My idea caught on! Steve Reichenbach did the same with his *Gneisenau*. Many captains congregated around to admire Steve's beautiful ship.

Several captains advised Steve that he would be crazy to battle the *Gneisenau* and after all of this advise, he prepared the *Houston* for battle. For the first time at an event like this, I felt my ship was ready and decided to observe the late hours like the veterans do, I got some much needed rest. The next day would come quickly....

(see **Springfield**, page 2)



Springfield can be a rough place

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(cont. from page 1)

Springfield: Day One

It was decided that Chris Pearce and Andy Ray would be the admirals. Steve Reichenbach was on the opposite team of me, as was Kevin Hovis, a rookie captaining a *USS Salt Lake City*. Terry Keef was with me in his *Graf Spee*.

We decided to focus on the *Salt Lake City*. I am happy to say that we executed our orders effectively! The *Salt Lake City* started the sortie with a list—even so, her captain handled her quite well. She got a few shots at my ship as we jockeyed for position. I managed to spend most of my rounds attacking her.

It was during this exchange that I realized my next lesson to learn: targeting, tracking and accuracy of my gunfire. This would prove to be the single biggest problem I had all weekend.

Steve Reichenbach had a tough first battle and sank. His *Houston* had wandered into unfriendly waters and some veteran captains found a tasty treat. Jim Ewer sank quickly with his I-boat.

My fleet (as a whole) did not do too well. We lost this battle by 3,000 points. This was due to a couple of sinks—including our admiral, Andy Ray. This would prove to be a habit for him the entire weekend.

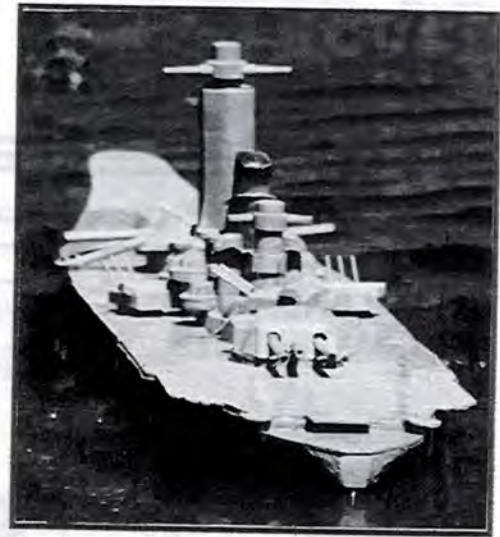
Robert Rucker had technical difficulties with his new *North Carolina* but managed them quite well. Many captains approached his ship to persuade it to go down.

Allied captains, beware this ship at NATS!

Bob Eakin developed problems as well. His ship simply stopped working. I believe he declared it sunk.

One of the most impressive performances turned in was from Ted Brogden. His rookie I-boat had several side mount exchanges and never sank.

The Au brothers showed their experience—the new Japanese ship they had was amazingly evil. It slithered up to an opponent and proceeded to dissect whole pieces of balsa out of their side. Allied captains beware this ship during NATS!



Chris Pearce was typical “Chris Pearce.” He paraded around selecting only the choicest of “meat” to eat. He then went to work destroying the ship of choice. Jim Pate seemed to do the same.

For the last sortie of the day, I was traded to the other team in an attempt to balance the sides. This sortie was the most fun of the entire event for me.

When battle began, only one blue ship, Terry Keef and his *Graf Spee*, was to the right of the docks. We had Jamie Foster and her Swedish ship, Chris Grossiant and his I-boat, and me and my *Lutzow*. Jamie and I kept Terry pinned while Chris, being slower, would arrive along side Terry and side mount him. When Terry moved to get away from this attack, he would pass behind my twin sterns. I sent many rounds into the side of his ship. Jamie used her bow gun to get in damage as well.

Soon, we had Terry limping back to the shelter of the docks, listing and pumping all the way. A delay occurred due to another ship sinking and Terry called “FIVE.”

Chris shot several more rounds into the *Graf Spee*. Terry was soon off “FIVE” and while I was disappointed he did not sink, I was happy that I had finally made a difference in battle.

Day Two

I awoke to the bone-rattling sound of thunder. It seemed we would be battling the rain as well as opposing captains on this day. Upon arriving at the lake, Steve Milholland opened his store and showed us some new and excellent gun designs.

This is when the day took an unusual turn. Both admirals resigned their positions. After asking for volunteers and none coming forth, they approached Steve

Reichenbach and myself to be admirals. Steve and I accepted.

Steve had spent the night getting the *Gneisenau* ready for battle. He really wanted to be able to tell people that he built and battled a ship in only a month. He had triple sterns and 1 pump. He would go into battle 1 battle unit short.

Battle began with the fleets on opposite sides of the pond. Many of the captains from my fleet raced to be the first to taste of this virgin balsa.

Jim Pate arrived and began to administer the "classic" stitching pattern across the starboard area. His side mount pounded a neat pattern of holes under the waterline. The holes were evenly spaced about 2-3 inches apart. This pattern ran the length of the ship. After this pass, the *Gneisenau* settled into a starboard side list. Several others made passes as Steve worked to bring it closer to shore. "Man in the water" was soon called.

Inspection of the ship showed it was a bb magnet. Still, it had seen battle. Just three weeks earlier, it was nothing but a kit.

The next battle, Steve brought his ship back out on the water. This time, he launched away from the other ships and behind the protective screen of his fleet. Still, it did not take long for my fleet to attack him.

I went around the central fur ball and found my target. The *Gneisenau* was about five feet off shore and showing her beautiful port side. I swung my *Lutzow* around and positioned her to taste this treat.

It was then that I heard a voice from my left side. It was Jim Pate. He was calmly advising me to remember to breath.

He had been observing my excitement and knew I needed to calm down.

The first shots hit the ship and the rest seemed to trail into the water in front of the ship. Later, Jim told me that I was making a common rookie error. I moved my ship right out of position. I was shooting and moving forward all the time. I will make a mental note to correct that in the future. Even so, I went about realigning my aft and proceeded to use the rest of my ammunition on his ship. Steve sank later that sortie.

The last sortie of the day, Robert Rucker was damaged pretty badly. Several of us on his side tried to put our ships in between his and Chris Pearce's. This is when I learned something about Chris. You see, he could have shot my ship to pieces but saved his rounds to finish off Robert. After maneuvering me out of his way, he sent Rucker to the bottom.

Awards were given out. Steve Reichenbach had the undisputed "best of scale" award. I asked Swampy to award Bob Eakin with a special award for sinking me last fall.

High Score Class 1-2-3

James Foster SS Sverige

High Score Class 4


Chris Au IJN Haruna

High Score Class 5

Andy Ray USS Maryland

High Score Big Ship

Chris Pearce USS N. Carolina

Another excellent weekend of battling had occurred and it was time to get back home. I am eagerly awaiting our next chance to battle. 

Notable Quotables

"Why are you worried about their accuracy and marksmanship? They couldn't hit an elephant at this dist..."

The last words of General John Sedgwick

"The clever combatant looks to the effect of combined energy, and does not require too much from individuals.

He takes individual talent into account, and uses each man according to his capabilities. He does not demand perfection from the untalented"

Sun Tzu

"A leader is a man who has the ability to get others to do what they don't want to do—and like it!"

Harry S Truman

Suggested Frequency

According to Rick Whitsell, MWC already has over 100 paid members and suggested radio channels are filling up fast. To get your suggested channel, contact:

Rick Whitsell

9820 N. Highland Terrace

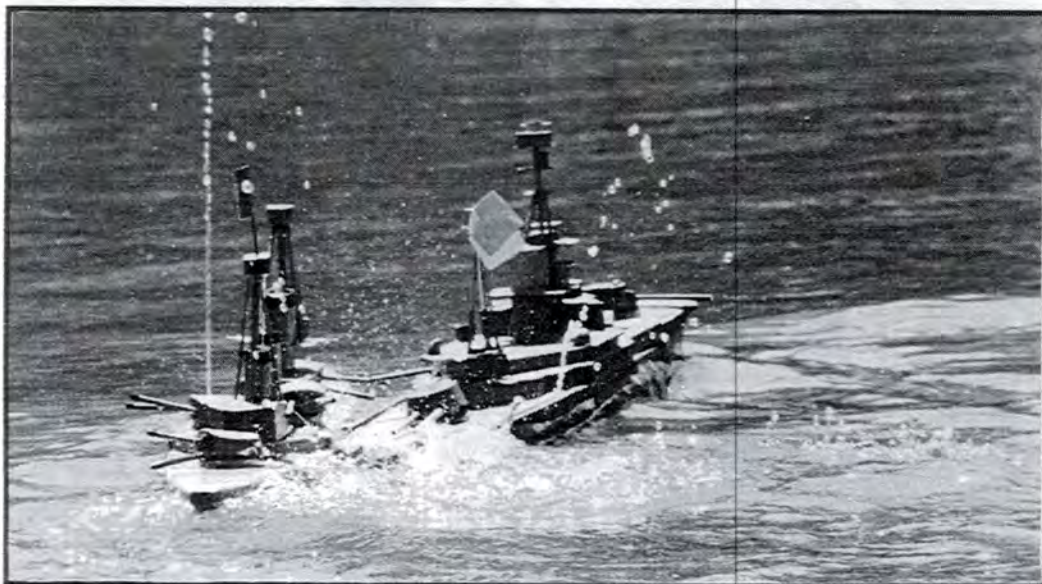
Kansas City, MO 64155

pirate@planetkc.com

Send Rick \$15 for your

MWC membership. Then e-mail Wade Koehn at wwkoehn@juno.com with your membership card number. Wade will suggest a frequency for you.

The goal of this "suggested frequency" program is to avoid radio conflicts at the lakeside.



Rule Proposals

by Bart Purvis

Yes! You can submit rule proposals via e-mail. I encourage you to use the following format since it will make life much easier for our long-suffering secretary.

Use Microsoft Word or the equivalent to type up your rule proposal. Send your rule proposals in ASCII (regular text) to Lars Dahl (e-mail address on page 2).

This allows Lars to utilize your proposal without any retyping and without any typographical error on his part.

Feel free to send your rule proposal in any other form you choose. Also, feel free to accept responsibility for any typos that are made.

Any captain who is a current MWC member and has (will have) participated in a sanctioned MWC battle by 11:59 p.m. on Sunday, July 25, 1999 may make a rule proposal.

The Secretary (Lars) must receive your proposal by the same deadline. Remember that he should receive your e-mail proposal several days before this deadline, as he will be in Oklahoma and away from his cherished computer.

Joe Kutz has graciously asked that we not use his combat list to post rule proposals since his list is used by several clubs. Please use the members@mwci.org list. This is one of the reasons why we have a members-only list.



Superstructure Tips

by Steve Reichenbach

After my first event, I was impressed by how much everybody likes looking at superstructure. Folks seem to enjoy gazing at every speck of detail above the decks. In my humble opinion, nothing will ever replace the investment of time and hard work that goes into making our models look very nice.

At the same time, we must realize that details will only make your ship a more attractive target, because it is fun to shoot up float planes, catapults, cranes, and crew, as your beautiful superstructure gets "shot to snot".

As the proud owner of a somewhat detailed cruiser, here are my tricks of the trade for making light, cheap, and easy superstructure:

1) **Searchlights** - The hardware or craft store sells wooden plugs, used to cover screw holes. I use 3/8"-diameter plugs, painted white on each side, with a carved balsa Y-stand.

2) **Cranes** - 1/8" styrene square rod, superglue, hobby knife, file, and patience. Use 0.015" styrene sheet and a hole punch to make pulleys.

3) **Railings and Rigging** - Use the 20-gauge bright flower wire. A bag of this stuff is less than a dollar at a craft store. Superglue works okay, but I prefer solder.

4) **Splinter Shields** - Use thin 0.015" styrene sheet, cut into strips about 1/4" tall. To make corners, cut the strips and superglue. To make gun tubs, cut out the round bottom using 0.030" styrene, and superglue small sections of the thin strip at a time (no messy candle-melting skill required).

5) **Winders** (Texas slang for portholes) - Paint onto hull using a circle template, or insert brass servo-mounts into styrene superstructure walls.


6) **Secondary and AA Guns** - Styrene round-rod barrels, styrene angle-rod seats, balsa block, flower wire, and styrene sheet.

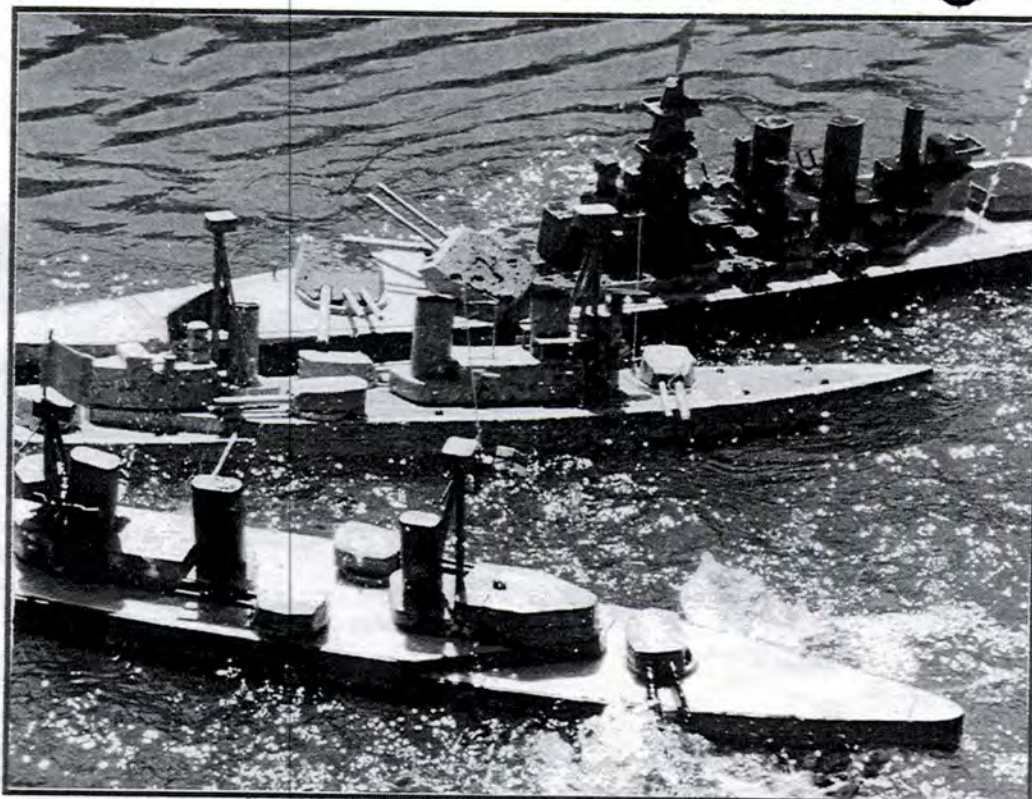
7) **Grated flooring** - Use 100-mesh screen and styrene angle-rod. Looks nice on catapults!

8) **Ship Name** - transfer letters from drafting supply, covered with clear spray paint.

9) **Anchors** - 0.015" styrene sheet anchor; small chain from hardware store.

10) **Flags** - thin balsa sheet, cut to size, superglued to flower wire pole. Use paint pen to decorate flag, covered with clear spray paint.

I really like making the superstructure, and hopefully these inexpensive tips will increase other folks' interest as well. As for me, I'll be making a few extra searchlights for handing out to folks at NATS, and also plan to perfect the popcycle-stick deck for my next ship. Happy modeling! 



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Editorial questions?
...call: 651/639-8329

E-mail your articles to:
barre010@tc.umn.edu

Smoke on the Water

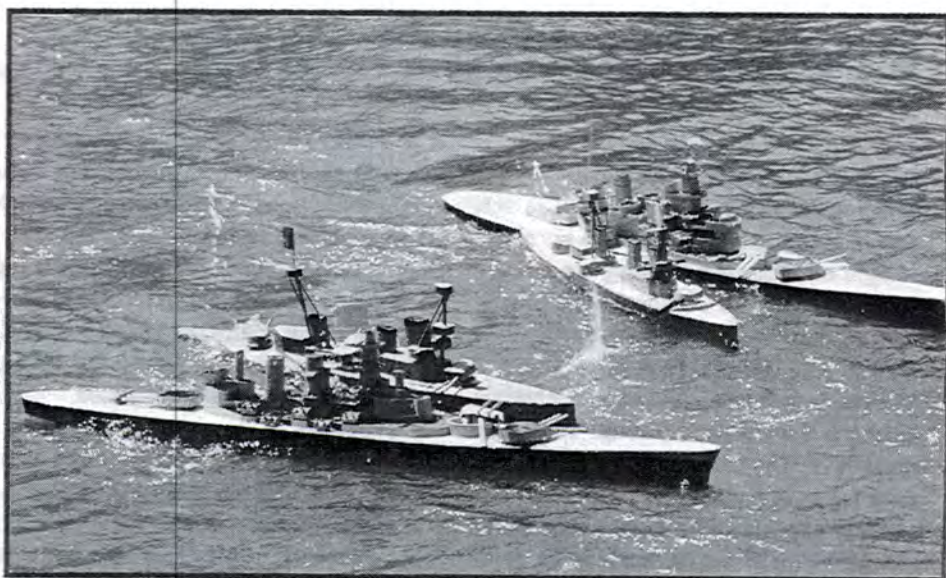
by Brian "Smoky" Eliassen

Life is complicated...especially when you're stupid. I like that so much, I'm going to make it my epitaph. So how did I get to be so stupid? It took years of training but, in actuality, it's a result of being lazy.

My local group, SCRAP, was planning on having our very first, "Get Your Ship On the Water" event after our monthly trouble-shooting meeting in May. Our meetings usually last from noon until 4 so we decided to head to the local casting pond at 2 p.m. for a couple of hours of fun.

It needed a new hullskin but I wanted to put it on the water and didn't have the extra free time. My ship still had the same hullskin that lasted me through Springfield Spring 98, Nats 98, Springfield Fall 98 and any other activity the ship saw in and around the Au Shipyards.

I arrived at the pond at 2:30. Carrying my 35-pound ship to the water was great fun! I asked David Asman, who was there without his *SMS Nassau*, to put his arms out



the same time. "What is that smell?" "Hmm, smells like something's burning." "Yep, that's something burning." "Something electrical?" "Maybe a barbecue of electronics." No one really paid it too much attention. Why should they? No one could see any smoke.

I was readying my camera when David yelled, "Hey! There's smoke coming from your ship!" Now, Dana had his ship on shore and was working on the speed problem so the only ships on the water were my *South Dakota* and Mark's *Houston*. I said, "Who's ship?" to which David said, "Ahh...ummm..." "Mark's ship?" I offered as David searched vainly for a name. "No," was the reply. "Uh oh!" Visions of burning ships on the water at Port Polar Bear crossed my mind as I grabbed the transmitter.

David helped me lift my ship out of the water. A quick walk over to a nearby bench and the *South Dakota* was quickly having its decks removed. The fire was contained within a single motor. The carbon scoring was quite evident at the vent holes. A little smoke even trailed out as we looked on in wonder.

David was about to put his finger on the motor and I told him that wasn't a good idea. Using my turkey baster, I squirted water on the motor casing. It turned to steam. "You generally don't see that type of behavior from a good motor," I said trying to act calm while lamenting internally.

Needless to say, the ship smelled a lot like burning electronics. As a matter of fact, you can still smell it if you get close to that burned motor. Amazing! I even plan on bringing it to Nats so everyone can see what NOT to do.

So, what happened? Well, upon doing a post-mortem, the Traxxas motor mount was melted. This will require replacement at some point, but I should be able to make it through NATS 99. The adjustment holes are gone—plastic melted into the available space between the two heatsinks. Without them, it would have been a total meltdown.

The motor was cooked. This will require replacement. It was one of those old "magic motors" so I know someone is cringing.

The shaft will turn when removed about 2 inches from the stuffing tub. I'll have to hone the stuffing tube and I think the shaft can be salvaged as well.

What caused it? Well, the pinion did NOT slip as it had in the past. The motor was receiving "stall" current from my 36Ah battery. I don't know the actual current but I'd guess somewhere around 30 amps or so. The wires were high-grade, 12-gauge racing wire, but they look like they got "hot". The port shaft seemed to bind up for some reason. I'm not sure why but my guess is...lack of adequate lubrication due to lack of maintenance. D'OH!

So the next time you think your ship it ready, take the extra time to check it over. I've added about 50 hours of additional work before NATS because I was lazy. And finally, one last bit of advice, never assume!



Hey! There's smoke coming from your ship!!

and hold my ship. The look on his face was priceless! You guys with the small ships really don't know what you're missing. Hernias, bad backs, lots of holes, large cars that get 9.5 MPG. Ahh...these are the days.

I put the ship on the water. Everything looked okay. Mark DeAntonio was doing wake testing as his *USS Houston* was moving at about 18 seconds. The two foot rooster-tail was impressive, however.

Dana Graham was there with his *HMS Invincible*. His ship was making about 38 seconds with a good list to starboard. Too much superstructure weight. "Ahh, rookie mistakes," I nodded knowingly to myself.

About this time, the *South Dakota* made a rather strange noise. I noticed that my turning and acceleration were not up to their normal levels. Passing by shore, I noted that the port shaft wasn't spinning. "Ahh, the pinion loosened up again," I said.

I handed the transmitter to David so he could get some stick time. After a few minutes, I headed towards my camera when a strange smell hit everyone's nose about

Presidential Pearls

by Bart Purvis

Next month, the clan gathers to do battle at the First Annual National Championships! Are you ready? I'm not! There is going to be considerable burning of midnight oil to have everything ready.

We are going to Oklahoma to battle, play have fun—not to conduct meetings—so I want to take this chance to cover some items and save a little time at the Captain's Meeting and the Rules Meeting. Please read Article XVI, The Construction, Battling and Safety Rules in its entirety.

Only captains who have participated in an MWC sanctioned battle prior to Sunday, July 25, 1999, may propose rules or rule changes and they must be submitted in writing to the Secretary by 11:59 p.m., Sunday, July 25, 1999.

Of course e-mail submissions are acceptable. Use Microsoft Word or equivalent. Send your rule proposals in ASCII (regular text) to Lars Dahl.

Your proposal may not be amended in any way at the Rules Meeting. It will be accepted or rejected as written.

Rules Meeting

Friday afternoon, July 29, 1999, time is set aside for our Rules Meeting, leaving the evening completely free for feasting, fun and fellowship. Be prepared to vote "yea" or "nay" when they come to the floor. Take time during the week to ask the authors of the rules for clarifications.

Remember, no rules will be accepted from the floor. There will be no last minute additions, changes, amendments or surprises, so we should be able to conclude our business fairly quickly.

Voted Awards

You should be aware that at the Awards Banquet all Nats attendees vote for (1) Best-of-Scale Convoy Ship (2) Best-of-Scale Warship (3) Most-Feared Axis Captain (4) Most-Feared Allied Captain (5) Best-Dressed Military Award.

Since our ships tend to take a beating over the week, take a moment to cast a critical eye on the Best-of-Scale candidates on Sunday at speed trials.

Awards Banquet

The Awards Banquet will be at the Sportsman's Club at 6:30 p.m. on Friday evening. **The Club's dress code prohibits shorts, tank tops, bare feet, etc. so please dress accordingly.** They do not prohibit Nazi regalia...yet!

NATS attendees are welcome to invite their spouse, family members or other guests to the banquet. The additional cost per person will be \$18.

At the Sunday Captain's Meeting please let Robert Rucker, NATS Site Host, know how many additional guests you will be bringing to the banquet so that seating arrangements can be finalized.

T-Shirts

All MWC NATS attendees paying full fee will receive a 1999 NATS T-shirt—at no additional cost. I must have your T-shirt size by June 21, 1999. This cutoff date is firm so don't delay. Send me your T-shirt size now!

Additional shirts may be purchased for \$16 each. XXL costs \$1.50 more while XXXL costs \$2.50 more. Shipping costs are \$4.00. Shipping date will be around July 21, 1999. Make your check payable to Model Warship Combat and get it, and your size, to me by June 21, 1999.

Convoy Radios

I have neither seen nor heard any mention of radio frequencies for our convoy ships that will be used during Campaign. If your convoy ship's radio is on a different frequency from your primary warship's radio you need to contact Wade Koehn. Wade has done a tremendous job with frequency conflict resolution for primary radios, but he needs convoy radio information so that problems don't crop up at NATS.

O.K. That does it for this edition. See you in Oklahoma City!



Treasurer's Vault



by Rick Whitsell

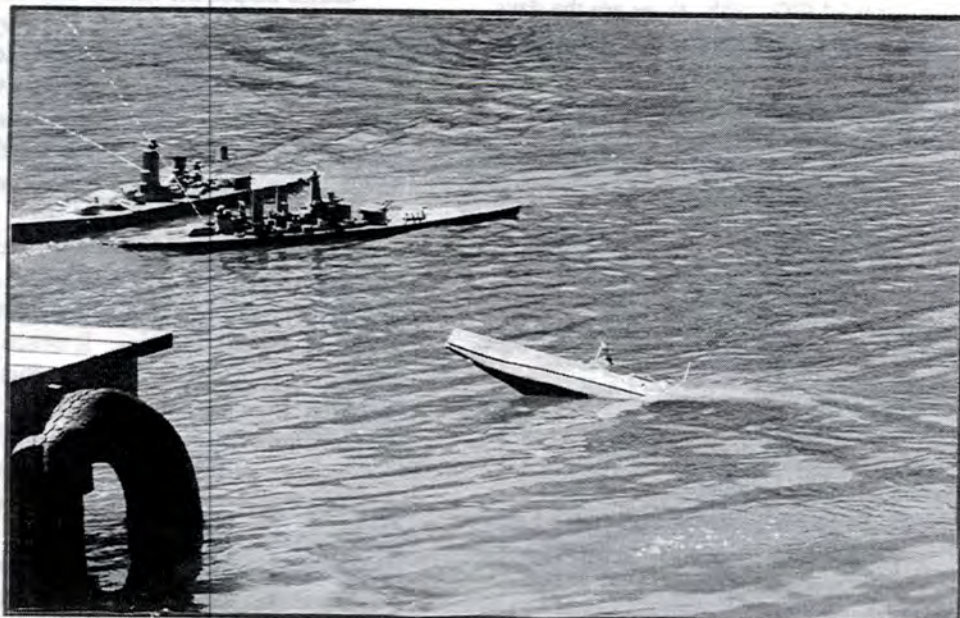
I get the first look at how the membership is growing since I receive the applications.

I am pleased to announce that we have over 100 MWC members as of this month! That greatly exceeds our initial guesses for our first year's membership.

I'd like to thank everyone for your support for the MWC! I know that the Board of Directors very much wanted to see our members enjoy the hobby and new friends when we first formed the MWC. You have made that hope come true!!!

Also, lets all remember to make a special effort to contact/help our rookies and folks not very close location-wise to others in the club. It's hard trying to build ships when no one is nearby to ask questions. I've been there!

Where do our members reside? I'll give you some numbers that may surprise you. The largest membership state is Michigan (14), followed by Texas (13). Georgia is next (10 members) and my home state Missouri (8) follows that. Minnesota (6) and our distant friends in California (5) are both growing quickly.



One thing I would like to bring up before NATS in July is the election in 2000. It may seem early to think about it, but you may not have read the rules closely on how that will happen.

I believe the elections (and how they are conducted) will ensure an even greater MWC club in the future! Look at Article VIII, Nominations and Elections. The 2000 elections will have Board of Directors from the "regions."


It was envisioned that this form of BOD composition would ensure representation from all areas of the country by providing regional representatives in all future boards.

However, the definition of "regions" is not defined at this point except that it will be based on membership populations and determined by the Board of Directors.

No one knew if the membership would fall into a logical pattern or not, so the "regions" were not further defined in the rules.

So, we (BOD) owe you a definition of regions based on membership populations well before the elections. I plan on having a few possible cuts to discuss at NATS.

Also, if you're participating in NATS, be sure to let the BARTMAN know your T-shirt size. He's gone crazy (so what's new) and wanted FREE T-shirts to those souls participating in the first MWC Nationals!

Keep the fun rolling and keep sponsoring those battles! 


We Need Your Help

by Webmaster*Brian

Are you bored on the net? Do you need something to do? Why not drop on over to <http://www.mwci.org/faq.html> and have a look. There are many questions that need to be answered.

All submissions are welcomed—whether you're a seasoned veteran or a green rookie—spread forth your pearls of wisdom and see your name in lights!

Okay...maybe not lights but at least in pixels. If you have something to say about a topic but notice that it's been answered, answer it again! This FAQ (Frequency Asked Questions) list was designed to allow multiple answers. Please send all answer submissions to brian@mwci.org.

If you have a question that hasn't been addressed, please send it, too, so it can be added. The more questions that are asked and answered, the better the FAQ will become. 

Bulletin Board

This is just a brief reminder that the North Georgia Summer Regionals are almost here (June 26 & 27). The Web site for the event has been updated with directions, maps and hotel information for this sanctioned MWC event.

(http://www.mwci.org/chapters/gag/GA_SUM.html)

So far we about 20 battlers who have signed on for this event. We will attempt to host a campaign battle on Saturday afternoon. Bring your convoy ships! Please join us in Atlanta this summer.

SWAMPWORKS ANNOUNCEMENT

For those of you who will be needing some of the little goodies and supplies that SWAMPWORKS has available, I will be opening the "store" in my motel room each afternoon & evening after returning from the lake. A schedule will be announced at the Sunday Evening pre-battle Captains Meeting. There may also have some new products and fiberglass ship hulls to announce and show as well...

See ya'll at NATS.

SWAMPY

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.

For those of you who already have a link to the MWC on your Web site, please be sure your link to the MWC Web site utilizes the www.mwci.org domain.

Wanted: Photographs

If a pictures worth a thousand words, than this newsletter should be full of photos! But I get precious few...so take shots of battle, technology, damage, and people!

Label them so I know what I'm looking at and send them to me. You can include them with a short article, or send them by themselves.

I'd hate to have to fill newsletter space with pictures of the Dahl and Barrett family vacations!

Announcing the Texas Triple Crown Houston Regional;

a fall MWC regional on Sept. 4-5 (Labor Day weekend) in Houston, TX. All battlers must have valid NAMBA card and MWC card to participate.

Ships must be built according to the MWC safety and construction rules. Speed testing will be Saturday morning.

Battles will be all day Saturday and also Sunday morning.

Contact Steve Reichenbach for details at 281-550-5423. No fee; free CO₂.

We plan to battle using the traditional Allies vs Axis (unless we don't get enough Allies)!

ACHTUNG!

(Use the standard Peacock cipher wheel keyed to 6-6-R-M for the following encoded message from the Axis High command.)

Attention all Axis captains who are planning on attending the MWC NATS in Oklahoma City this summer:

The Axis Imperial Admiral, Dirty David Haynes, has requested the names of the Axis captains and ships who will be battling in Oklahoma. This information will be sent straight to the Axis war room for use in the strategy simulation models.

After that, your orders will be drawn up and sent out via e-mail. As always, after reading these top-secret battle orders, eat your monitor! **The Axis high-command is counting on you!**

Please e-mail or phone your name, name of ship, units of ship (how many guns and pumps), channel(s), name of convoy ship and name of secondary (small) ship to Vice-Admiral Wade Koehn at: wwkoehn@juno.com

Task Force 144
2613 Wheeler
Roseville, MN 55113



[REDACTED]

MWC NATS ENTRY FORM

Time is approaching! The MWC is still accepting entry fees from its members who plan on attending the MWC Nationals in Oklahoma City, OK from Sunday, July 25 through Friday, July 30. The rate schedule is:

If your entry fee is postmarked the fee (per person) is:
June 1 through July 16\$125
After July 16.....\$135

Members who pay an entry fee but do not attend will have their fee refunded after the event. MWC Membership and NAMBA membership must be obtained before the event; proof of NAMBA membership is required at the event.

There will be NO granting of MWC membership "at the door."

Please include the following information with your entry fee.

NAME: _____
ADDRESS: _____
CITY, STATE, ZIP: _____
PHONE: _____
PRIMARY SHIP: _____
PRIMARY RADIO FREQUENCY: _____
SECONDARY FREQUENCIES: _____

Please make your checks out to: *Model Warship Combat, Inc*

Send your check and entry form to:

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

Axis Admiral's Grab Bag

by Wade Koehn

The time-honored Axis tradition known as the ADMIRAL'S GRAB BAG will be in full swing again this year at NATS.

The Grab Bag works like this: On Saturday and Sunday (and through out the week), I will be accepting donations in my room and putting them in four different bags (try to bring four of an item—one for each day).

Then, on Monday, Tuesday, Thursday and Friday, the Axis admiral will draw a name for the day's winner.

Donations can be anything from building supplies, motors, pumps, guns, servos, paint, sandpaper, to unusual things like superstructure from an old ship, gag gifts or whatever floats your boat.

Please donate something that you would like to get. I plan to donate two or three good things for each day myself.

Let's fill the bags with stuff and the week with fun! 