

# TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

September Edition—2000

## CALENDAR OF MWC EVENTS



October 14 (1-day event)  
Begins at Noon  
Southwest Krelgsmarine's  
Fall Brawl  
Owasso, OK  
Sanctioned  
Contact Joe Wooten  
No CO2 provided

November 4th & 5th  
Baxley Fall BB Bash  
Baxley, GA  
Sanctioned  
Contact Bart Purvis  
CO2 Provided

### Contributors may mail articles and photos to:

Task Force 144  
2613 Wheeler  
Roseville, MN 55113

Or E-mail your articles to:  
barre010@tc.umn.edu  
Editorial questions?  
...call Curly Barrett at:  
651/639-8329

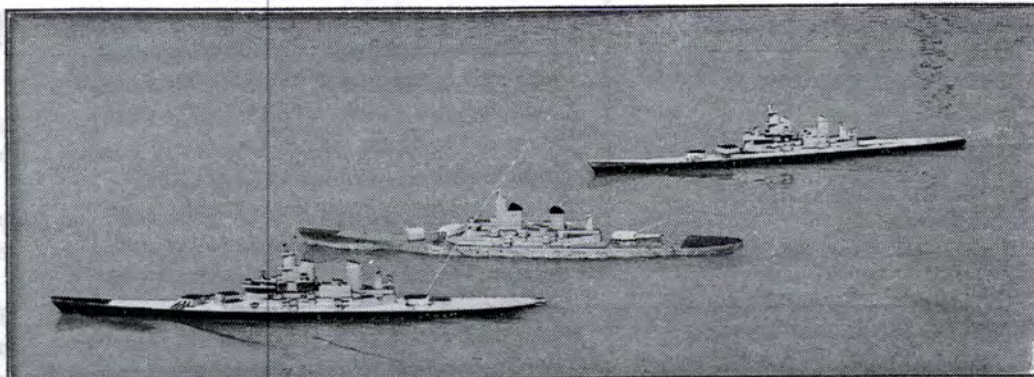
MWC is Online at:  
[www.mwci.org](http://www.mwci.org)

## War Trivia:

**Anchors:** The U.S. Navy puts out a length of chain that is four-and-a-half times the depth of the water. Most people believe that it is the anchor that holds the ship in place, but it is actually the weight of the chain.

From *World War II, Strange and Fascinating Facts*  
by McCombs and Worth

## Axis Win NATS 2000



The big guns of this fearsome threesome of mighty Iowa-class battleships made NATS 2000 a closer scoring event any other NATS in MWC history.

## Axis Back Boastful Talk with Winning Gunfire

by Steve Reichenbach

As the last BB from NATS 2000 settled into the soft mud of Perry, GA, it was determined that the Axis had managed to win by a slim margin. And while the battling on the water was very exciting, the banter off the water was equally as interesting. Here's what I overheard as the week progressed.

"I say, Bring on more allies... there seems to be a shortage!"

Admiral Fluegel

"We must stop Jim from spitting grapelick on the lake!"

Tim Beckett

"It is a good day to die..."

Jim Pate

"I'm looking forward to donating BBs to Finster's *Yamato* in installments of four."

Dana Graham

"Nuts!"

Bryan Finster

"Grrrr!!!"

Swampy

"Butterflies, as far as the eye can see!"

Dave Asman

"They oughta pass a rule about butterflies. I haven't had butterflies for 5 years!"

Chris Pearce

"All the Axis veterans are on A fleet, which means Axis B fleet will get pummelled!"

Brian Eliassen

"There's lots of good capital ships out there!"

Tom Jass

"Look Out! I RAM SMALL SHIPS!"

Steve "Sir Ramsalot" Reichenbach

"KILL! KILL!! KILL!!!"

Bryan Finster

"I owe everything I am to Tom Jass."

Chris Pearce

"I owe everything I am to Bart Purvis"

Tom Jass

"I owe the Axis victory to my B fleet captains."

Jim Pate

Well, that's what I heard. Happy battlers as far as the guns could shoot!

Sounded like another great NATS.



## MWC Officers and Board of Directors



**President—Brian Eliassen**  
3735 Denair St.  
Pasadena, CA 91107  
president@mwci.org

**Vice President—Tom Jass**  
Box 225  
Arcadia, MI 49613-0225  
231/889-6124  
jjass@jackpine.com

**Secretary—Larry Dahl**  
1486 Oakdale Ave.  
W. St. Paul, MN 55118  
651/450-0275  
lsd@mickey.tds-eagan.lmco.com

**Treasurer—Rick Whitsell**  
9820 N. Highland Terrace  
Kansas City, MO 64155  
816/734-4757  
pirate@planetkc.com

**Site Host—Bart Purvis**  
1512 Highway 15 South  
Baxley, GA 31513  
912/367-7306

**Don Cole**  
9000 Haywood Ct.  
Orlando, FL 32825  
407/275-0012

**Austin Keels**  
Route 1 Box 61  
Glennville, GA 30427  
912/654-2560  
keels@pineland.net

**Steve Milholland**  
1810 Farm Rd 197  
Springfield, MO 65802  
417/831-2309  
swampy@ncsi.net

**Robert Rucker**  
8300 NW 100th St.  
Oklahoma City, OK 73162  
405/722-8686  
RobertRucker@aol.com

**Stan Watkins**  
1042 Lovell View Dr.  
Knoxville, TN 37932  
rcwcfather@juno.com

**Wade Koehn**  
2301 Edenborn Apt. 1009  
Metairie, LA 70001  
(504) 828-0370  
wwkoehn@juno.com

## From The Bridge

Brian Eliassen

Well, NATS 2000 is now over and what a great time. The score was very close with one battle only having a difference of 30 points! That's within one hole-counting error. If you missed out, plan on attending next year. It's a great time for all including those people that sink!

There has been some confusion about our insurance coverage—specifically, what is and what isn't covered. Basically, think of it as NAMBA insurance if NABMA insurance was real. After talking with Bob Blomster, our insurance agent, I will attempt to clarify some of the details people are having trouble with so everyone can understand.

The insurance company will only cover events and individual captains at sanctioned events. Period! This is to confirm that our safety rules are being enforced. The insurance company must protect themselves by requiring our rules be followed and as such, gain sanctioning.

Our secretary needs to start actually granting sanctioning to events in written form to the contest director/site host as well as keeping a copy of said documentation in the official record. This isn't health insurance. This is liability insurance so we can battle model warships. Nothing more, nothing less. The policy is excess over any existing personal liability in place. Basically, secondary insurance.

Why all this hassle over sanctioning? CYA\*! (\*cover your asterisk) We're a business now, we need to start thinking like one.

As sanctioning means insurance coverage, all battle sites need to be registered for "site insurance." This will be a \$10 fee and will be good for the entire calendar year.


The policy of registering chapters will be discontinued immediately. If you sent in a \$10 chapter registration fee, please contact Rick Whitsell (pirate@kc.rr.com) and he will refund your money or you can apply it to your site insurance fees for 2001.

1) The insurance company will only provide insurance at sanctioned events. Therefore, members only have insurance while attending a sanctioned event.

2) Event sanctioning needs to be officially documented and records need to be kept. Forms will be made available for downloading from the MWC website.

3) No chapter registrations—if you sent in a \$10 chapter registration fee, please talk to Rick Whitsell about a refund.

4) A yearly \$10 "site insurance" fee will be charged by the MWC to allow sanctioning at a site. Forms will be made available from the MWC website.

There you have it. If there are any more questions, please address them to president@mwci.org and I'll answer as soon as I can. 

## The Secretary's State

by Lars

Hi guys. Been sitting on my laurels for too long, time to brush the poor crushed leaves into the bin and get back to work.


Next on the agenda is to prepare the ballot for the November rules ballot and elections.

Since this is probably the last issue of TF144 to go out before the election, those of you who want to run for the Board in the very first BOD election, contact me to get your name on the ballot.

Since I have the bulk of the records, and can contact the Treasurer for the few I don't have, I'll check your qualifications and get back to you if there are any problems. My contact info, snail mail and email, should be elsewhere in this rag. Be sure to include your full name and address so I can plunk you in the proper regional election.

As for other info, it's looking like the act of sanctioning will be getting more formal, mainly for insurance reasons.

Just remember, for a battle to be properly sanctioned, the "okay" has to be gotten from the Secretary, or else the battle is NOT sanctioned. It used to be the VP who gave the okay, but that was moved to the Secretary sometime last year.

We should be handing out certificates to the site hosts in the near future, to further document sanctioned battles. 



Another British submarine!??

# Best & Worst of NATS

## Best moments:

...Meeting old friends and making new ones!  
 ...Running the *Wichita* with a couple of *Bismarcks* and *Yamato* on me, hearing them say "He's on five" and telling them I wasn't, and then hearing "Watch out for those dual stern guns!"  
 ...Using the *Wichita* to knock down over half of the campaign targets on Thursday.

## Worst moment:

...Getting a chance to get into Campaign and having the 10-year-old superglue on the *Louisville's* motor mount disintegrate!  
 Ron Thibault



## Best moment:

...Finally figuring out to run with two engines and one large rudder instead of four and three rudders. This enable me to keep to my cruise schedule.

I really enjoyed NATS, finally being able to put faces with the names.

## Worst moment:

...Running out of vino for the ladies on the lido deck!  
 Louis Mezaros

## Worst moment:

...Running aground on the far side of the lake while being chased by Tim Beckett and Chris Au, who then pummeled my tiny ship while I was forced to watch helplessly.

## Best moment:

...A great cheer went up among the crew when *Yamato* went off her five and proceeded to sail back to port with 73 hits below the waterline and a missing prop. It takes more than a *North Carolina* and an *Iowa* to sink the mighty *Yamato*! :-)  
 Bryan Finster

## Best moment:

...Turning inside Bob Eakin's *Iowa* and shooting up his *Iowa* in the bow with my stern guns, while a *North Carolina* and *Prince of Wales* circled harmlessly.

## Worst moment:

...Ramming Lars' "BeRammedathon." I bumped it a little, then later really smacked him hard amidships, causing no damage, but rolling his "Belowathon" right under my ship—sinking it quite effectively.  
 Steve Reichenbach

## Notable Quotables:



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

Winston Churchill

"To be prepared for war is one of the most effective means of preserving peace."

George Washington

"Cowards die many times before their deaths; the vallant never taste death but once."

William Shakespeare

"Every gun that is made, every warship launched, every rocket fired, signifies in the final sense a theft from those who hunger and are not fed, those who are cold and are not clothed."

President Eisenhower

"A man cannot be too careful in the choice of his enemies."

Oscar Wilde

"There is no workmen whatever he be, that may both work well and hastily."

Chaucer

"There is a passion for hunting something deeply implanted in the human breast."

Charles Dickens

"In our play we reveal what kind of people we are."

Ovid, 8 A.D.

"Through clever and constant propoganda, people can be made to see paradise as hell and vice versa, to consider the most wretched sort of life as heaven itself."

Adolph Hitler

"The loss of enemies does not compensate for the loss of friends."

Abraham Lincoln

# NATS Notes

by Mike Maxwell

## A *Valiant* Effort

What happens when the best Axis captains corner Ted Brogden's *Valiant*? The *Valiant*, pinned to the shore and stuck in mud, was hammered by the best Axis captains in the hobby. She almost broke free but was pushed back into shore..

Finally, after five minutes of continuous pounding by two *Baden* class battleships, a *Scharnhorst*, a *Nagato*, a *Moltke*, and more, the *Valiant* pulled away, very low in the water. Her pump did its job and the *Valiant* rose higher, and away from what appeared to be certain doom.

The *Valiant* did meet her end in the next sortie with Dahl sacrificing the *Bellerophon's* balsa trying to keep the wolves away from the now doomed *Valiant*. What a fight by the *Valiant*--worthy of a chapter in a history book if it were real!

## A Crunchy Cruiser

On Tuesday morning the very first sortie, the Axis' goal became clear: slaughter the allied cruisers.

Racing from the right, two *Nagatos*, a *Scharnhorst* and a *Baden* or two took out after Matt Thibault's *Houston* Class cruiser, literally swarming around it. It looked bad.

The attack continued for four minutes with a turret top on the cruiser getting blown off. It was a dogfight, with Matt's cruiser turning at all the right moments to avoid the Axis' big guns. Matt made it out alive and finished his five!

## Hipper Dishes It Out

One of the cruisers that appeared to be doing damage and standing tall was Krakowski's *Hipper*, which is saying a lot since it was on the Axis "B" Fleet without the aid of the Axis' main battlegroup. The *Hipper* had 3 guns (1 always pinned) which is very useful when one gun fails.

## Deep in the Axis' Camp

I was graciously given Kevin Bray's *Lutzow* to command on Monday. This was my ticket to the Axis inner sanctum. Pate, Fluegel, Koehn, Goodson, and the Axis High Command really know their tactics.

Fluegel particularly knows how to whip the troops into a frenzy. I left the late night poolside meeting with a knot in my stomach for what I knew the Allies would face on Monday. I dare not reveal any more--my work as a spy was fulfilled...

## NATS Overview

I left NATS thinking about many things including the powerful punch of Rucker's triple sterns.

I am still amazed by Eakin's *Iowa* and Stan's *NC*. I got to meet the name that came up several times in the Sunday night Axis meeting: feared captain Tim Beckett.

And who can forget *Yamato*, turning in wide circles, fearless as it is chased by 4 or 5 *NC* type ships!

Watching the especially dangerous Michigan contingent in action was always fun--note to self, run from ships from Michigan.

And finally, there was Dana's *Prince of Wales's* (the POW). The POW did not disappoint. For a moment, heading out for some speed trials, Koehn's *Bismarck* and the POW were together out there, mortal enemies brought back to life as if on builder's trials half a century ago.



# Lessons from NATS

by Louis Mesazaros

Where do I start with all that I have learned after my rookie year at NATS?

I thought I had a good boat until Sunday when I found out that I could not turn inside of the *Yamato*. Thus began my reconstruction of the *Vittorio Veneto*, but I will save that for another story.

To finally put faces and personalities with e-mail address and meet some of the guys that have been in the hobby for a while was the highlight for me. The hobby is really about people! I made an effort each night to meet and spend time with as many captains as possible.

What a relief to find other captains as crazy about this hobby and willing to share there experience with a rookie. It made getting up at 6:30 and being at the lake by 7:00 an enjoyable event (after stopping for caffeine)!

Having the battles with an A and B fleet meant that I could watch the other battle when I wasn't battling. I really enjoyed viewing the other battles as it gave me time to study the battling styles of other captains in the hobby.

After working on my boat most of Sunday, and battling Monday and Tuesday, Wednesday was a welcomed break with a trip to the Air Force museum and just "hanging out" with the guys.

I brought a futon from home and had two great roommates to keep the cost down as any other money went to Charlie from Battlers Connection and Steve from Swampworks ( thanks guys!)

By the time Friday rolled around everyone was ready for it to end and we had a great time at the banquet.

To the other rookies: You know how hard it is to set up your boat without a lot of guidance and you wonder how it will do? Just imagine going to NATS and getting a chance to see over 50 other boats, no two of which are the same.

I realize the time that is required to attend a NATS might be too much for most, but you only live once and you really should try your best to make a few days to meet the guys that make this such a great hobby.

It gets so easy to forget the captains that devote a lot of time not battling to make the club run and make it fun for the rest of us. So, let me say again to everyone involved and those that could not attend: Thanks for making the MWC a great club!



The *Valiant* begins its final turn toward the soft bottom in Perry, GA.

# Thursday at NATS

by Steve Reichenbach

Thursday saw the hottest weather, hottest tempers, and hottest battling of the week! It was HOT! HOT! HOT!

The action started about 10am with Fleet battle Four, with the Axis B fleet against the Allied B in the first battle of the day!

After taking incredible damage and not sinking, the *Yamato* was justifiably being talked about. I assured Don that Bryan had sheeted correctly, just a few days before NATS, using dope, silkspan, and balsa.

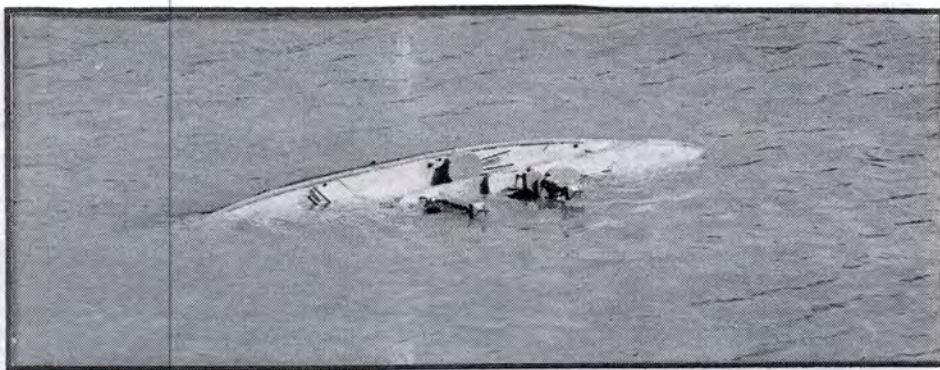
*Yamato* passed the test; this was not the last question about hull skins for the day!

The Axis B fleet strategy was to "run and gun" (same as on Monday).

As battle began, the *Gneisenau* immediately had rudder problems, and called "5 out of control!" With this, the Axis strategy was ruined, as all the Allied ships drove to the north end of the pond, to strike at the limping *Gneisenau* (one of the two rudder linkages had broken).

The *Gneisenau* bravely ran in circles, firing off all rounds available at the pursuers. After the first sortie ended, *Gneisenau* had over 50 aboves in the starport bow alone, but no serious belows. Most of this damage had come when it was grounded ashore, along with Brian Eliassen's *South Dakota*. The *Yamato*, in a heroic and sacrificial move, attempted to knock *Gneisenau* off shore, but ended up freeing the *South Dakota*.

In A fleet vs A fleet, there were several



Sect. 3, Para. 4, Item 9: "A ship must float at the scale mast...?"

sinks. First was Chris "Sparky" Stoesen's *South Carolina*, which sank with 13 belows after messing with the *Baden* and the *Moltke*. Dana Graham's *Prince of Wales* joined the *South Carolina* at the bottom, and Steve Milholland's *Michigan* looked like it sank while coming in on a ram check (no damage was found).

With these events freshly in our minds, Axis B fleet returned to face Tim Beckett, Chris Au, and a host of Allied A fleet ships. *Gneisenau* was the obvious target of choice, still without good rudder control.

I decided to slug it out for a few minutes, then called my "five." Tim and Chris quickly hunted me down, sandwiching my ship as it began to list. Somehow the *Missouri* rolled over my ship, so I called ram, just before *Gneisenau* sank. After the Allied admiral and the CD agreed I had no ram damage, the *Gneisenau* was put back in the water, and lasted out its "five."

In truth, I believe the *South Carolina* and

*Gneisenau* should have both been ruled as sinks, as they had been in real trouble when they were rolled by the wake of nearby ships making them "decks awash."

Cooler heads prevailed, and there were no ugly arguments.

During the final sortie of fleet battle, Leif forgot to turn on his pump, and the *Bayern* sank with only 19 belows (the only official Axis sink of the morning).

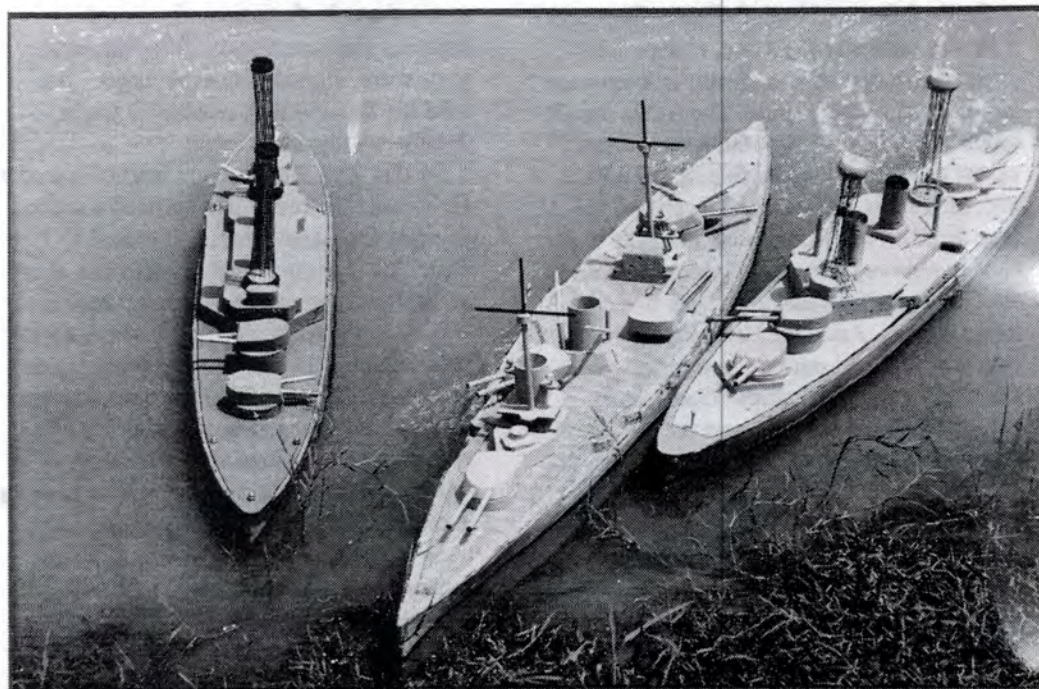
Campaign found a hard-hulled *Bremen* making runs against a multitude of allied convoy ships. All the patching hardened the *Bremen* badly, making it impossible for the axis to run a convoy ship during the last campaign of the day—it was tested and failed the drop test.

The blood-thirsty vultures in the water during the Axis A fleet battle attempted to sink Lief after he spun a gear (stop trying to drive your ship on picnic tables, Lief!).

Instead of sinking Lief, the hunter became the hunted as Ted Brogden got pinned between Lief, Chris Pearce, Kevin Bray, and Andy Ray, who put the *Valiant* under the water, followed by Matt Purvis and his *North Carolina*.

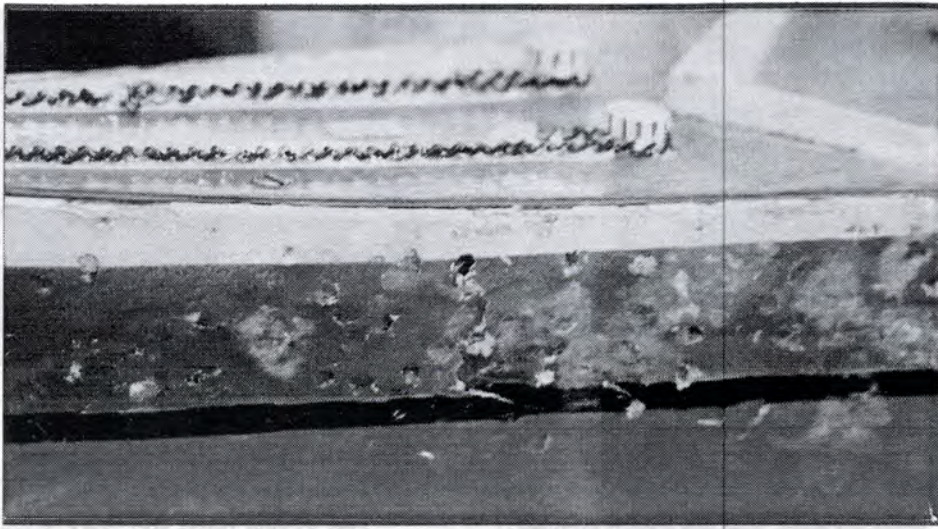
Charley Stephens had a blast using his little Z-boat with a spurt gun, but ended up aground, and was pounded on and sunk. George Goff also put his ship into the water, and was promptly sunk.

The Allie decided not to launch any of their own convoy ships. Both teams did well, but Thursday was a modest victory for the Axis, and another sink-less day for the rookie Bryan Finster and his mighty *Yamato*!



Slow battleships still have the advantage over ships that have run aground.





Triple stern guns took their toll on a hull that got in the way.

## Battle Report

by Ted Brogden

It was a dark and stormy afternoon. White, jagged bolts of lightning ripped the sky. Peering off the bridge, the captain wished he could see further out to sea.

The supplies on board were vital to the war effort and he was determined to get them thru to the forward base safely. He wished he hadn't let the time dog's wound heal so at least he would know what time it was.

Oh well, just a few more miles and the port should be off the starboard quarter.

Wait, what's that huge shape materializing off to port? It's the size of a small mountain but it's moving! "My God, it's the *Yamato!*" Where had all the escorts disappeared to?

The sea air is split by the crack of heavy guns and a few scant seconds later, the *USS Lubbock* and its crew are but a memory.

It's Tuesday afternoon and Campaign #1. For most of us, it's a confusing time with lots of activity to focus on, especially since this was a two-sortie affair like the fleet battles.

I'll try to highlight most of the happenings, but I'm sure that all of the participants and observers saw something different based on where they were standing. At least the heavy thunderstorms had moved out of the area (although it was fun

watching John Whitsell attempt to hold the tent poles in place). Anyway, in the first sortie (Allied A vs. Axis A) the early action focused on the *Bremen*.

The Axis side decided to let it go without escorts so every Allied ship available dumped their ammo loads into it, sinking it on the doorstep of a successful return run.

After it was retrieved, everyone was treated to a performance by the 5-man Axis patch team, complete with yards of silkspan and several paint rollers. Meanwhile, the Allies had multiple LST runs taking place.

Conclusion: several successful runs by both sides with most of the targets knocked down by both as well. Looked like a minor Axis victory at this point.

Sortie 2 featured both B fleets. The Axis plan was basically the same, except they decided to patch after each run to keep from giving up the sink points. The Allies ran all kinds of convoy ships at the Axis; several escort carriers, a Victory ship, a US APA, and, as always, an LST. Ali's carrier foundered on the first run. Chris Au's carrier survived a run. Brogden's APA was shot down by the *Yamato* 10 feet from the forward port. And Doc Boring's Victory ship was rammed out of commission by the "I run over small ships" *Gneisenau*.

With the help of the expert patch team, the *Bremen* was able to complete several successful runs and no sinks. The sortie ended with the crowd amazed by the antics of Tom Jass' gerbil-manned *Sumatra* gunning down Axis targets.

Bottom line to the campaign—a narrow Axis victory, but everyone won a little since the sun never came back out after the rainstorms.

## Seeing is Believing

by Lief Goodson

This year at the MWC Nat's I witnessed PRECISION naval gunnery.

The Allied and Axis fleets had to be divided into subfleets at NATS 2000. This did allowed captains many opportunities to watch and study their fellow battlers.

This was the case during the Tuesday campaign battle. I was able to watch Jim Pate shoot targets. I did not anticipate that it would be exciting, but I was wrong!

Jim had raised the elavation of the triple stern guns on his *DKM Scharnhorst* specifically to shoot targets. Since the Allied targets (representing troops and supplies at their forward base) were undefended, Jim was able to take his time.

There was a slight breeze on the lake, so Jim maneuvered his ship slightly up-wind of the targets and let the current carry his ship. When his stern guns were aligned with a target, Jim fired a single volley.

I was surprised that his first volley knocked down a target. I was more surprised at the sequence that followed.

---

### ...Jim hit eight targets in a row!...

---

The current rate was such that approximately three seconds passed between the time that the *Scharnhorst's* guns were aligned with each target. Jim held his fire and then released a single, deadly volley at the target.

In this way, Jim hit eight targets in a row! He missed the ninth, but he fired a second salvo at that same target and scored a direct hit. He continued his drift and shot several more targets in rapid succession.

Jim had quickly cleared all of the Allied targets (about 17 had been standing when Jim began his attack). More remarkable, Jim had only spend about half of his magazines to accomplish his mission.

It made me proud to be an Axis. It was a demonstration of efficiency and accuracy upon which the German Navy has always prided itself.

As most of us know, 95% of the BB's shot in R/C combat never find their intended target. I was witness to an impressive anomaly.



# Sponsorship Report


by Curly Barrett

The sponsorship committee—consisting of Andy Ray, Jay Edwards, Kevin Hovis, Brian Eliassen, Ted Brogden and myself—worked hard this Spring to solicit door prizes from various suppliers.

At NATS, these door prizes were distributed by our BOD, and everyone got at least two prizes, with many winning a third item.

I want to take this time to thank the members of committee for their hard work. I am also asking you to patronize the following list of participating sponsors as you build your boats throughout the year.

Airtronics  
Battler's Connection  
Bluejacket Ship Crafters  
Craft House/Lindberg Hobbies  
Dremel  
eHobbies  
Evergreen Scale Models  
Floating Dry Dock  
Gougeon Brothers (West System epoxy)  
Great Planes Model Distributors  
Plastruct  
RAM Products  
RC Boat Modeler  
Revell-Monogram  
Robbe USA/Aveox, Inc.  
Scale Ship Modeler  
Swampworks Mfg.  
Taubman Plans

If you deal with these companies, thank them for their generosity. Hopefully, next years NATS will see even more delightful goodies on the tables. 



This majestic Baden was a bad'un!

## Bulletin Board

### Battlers Connection

The fastest way to sink your enemy!

Contact us at (941)574-3208

or visit our web sight at:

<http://members.xoom.com/battlercon/>

### Swampworks

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

### The Plans Master

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

## Passing Gas


By Steve Reichenbach

Several folks, known for being some of the most-feared battlers, recommended a particular model number when I ordered KIP solenoids last year. The solenoid is: 271112-06-6vdc

This is a normally closed brass 2-way valve with 10-32 threaded ports, a polyurethane seal material, plain wire connection, and a 1/16" orifice (valve rated at 400psi).

Here's the kicker... when ordering solenoids recently, I was contacted by one battler, who wanted something else. He wanted a 271115-06-6vdc

This solenoid has a 1/8" orifice, with the valve rated at 150psi. With the larger orifice, the Cv (velocity constant) through this valve is **three times faster** than the 1/16" orifice valve.

If you are ordering solenoids, be careful which ones you order. Choosing the right solenoid can have a devastating effect on the other guy's ship! 


## And if elected...

by Kevin Hovis

As many of you know, I ran for the office of State Representative for my home district in Southeast Missouri. The primary election was Aug 8. I had four other opponents on the Republican ticket, so I had my work cut out for me.

Unfortunately, I did not win the primary. I finished third. As one of the Democrat candidates said on election day, "After this, most of us will get our lives back."

I now have time to work on my ships and get ready for the Fall BB Fest outside Warrensburg, MO.!

I'd like to thank all my hobby friends who gave me words of encouragement and remembered me in their prayers. That means a lot to me. Now, lets get ready for the NATS Odyssey 2001!  
Thanks! 

## The Ship Wish List


by Curly Barrett

For the last few years, I've noticed the diversity of the types of ships on the water dwindle—compare my first and last NATS:  
**'86 39 captains, 36 ship types present**  
**'98 49 captains, 26 ship types present**

This change is due to a number of factors, including the increased desire to be competitive, the realization that you may not be able to build something that has never been built before and the lack of available fiberglass hulls.

We can't do much about the first two items, but perhaps we can work on the third item.

**Tell me which two ship hulls you would most like to see built.**

I'll post the results for the top ten hulls from our wish list in the next issue and then the more enterprising members of our hobby can entertain the idea of producing the hulls for us (demand can sometimes create supply). My address and e-mail address are on the front page. 

Task Force 144  
 2613 Wheeler  
 Roseville, MN 55113



~~████████████████████~~  
~~████████████████████~~  
~~████████████████████~~

64153+3132

## Frequency Chart

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

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

86	Kevin Hovis	MO
	Patrick Clarke	TX
	Andy Ray	MI
	Greg Aksamit	GA
	James Clarke	TX
87	Matt Tibault	SC
	John Butler	GA
	Mark Deantonio	CA
	Gary White	MO
88	Ted Brogden	TX
	Chris Stoesen	GA
	Paul Broring	MD
89	Lief Goodson	FL
	Karleen Asher	KS
	Randy Avallone	NC
90	Dana Graham	CA
	Adam Thibault	SC
	Ron Horbul	MN
	<b>Captains</b>	<b>State</b>
00	Bryan Finster	TX
01	Chris Pearce	TX
02		
03	Brian Eliassen	CA
04		
05	D.W. Fluegel	TX
06		
07	Tim Beckett	MI
08		
09		
	<b>Ham 53 MHz</b>	<b>Captains</b>
01	Bart Purvis	GA
02		
03		
04		
05		
06		

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

