

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

www.mwcl.org

Spring Edition—2001

CALENDAR OF MWC EVENTS



April 28-29
2001 Fray At Bray's
The cost is \$10.00 per battler.
CO2 is provided.
Contact: Kevin Bray
12724 East 89th Street North
Owasso, OK 74055

May 5-6
Michigan Spring Battle
White Memorial Park
Sanctioned battle
CO2 for a nominal fee.
(with ice for chilling bottles).
Contact Chris Au
caau@rmc.com

May 19-20
2001 MWCI Ozarks Spring
BB Fest Regionals
Sanctioned event
Gary White property, 15 miles
north of Clinton, MO
\$10 by May 1st, \$15 after
Contact Steve Millholland
swampy@swampworks.com

July 15th - 20th
MWC National Championship
Warrensburg, MO
Sanctioned
Contact: Rick Whitsell
pirate@kc.rr.com

War Trivia: We are Built to Build!

By the end of World War II, the United States had built:
5,425 cargo ships
71,062 navy ships
102,351 tanks
296,429 aircraft
2,455,964 trucks

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



The mighty *Bismarck* has been making waves since it first went to sea

LESSONS LEARNED: Confessions of a Captain

by Kevin Hovis

Last year I finished my new *Bismarck*. This was my second ship to build and my first large ship. All the veteran advice about these large behemoths being a breed apart is true. But, I forged ahead building the ship and thought I had it battle ready for the April Fray at Bray's last year.

My performance was dismal although I didn't sink. After that battle, I tried to make some improvements, but these didn't help much. I sank a total of six times the remainder of the year.

The first lesson learned: don't try to make a gear drive system on your own unless you have precision machining equipment. I thought originally it would be a good idea to power all three props from one motor on the *Bismarck*.

The drive system I made was basically two pieces of aluminum with brass tubing glued into the holes for the bearings. I also had an overall reduction of 1.5:1 through this transmission and used a RS 550 motor for the drive.

The main problem I had was getting the gears to mesh properly and minimize the drag in the system. I spent several sessions getting everything to fit together, but never got optimum performance.

I got the ship on the water a couple weeks

before the Fray and it seemed to work well on the practice pond.

At the Fray, I made the initial mistake of setting the ship down in a large patch of moss. The props jammed up immediately and jammed the transmission.

I was able to get it to move, but it didn't take long for the bearings in the transmission to seize up.

Needless to say, I had no speed and maneuvering. I continued to try to make this work the rest of the year, but never got any kind of speed or turning from the ship.

After the fall regional at Clinton, MO., I proceeded to change to a direct drive system on the center prop only and use a 2" dia. 4-blade prop. I haven't tested on open water yet, but tub tests look promising.

Second lesson learned: use short, fat rudders. My original rudders were tall and thin. The reasoning was to get the rudders down into the water. It was explained to me (which thinking and experimenting a little about, I believe) that the prop wash is what gives our ships their turning ability not the forward velocity. I have made short-fat rudders and tried these in tub tests and do get a turning that's better than the thin ones. Open water tests should show a marked improvement.

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From The Bridge

Brian Eliassen

Many exciting news items are just waiting to be announced so I'll not delay and get right to them.

CD News

A CD has been chosen! Yes, Don Cole has graciously agreed to be CD at NATS this year. However, there will be a slight change. Due to the sheer size of NATS, and it doesn't appear that it will be getting smaller anytime soon, the BOD has decided that Assistant CD's will now be a regular item at NATS. The Assistant CD's for this year will be David "Dirty" Haynes and Wade Koehn. Thanks guys!

NATS News

Within this issue, you'll find information from the 2001 Site Host, Rick Whitsell, about the upcoming NATS. Be sure to check it out, and if you're coming to NATS, get your reservations all lined up early as I expect NATS will be a rather large event this year. Especially if the Sponsorship Committee has as much luck as it did last year getting goodies for everyone.

Recruitment Drive

A new recruiting sub-committee is being formed to tackle the task of gaining members. The MWC is currently in a strange catch-22 situation. We don't have the membership numbers to lower dues and we can't encourage people to join due to the high cost of membership.

If the MWC can get to 150 members in 2001, membership dues should decrease significantly. This is going to be the primary focus for the BOD in 2001, so if you're interested in helping out with the sub-committee, please send e-mail to me at

president@mwci.org.

Website News

With the new year upon us, a new system has been introduced to allow site hosts to easily get their ponds insured and their battles sanctioned.

No one will be granted sanction without the following two forms being completely filled out. A "Site Insurance" and "Sanctioning" form are now mandatory for sanctioning.

The "Site Insurance" form, once processed, is good for the calendar year. The "Sanctioning" form is necessary for each event. Both of these forms can be processed on the MWC website in the Member Services section under the "Enter Upcoming Event Information" button. The URL is

<http://www.mwci.org/services/eventforms.html>

All of these forms are automated in that once you fill them out, they go to the respective officer in charge of that function. The Treasurer for site insurance and the Secretary for sanctioning. The Site Insurance fee is still \$10 for this year.

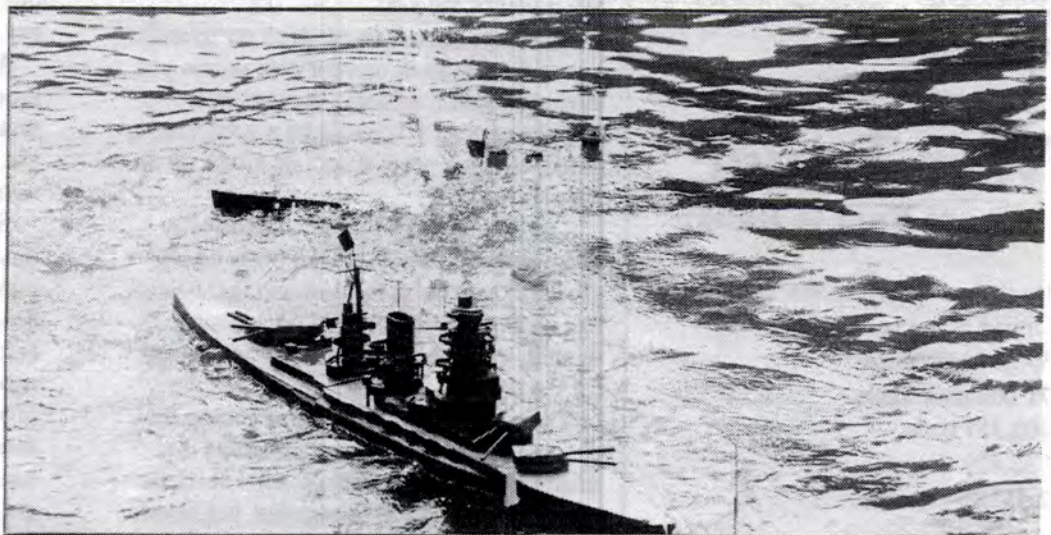
Bylaw Modifications

The BOD added two new bylaws to the rules in March. These are:

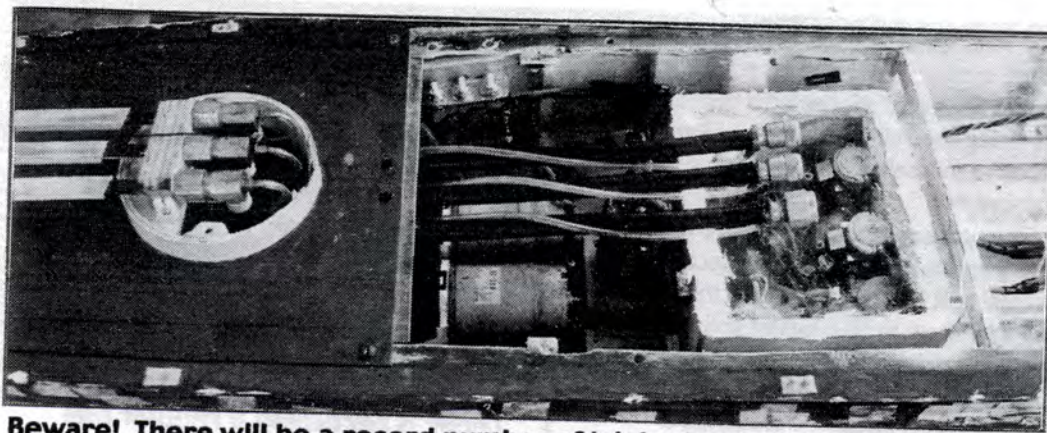
Bylaws:Article XV:Section 4: "The Contest Director for the National Championship shall have their NATS fees waived."

Bylaws:Article XV:Section 5: "The Assistant Contest Director(s) for the National Championship shall have their NATS fees halved."

This is in recognition of the hard work involved in this position, and may encourage qualified people to volunteer for the position. Battle on!



Nagato takes no prisoners as the North Carolina slips beneath the surface.



Beware! There will be a record number of triple sterns at the 2001 NATS.

Site Host Report

by Rick Whitsell

The third annual Model Warship Combat (MWC) NATS is July 15-20, 2001. The battle lake is about 15 miles south of Warrensburg near the rural town of Leeton.

Our hotel will be the University Inn located in Warrensburg at the junction of state highways 50 and 13. Their telephone number is 1-877-99MULES (toll free), 660-747-5125 (commercial) and the Fax number is 660-747-9596.

I have reserved 20 double rooms on the ground floor for MWC Boat Club under my name (Rick Whitsell). Call the University Inn as soon as possible to convert one to your room. The double room cost is \$60/night which includes a full breakfast and one drink per night at the hotel bar. I've been told the hotel food is pretty good, too.

Our Friday Banquet will also be in the hotel as well as a room for the Board of Directors meeting on Wednesday. The hotel also has an outdoor pool. Parking at the hotel is directly in front of the rooms entrances. Warrensburg is a medium size college town with lots of food places, Walmart, hardware store within site of the hotel. Drive time to the lake is about 20 minutes and pretty simple to find--we'll mark the driveway entrance for the event.

This year we've tried to keep the costs down to minimum level. As a result, several nice-to-have and hard-to-get items in a rural area will not be available. The most noticeable will be a tent and tables. Tent rental of the size needed for NATS was unavailable. However, the savings in NATS fees will easily fund a personnel shade tent for those without one and most people have their field table.

Since the lake is privately owned and controlled, you can leave your tent in place over night unless weather

becomes a concern. The lake does not have shade trees so bringing your own or arranging with some to share theirs is highly recommended. Make those type of arrangements before you get to NATS.

We do not plan to "cater" meals lake side as an included cost. However, we'll arrange for a sign up sheet for those wishing to pre-order from a local food vendor for those wishing participate. Leeton (2 miles) has two cafes that have good and cheap food but lacks much in décor. Leeton also has a Casey's gas/quickie mart type station. CO2 and chilling ice for filling tanks will be provided at no extra cost.

Parking and unloading at the lake is easy. Cars can drive nearly to the edge of the lake on the complete south side. Pits will be located within 20 feet of the water. The lake did not have any moss. The pits and much of the area surrounding the lake will be mowed. Some pictures of the site are located now on my website www.kc.rr.com/centag

A recap of this article and other NATS information will be available by the end of March.

The cost for NATS this year will be \$50 if sent to the Treasurer by June 1, 2001 and \$60 thereafter. No reduction will be made for partial week attendees.

Send the following information along with your fee to : MWC, Inc in care of Ted Brodgen, 1703 Quail Valley, Iowa Park, Texas 76367.

Captain:
Frequency/Channel:
Address:
Ship Class and Name:

See ya there! Rick Whitsell, Site Host
E-mail pirate@kc.rr.com



Notable Quotables



"In my opinion, it is much less costly in lives to keep on pressing the enemy after several victorious battles than to give him time to recover and organize a fresh line of defense"

Field Marshal Earl Haig

"An army which thinks *only* in defensive terms is doomed. It yields initiative and advantage in time and space to an enemy— even an enemy inferior in numbers. It loses the sense of the hunter, the opportunist."

General Sir David Fraser

"The first blow is half the battle!"

Oliver Goldsmith

"No man is fit to command another that cannot command himself."

William Penn

"In war, the only sure defense is offense: and the efficiency of offense depends on the warlike souls of those conducting it."

General George S. Patton

"Print is the sharpest and strongest weapon of our party."

Josef Stalin

"Rapidity is the essence of war. Take advantage of the enemy's unreadiness, make your way by unexpected routes and attack unguarded stuff."

Sun Tzu

"Do not fail to use an enemy's weakness to your advantage. On the other hand, when it becomes apparent that an enemy is too formidable, retreat and return another day when you can conquer him."

Attila the Hun

(cont. from Page 77)

Third lesson: minimize the hose-to-metal fitting connections for your CO2 system.

I made five separate expansion tanks for the guns on my ship. Each one of these was connected by short sections of 1/8" hose.

These connections had the bad habit of blowing out at inopportune times.

...I was able to put the fire out quickly...

I revised my expansion tank set-up to connect the tanks with hard piping so that now I have just two lengths of hose connecting the CO2 bottle to the expansion tanks.

I also checked the system for leaks by pressurizing the system and immersing it in water. Where I found a leak, I either re-soldered or tightened a fitting.

Fourth lesson learned: check the path your gun magazines take to make sure all your bb's will find the interrupter piston.

I built my own guns. Overall,

they work quite well on the bench, but in actual combat, I was getting a full magazine load to fire or I'd get sporadic spurts. The not-firing-the-full-magazine problem was traced to magazine paths and I've worked to improve this.

The spurting problem I believe is a too-strong spring on the piston. I checked the Dremel tool brush spring I was told about and they seem to be a lighter spring than what I'm using now.

We'll see how this pans out.

Fifth lesson learned: maximize the electrical power available on your ship. Last year I ran 12-Ahr for drive and pump. This year I'll run 24-Ahr. I should have more staying power.

Finally, don't try a fancy speed controller. I built a resistive speed controller originally.

On my first outing, the resistors got hot and burned the inside of the radio box. I was able to put out the fire quickly with the only damage being the scorched side of the box and a melted top of the servo.

The servo still works and I cut out the resistors. I have since built a standard 2 DPST switch throttle.

I went into this winter with plans to improve my ship's reliability. I think I've done that, but only actual battle will tell.

If I can get my systems to work consistently, then I can concentrate on learning the tactics needed to avoid taking damage and continue dishing it out to Allied boats.



Leroy is becoming a regular and appreciated fixture at MWC events.

Fray at Bray's

by Kevin Bray

Gentlemen...

Things are starting to shape up for the Fray @ Bray's 2001. Lets get those ships ready to deal out some carnage. Several of you have sent in your fee. The fee is \$15.00. Those captains w/jr. captains, the fee is waived if under 18 years of age.

The fee goes to pay for the CO2, refreshments, ice and trophies. Anything left over goes to the diver, Leroy Kissler. Leroy has agreed to extend his valet ship retrieval. We will be battling at the same lake as last year. (several of you have seen it in the "extreme enthusiasts" video). I am estimating at this time around 15 captains with ships. (Editor's note: list has grown)

Right now the list looks like this...

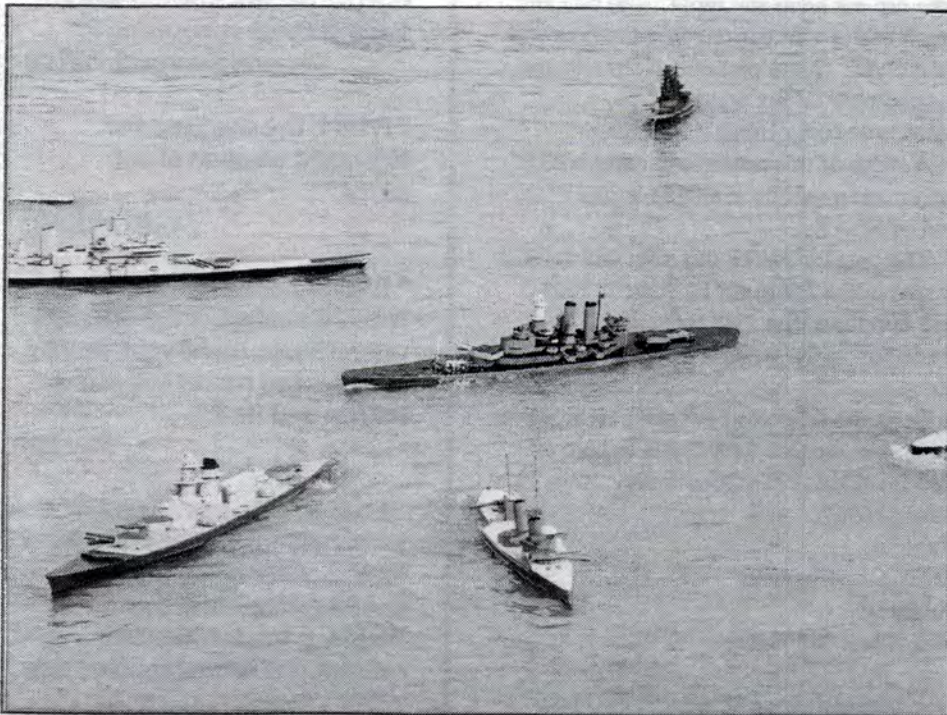
Admiral Fluegel	<i>Baden</i>
Admiral Dirty Dave	<i>Nagato</i>
Joe Wooten	<i>Graf Spee</i>
Jim Ewers	<i>Indescribable</i>
Randy Stiponovich	<i>Von der Tann</i>
Robert Rucker	<i>North Carolina</i>
Jeff Lide	<i>Fuso</i>
Steve Reichenbach	<i>USS Detail</i>
Bryan Finster	<i>Yamato/Mogami</i>
James Foster	<i>Lutzow</i>
Patrick Clarke	<i>Houston</i>
son Clarke	<i>Inconceivable</i>
Kevin Hovis	<i>Bismarck</i>
Mike Maxwell	<i>Houston</i>
Kevin Bray	<i>Moltke</i>

I hope I have not missed anyone. Looking forward to another great battling season...

When you register, please let me know which frequency you plan to use...

Send your check to:

Kevin Bray
12724 E. 89th St. N.
Owasso, OK 74055



With many boats waiting for a target, keep it simple and reliable.

Southwest Naval Flotilla's 1st Meeting

by Robert Rucker

The Southwest Naval Flotilla had its first meeting in January, 2001. The new club has several members of the now-moth-balled Southwest Attack Group. With a new century, it was felt that a new beginning was needed to recruit new members and therefore the new name.

At the meeting was James Cline building a *Sharnhorst*. (Look out Steve) James does excellent work in building models. James works for the railroad as an engineer.

Henry Wells is building a *Lutzow*. He promised not to let it sit on the bottom of a pond for any extended period of time.

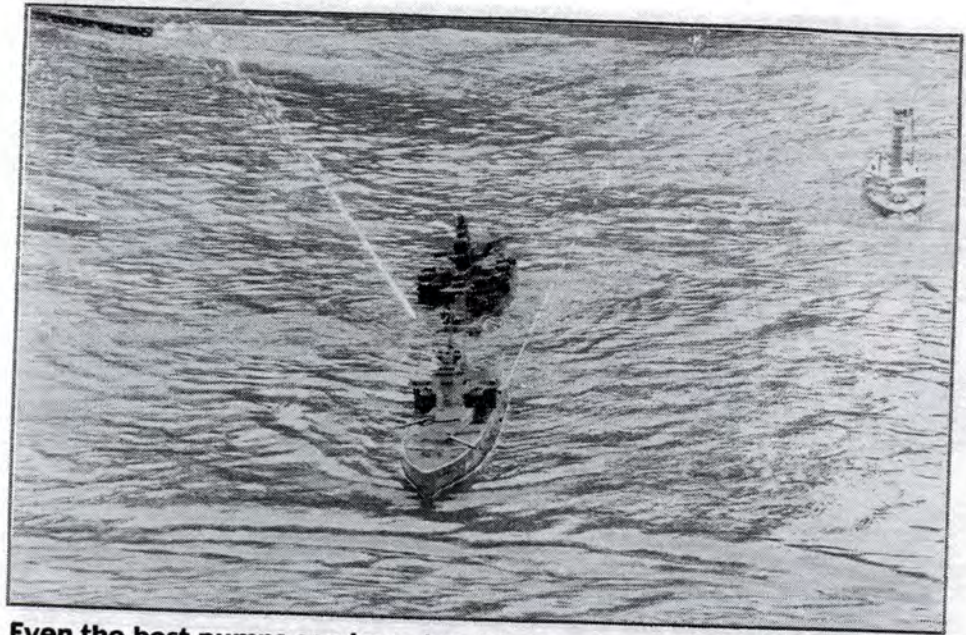
Ted helped with the meeting by exchanging ideas and building information.

At the meeting were members of the local R/C boat club. They have a pond in the area and were interested in the warship people using their pond and possibly getting some of their members into the R/C warship hobby. This will be an on going dialogue. If this turns out to be a feasible possibility, the area the pond is in has many motels and restaurants in its local

I will keep the club updated on a possible battle at this site. It looks promising.

With a room full of boats the meeting lasted most of the day.

The club will try to hold a meeting on the first Saturday of the month. So if other clubs wish to attend, please feel free and bring your ship for some good old fellowship on the water.



Even the best pumps can have trouble keeping up with the damage.

Michigan Rumble

by Chris Au

The Michigan Spring Battle will be on May 5-6, at White Memorial Park.

I expect that it will be a sanctioned battle, so have your MWC membership.

CO2 will be available for a nominal fee. (with ice for chilling bottles).

Please bring your own tables...and shade, if you're afraid of the wimpy MI sun.

We should be pretty clear of bugs and moss in the lake.

If you are planning on attending this event please email me with your frequency. caau@rmc.com

No entry fee!



Frequency List

by Bryan Finster

With NATS only four months away, I thought I'd start people thinking about frequencies. Have you ever wanted to go to a battle and not worry about frequency conflicts?

How about being able to use your radio on demand at NATS instead of waiting for your turn on the frequency? The solution is simple, Amateur Radio.

It's a well kept secret that a license to operate on HAM frequencies is easy to get. Even I was able to get one.

The requirements are as follows:

Age: Old enough to read.

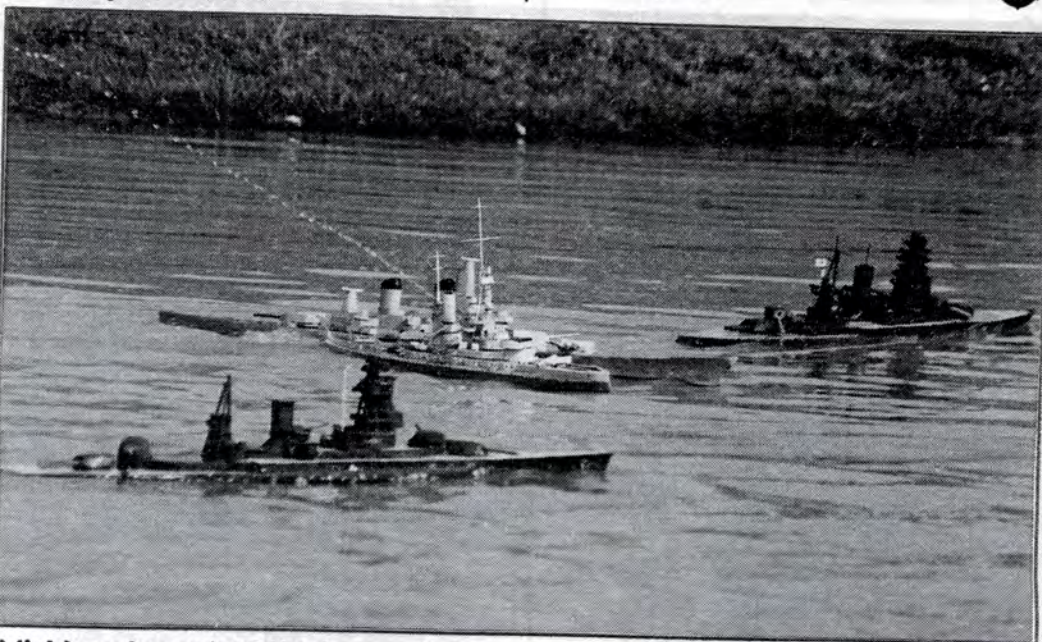
Morse Code: None needed for a Technician's License.

All you need to do is answer about fifty questions on basic electronics, FCC regs, and radio theory. An additional bonus is that you learn how to make the electronics in your ship work more reliably.

The cost is cheap: about \$10 for the study book and \$6.66 for the test. There are also online practice tests you can take for free.

So, stop procrastinating! Get out there and do it!

You can find more information and locations for local tests at: <http://www.arrl.org>



Michigan has raised the bar on "carnage and destruction, disguised as fun!"



Our hobby is definitely growing, thanks in part to regional battles, model magazine articles, our web site and local club meeting.

MO NOTES

by Steve Millholland

Time to announce the 2001 MWC Ozarks Spring BB Fest Regionals—May 19-20, 2001.

This is a sanctioned event. Captains must have a 2001 MWC membership card to participate.

We'll be on a private lake at the Gary White property, approx. 15 miles North of Clinton MO.

We'll have two fleet battles on Saturday; one on Sunday.

The cost is \$10.00 per contestant, postmarked on or before May 1st. \$15.00 after that.

Co2, soft drinks & ice will be provided. Bring ships, BB's, tables, chairs, & SHADE (there is NO shade at lakeside).

Stay at Knights INN in Clinton MO (jct of Hwy's 7 & 13 on the North side of Clinton). The rates were quoted at \$40.00 per night for two double beds. Phone: 660-885-2267.

If the Knights INN gets booked up, try the Safari Motel, which is right across the street. Their number is 660-885-3395.

Send your entry fee with your CHANNEL NUMBER to:

Steve Millholland
1810 Farm Rd. 197 North
Springfield, MO 65802
Ph: 417-831-2309


e-mail: swampy@swampworks.com

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This lake we are using for the Spring BB Fest is our upcoming 2001 MWC NATS site. If you want to get a good look at the NATS lake and maybe have a leg up on the NATS opposition, this is the time to do it.

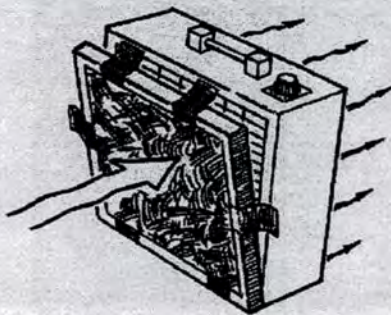
The Ozarks Spring BB Fest has a good history of attracting a large number of Captains from our sport. Some really hairy battles have been the result. Don't miss out. Make your plans now....

Those of you who are planning to attend, please drop me a private e-message at: swampy@swampworks.com so I can start a list. Thanks.

Send in those fees early, so we can get any potential frequency conflicts ironed out before the event. The Missouri contingent of MWC is looking forward to seeing a lot of you here with us. 

Dust Storm

Heavy sanding will quickly cover your shop with a layer of fine dust. A very simple dust collector can be put together by taping a furnace filter to the inflow side of a box fan. This setup will work even better if you can prop it in an open window or doorway near the end of your bench.



RADIO CONTROL BOAT MODELER

Build Your Dynasty

by Curly Barrett

"I wish I had more battlers around here!"

I can't tell you the number of times I've heard that uttered by a battler...more often than not, by me! Not that I don't enjoy driving 12 hours to have my stern handed to me by the veterans...and not that I don't enjoy the local battlers. I just want MORE local battlers.

Here's some tips that have helped Port Polar Bear go from two battlers to 20. There are other clubs who have had similar success, and I hope they'll share their ideas with us as well (Michigan guys...chime in).

In 1984, I got involved in this hobby, not knowing that Lars Dahl was only 5 miles south of me. I was happy to build, but wished I had a battler close by.

In 1986, Lars and I finally met and we've been battling ever since. But we wanted more battlers. We tried, and had a few come and go, but needed more to get the numbers up there.

Our first step in the right direction came when we followed Steve Milholland's advice to hold regular, monthly meetings. This did a number of things: made us work on our boats monthly, give the new people something to look forward to, give the new people a chance to ask us questions, get us battling once a month in the summer.

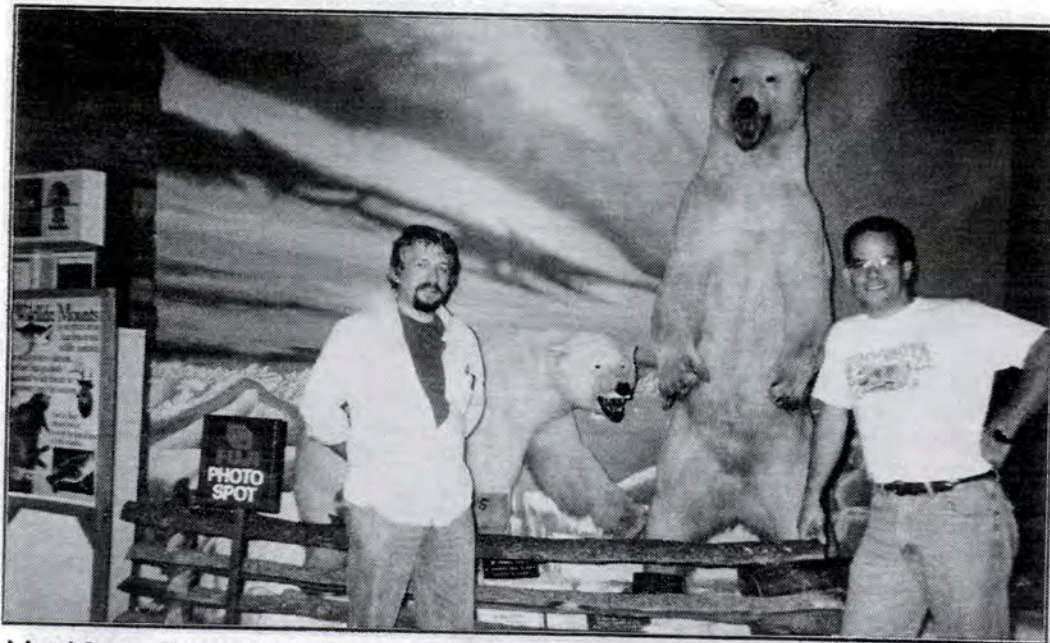
**...We were surrounded
by potential battlers...**

Now we needed to get the people to show up. Step one was going to a local model boat show. We were surrounded by potential battlers. The club that hosted the event had 300 members, and they had 7000 people come through the area, "ooh"-ing and "aah"-ing at our boats.

For the show, we had boats in all stages, from a plan set, through ribs, to a completed boat—even one with severe damage, which was used to show how easy patching was.

We also printed up business cards with our contact information and the MWC web site. We went through about 800 of the cards at the show.

For this year's show, we hope to have the Tulsa Battle tape and Swampworks Intro tape playing on a TV, which will answer



Meet Lars, Fluffy, Furball and Curly, Port Polar Bear's founding fathers.

A Show of Force

by Noel Cook

A powerful element of the Axis fleet sortied, demonstrating their ships speed, enhanced turning, and powerful guns to onlookers.

The local pond was littered with targets sunk by the skillful use of cannon fire by the captains of *Gniesenau*, *Graf Spee* and *Deutschland*. All three ships looked smart in fresh paint over new sheeting. *Graf Spee* tested her new electronics, antenna, rudder and new systems by sailing the entire circumference of the pond.

Gniesenau trimmed up nicely after a major refit that included new rudders, relocating her batteries and radio box, new bbls for her guns and a complete reconstruction of her upper works.

Pumps were tested by damage control parties. Some adjustments were found to be needed, and the fleet retired after two hours on the water to fine-tune systems.

New support equipment—a lakeside transmitter charger and new dry-dock—worked as advertised. No Allied ships were in the area, or at least none chose to show their colors.

The three ships were lacking a destroyer screen, but it is rumored they will be picking up this element very soon.



many of the questions we fielded that day.

We will also have a sign-up sheet for people who want more information...this is a "potential lead" sheet. All you have to do is "close" the deal with these people.

The next area of attack is the hobby store...these are "our kind of people." I made a flier that is simply taped up on the wall of the hobby store. At the bottom I put 30 "tear-off" tabs with the MWCI.ORG web site on them. I also included my name and phone number on the sheet. I have gone back occasionally to see if there are any tabs left, and replace the poster with fresh tabs. My local store is on their 12th sheet!

I bought a Tulsa Battle tape and watched it twice...then showed it at our local club meeting, then dropped it off at our hobby store where they show hobby tapes to customers. I've heard quite a bit about it, and have been asked to bring in my boat so they can show it off for a few weeks.

A web site is a great way to get people! And an easy step for someone who wants to get more battlers. Make the site quick, clean and with contact information. Avoid the Axis/Allied bickering or propaganda. Try to keep the talk happy, fun and hopeful. Draw them in so they want more!

Sign up as a state contact on the MWC web site. These leads are great. And if you let others know you have an active club, they will be quick to refer leads to you.

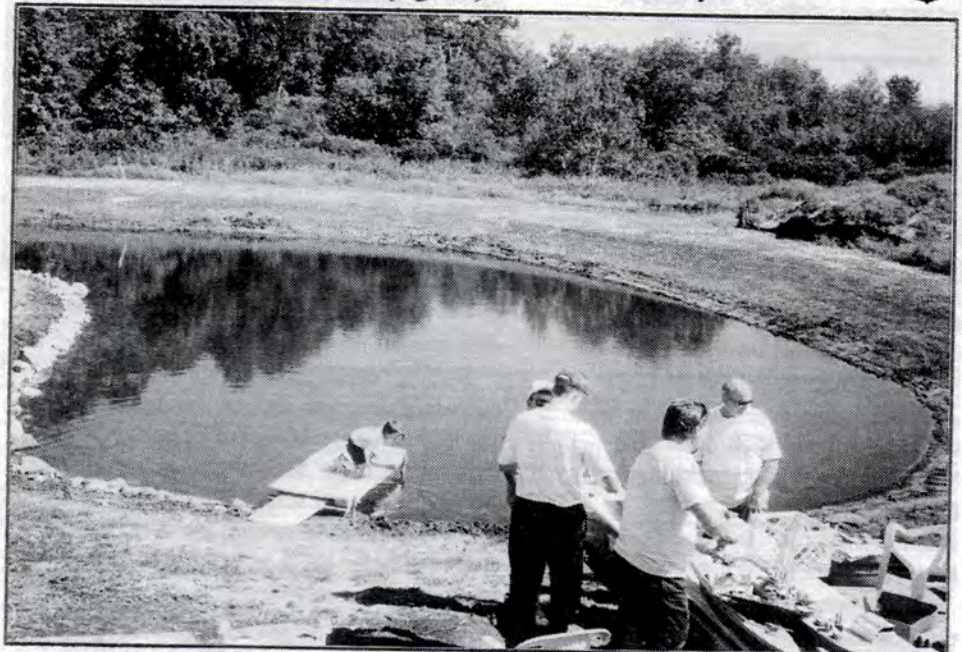
Once you are contacted, be willing to answer all of the new person's questions.

Ask a few questions of them, such as where do they live, when do they want to stop by and see the boats and would they be

willing to run your spare ship at the next local battle! Once the transmitter is in their hands, they are either sold on the hobby or gone for good!

Make sure people know you are active and doing stuff! We send out an e-mail prior to every building or battling session, and then a follow-up e-mail after every meeting or battle. The more active you are, and the more they hear about your activities, the more likely they are to join. Who wants to join a club that doesn't do anything?

Personal phone calls are also a good way to answer questions and contact people. It's harder to say "no" directly to another person. Give new guys (cont. page 85)



Horbul Harbor is the meeting place--third Sunday of every month!

Founders' NATS

by Bryan Finster

The Founder's Annual Winter Nationals brought out a record number of battlers. The fleet was 30% larger than previous records.

The participants included D.W. Fluegel, Stan Watkins, Jeff Lide, and Bryan Finster. Jeff Poindexter was unable to attend this year.

Battle one occurred on Friday, 12/29. Fluegel was having throttle woes, and Jeff Lide was unable to attend that day. This left Stan and I to fight for the lake. Stan brought his venerable *Washington* while I was fielding my virgin *Mogami* "light" cruiser.

The first sortie got underway and the two ships quickly began a stern-to-stern dual. After a few short minutes, *Mogami* lost control and plowed into the concrete bank at full throttle. She was pulled from the water and declared sunk by the CD. No hits were scored by either side.

Between sorties, it was discovered that *Mogami's* brand new battery had been almost flat. After a battery change, she was back in action.

Sortie two began the same way as the first. *Mogami* and *Washington* began dueling stern to stern. Both ships did a good job of defense, but *Mogami* was able to

...Kongo opened up Baden's side...

use her greater nimbleness to create some shots on *Washington*.

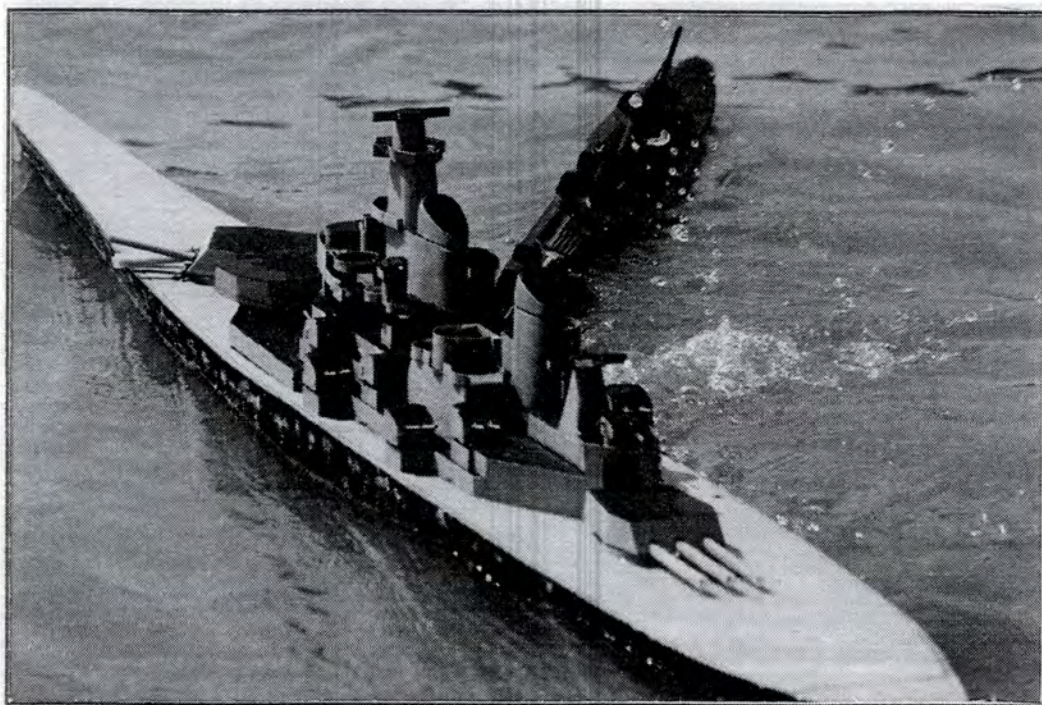
After *Mogami* ran out of ammo and went off of five, the tallies showed *Mogami* took the sortie, but not by enough to make up for the sink.

Washington 8 0 0

Mogami 0 0 0 Sunk

The second battle was between the Founders and the Japanese fleet (*Mogami* and *Kongo*).

Stan started out by breaking up



The immense *USS Iowa* seems unable to prevent the attacks of tiny boats.

the thin ice at our end of the pond by making waves with a piece of plywood. The ice would pose an interesting additional threat during the battle and made the battle are very small.

In the first sortie, *Kongo* quickly opened up *Baden's* side and *Baden* sank before she could be brought to shore. Fortunately, it was the knee-deep end. Fluegel drained her and put her back in.

After less than a minute, she started listing again. He'd failed to notice the square inch of balsa missing from his starboard side. We let him bring it in without prejudice.

Fluegel repaid the kindness of the Japanese fleet by using *Baden* as a shore battery until her BBs ran out. Later, the *Kongo* came off the water and left *Mogami* and *Washington* to finish up.

While chasing *Mogami* (on five), *Washington* hit her amidships and shoved her stern under. She was able to drive most of the way to shore before she sank. Ram sink against the Founders.

During reloading in the garage, we allowed Fluegel to replace the missing balsa wood that *Kongo* blew out so he would not sink too quickly. Stan also requested I gear down as *Mogami* was still a bit fast. Stan and I also patched several ice cuts. When we were done, we then headed back to the pond for the second sortie.

When we got to the pond, most of the ice had gone. The second sortie had been on for less than a minute when I threw one of my

gears. I was now going just a bit faster than Stan and only turned one way. Still, I was able to line up a shot on *Baden* and placed rounds from his bow to stern as he moved.

Fluegel quickly maneuvered his ship to place his damaged starboard side against the bank. Since he was listing to port, most of our shots bounced off of his deck. Jeff tried to get *Kongo* to shove the injured *Baden* off of the wall so we could pound her.

While concentrating on being a tugboat captain, he failed to notice Fluegel's continued haymaker fire. Fluegel's gun opened up the *Kirishima's* stern and suddenly the Japanese ship was in trouble. Jeff called five, but sank less than two minutes later.

Mogami emptied her last rounds at Stan and went on five also. *Washington* and *Baden* then tried to corner the little cruiser, but *Mogami* was able to dodge most of their traps even with only one screw turning. *Mogami* went off five and battle two ended.

It was a very close NATS.

Ship	Above	On	Below	Score
Baden	53	12	6	1,042
Washington	20	5	3	458
Mogami	7	3	2	1,169
Kirishima	63	5	8	1,336
Japanese			Sortie 2	2,505
Founders			Sortie 2	1,500
Japanese			Total	2,585
Founders			Total	2,200

In the end, Palos Verdes Lake was once more firmly in Axis hands.



Build Your Dynasty (cont. from page 83)

an occasional call.

When we get a lead, we include them on our "interested" mailing list and offer to remove them if they do not want to get our e-mails. So far, we have almost 50 people on our e-mail list, and will have 10-20 boats on the water by our fall regional.

Once we have the potential battler at a build or battle session, we have to sell them on our club and the hobby.

The easiest way to sell a person on the hobby is to hand them the transmitter of a working ship. Once they feel the power and blast the water or another ship, they are yours! So give the new guys a chance to run the ships around.

Make sure you answer questions! Rookies have many, beginning with, "Which ship should I build?" If they like something, don't talk them out of it. Simply explain all of the benefits of the various ships and then point out the lack of benefits in the ship they like. But don't discourage them right up front.

At the meetings, be content to answer questions and help out newbies. I haven't gotten a lick done on my boat at one of our meetings since last June. It's just the way it goes. Focus on the new guys.

Try to have your monthly meeting in the same locale, at the same time, every month. People need some predictability, and we have had great success with "Third Sunday of the month, 1-4 p.m."

We have chips, cookies and pop for the battlers and visitors, but more importantly, we bring reference books, tools and supplies. We try to keep the fire burning in their battling hearts.

Keep the session productive for the new people. Make sure you ask them where they are at with building and what they hope to finish today. Offer to help or consult, and compliment things they've done well. You may have to do a lot of the work on the rookie's first boat...to paraphrase Field of Dreams: if they come, you will build it!

Finally, throw Robert's Rules out the window at your meetings. Anything you need to formally discuss as a group should not last longer than five minutes--these folks came to build and battle, not discuss and debate.

Okay, posters, web site, boat show, hobby store, video tape, e-mail, business cards, and great meetings...all add up to bigger numbers of battlers on the water and in the dockyard. Good luck!



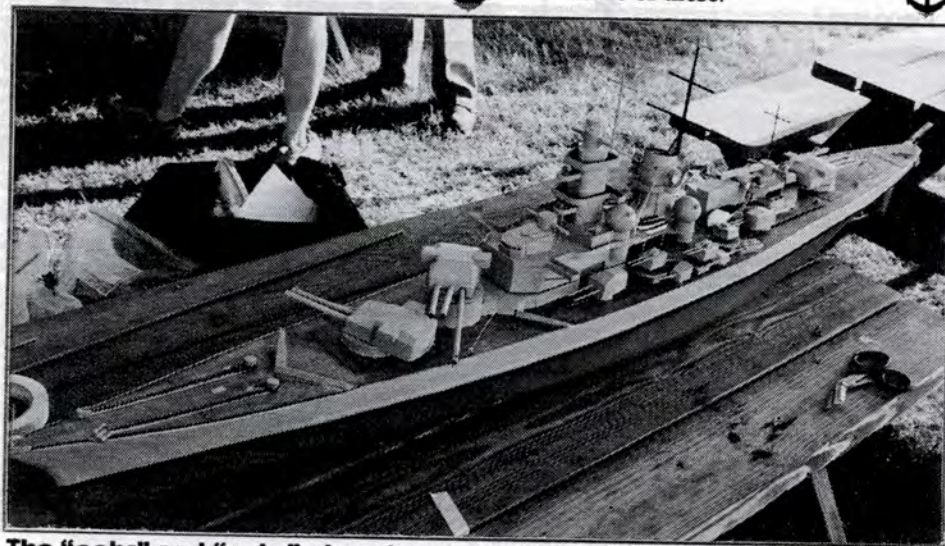
Founders' NATS

by James Dusek

Below is the cost of building a ship.

Fiberglass hull	\$120.00
Balsa Wood	\$5.00
Sharp Knife to cut balsa	\$6.00
Large box of bandaids	\$4.00
1st month insurance premium	\$30.00
Plywood for subdeck	\$14.00
Jig Saw to cut plywood	\$130.00
Insurance copay to reattach fingers	\$99.00
Wire and switches	\$20.00
Soldering Iron	\$25.00
Burn Cream	\$4.00
2nd month insurance premium	\$59.00
Balsa blocks for superstructure	\$20.00
CA Glue	\$7.00
Doctor visit co-pay to get superstructure unglued from fingers	\$10.00
CO2 bottle	\$57.00
Doctor visit to get tongue unstuck from glue bottle	\$10.00
Powerful BB Gun system	\$200.00
Dentist co-pay to fix chipped tooth	\$10.00
3rd month insurance premium	\$89.99

The look on your face when you battle for the first time and your ship is sunk in five minutes....Priceless!



The "oohs" and "aahs" almost make up for the time financial hardships.

NEWS FROM SWAMPY

by Steve Milholland

SWAMPWORKS is pleased to announce FIVE brand new fiberglass hulls. You heard me! FIVE new fiberglass hulls.

The following hulls are now available, in stock and ready for your order.

USS Atlanta Class 2, 2-1/2-unit light cruiser (OK, all you guys who've been incessantly pestering me for the last 4 years to get this one done, here it is...)

IJN Agano Class 2, 2-1/2-unit light cruiser (Ditto all you Nippon lovers out there who've been after a small Jap cruiser)

HMS Exeter Class 3, 3-unit heavy cruiser (Now I'll have an English ship for all those rookies looking for a cruiser kit)

USS Tennessee Class 5, 5-1/2 unit battleship (bulged version)

IJN Kongo Class 4, 4 unit battlecruiser (bulged version)

You can see some photos of all these hulls at the SWAMPWORKS web site:

www.swampworks.com

First, go to the "WHAT'S NEW" page to see the photos. For prices, see the hulls listing on the "Ship Kits & Hulls" page in the catalog section.

Thanks for the patience to all of you who have been waiting on me to get the molds done on some of these.



TECHNO TIP CORNER

Sheeting Ships

by Chris Pearce (as posted on web)

When I sheet my ships, I apply silkspan to the inside with a good, thick coat of Aerogloss, and let dry. I use two sheets on the inside, but I don't cross the grain of the two sheets. Both are perpendicular to the grain of the balsa. Only a single sheet is needed on the outside.

Really, only a single sheet is necessary on the inside, but two sheets does seem to result in fewer of those large, nasty holes.

Sheet the hull, and apply another sheet to the outside, again with a good, thick coat of Aerogloss, then sand, etc., and apply another coat of Aerogloss to provide a smooth surface.

Paint the bottom of the hull up to the waterline area with Krylon red primer. Don't use cheaper paints because they run and go on thick and make your hull harder than it needs to be.

Then, I draw my waterline and paint from the waterline up with a single coat of Testors Model Master of my favorite color.

Applying a piece of waterline tape finishes the process, and I end up with a nice, smooth, soft hull that will pass any drop test and take damage very nicely.

Good luck!



Tips for the Rookies

by Ted Brogden

With all the new members this year (we're got about 20 so far), I figured that it might be appropriate to put together a small list of "experience" items to help with building the first ship. One caveat, I have no original thought with these; they just work. The reader is free to use or ignore with the recognition that there are always 50 different ways to do something!

Battery Charging - most everyone knows about and uses a float charger like the Schumacher so the batteries don't get overcharged. The one detail I didn't know about for a year or so was that you need to equalize the batteries first. Hooking them up positive to positive and negative to negative, then letting them sit that way for a few hours means that when you hook those 6 volt batteries up to the 12 volt charger, you should get the same charge on both of them. What a concept!!

Barrel Protection - my first two years in the hobby I had brass barrels. I was amazed at the amount of damage they took. I now use steel barrels and shockingly enough, they get dinged to the point of denying the BB passage. Last year I put a hard plastic tube over the steel with the result that not even the hardest cannons could ding the barrels. Not exactly scale, but I know that when I fire, a BB should go out.


Internal Armor - one of everyone's favorite subject. There are lots of different solutions, from aluminum shower pans to cross-stitch material. It seems to me that

the low-tech solution here can't be beat and that is the 2-liter coke bottle. Easy to use, easy to find, it works (never have had a round go through it), and you get to drink the contents!

Simply cut the flat, middle section off of the bottle and trim it to size. It will curl up at first, so you might leave it for a week with a weight on it to lay it flat.

Fiberglass Resin - This is a subject that has made the list server a few times lately. I've gone with about every product out there, starting with the resin at Wal-Mart to the epoxy at the hobby store. The Wal-Mart resin was difficult for me to measure correctly every time and the hobby store epoxy got soft after a year or so. I've followed the lead of others and now use the West Marine System.

Doesn't smell, mixes easy (each can has a nozzle - one squirt from each and you have the correct amount), dries fast, etc. Did I mention that it doesn't smell??

Hope some of this helps. For more advice see the nearest experienced battler and steal what they do. And see Lars for great help with sinking correctly. 

Blink! Blink! Blink!


by Noel Cook

After recovering ships for folks in dark, silty water, I got interested in IFT. (Improved Float Technology)

I picked up a runners' safety strobe light at Home Depot for \$2.50. It was advertised as waterproof, floating and with a battery life of 96-use hours. It is a small, 2" disc, looks like a bicycle reflector, that has a small strobe powered by two replaceable watch batteries.

I hooked 10' of braided line to the belt clip, tied the other end to an old USS Arizona hull and tried it out. It deployed from the 9' bottom of my pool three times. I shortened the line to keep it partially below the surface of the water.

It is still blinking out there after being in the water since 5 p.m. yesterday (over 12 hours) in a pouring rainstorm.

Last night, I could look out the window and see it going blink-blink, blink-blink from a long way off. 

Do you have a TECHNO TIP?!?

Share your knowledge with your friends. Jot down your TECHNO TIP and send it to Editor, TF-144
2613 Wheeler
Roseville, MN 55113
or e-mail to: barr010@tc.umn.edu



HMS Intolerable, still pumping, starts a very different "death spiral."

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/>

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>

Swampworks

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

TASK FORCE-144 Subscriptions Available to the Public

Now you can sign up your favorite hobby shop to receive their own issue of the Task Force 144 newsletter. Once available only to club members, subscriptions for the newsletter are available to non-members for only \$15 a year. Perfect for the rookie battler who wants to stay informed but won't battle for a year, this is an ideal way to increase your club's membership! Send \$15 and the address of your choice to Ted Brodgen, 1703 Quail Valley, Iowa Park, Texas 76367.

Frequency Chart

Freq. 75 MHz	Captains	State	Freq. 75 MHz	Captains	State	Freq. 75 MHz	Captains	State
61	Don Cole	FL	74	Matt Purvis	GA	90	Dana Graham	CA
	Keven Fitzgerald	GA		James Clarke	TX		Adam Thibault	SC
	William Miller	TX		Curly Barrett	MN		Alan Oster	FL
62	Kevin Bray	OK	75	Jim Ewers	OK		Ron Horbul	MN
	Tim Krazowski	GA		Charlie Stevens	FL			
63	Frank Whitsell	MO	76	John Whitsell	MO	Ham 50 MHz	Captains	State
	Grant Dahl	MN		Andrew Dahl	MN	00	Bryan Finster	TX
	Jeff Latham	NJ		John Mayer	WI	01	Chris Pearce	TX
	Jame Dusek	GA		Austin Keels	GA	02	Patrick Clarke	TX
64	Bill Brynes	FL	77	David Asman	CA	03	Brian Eliassen	CA
	John Reise	CA		Michael Wilson	KS	04	Wade Koehn	LA
65	Frank Falango	FL	78	Robert Rucker	OK		Brian Kohler	GA
66	Jeff Lipp	FL	79	David Wilson	KS	05	D.W. Fluegel	TX
	S. Reichenbach	TX		Rick King	FL	06	--	
67	Chris Grossaint	CO	80	--		07	Tim Beckett	MI
	Louis Meszaros	GA				08	Kevin Hovis	MO
	Darren Dickinson	TX	81	Ron Tibault	SC	09	Mike Boyles	TX
68	Rick Whitsell	MO	82	David Au	MI			
	Danny Barrett	MN		Daniel Cook	GA	Ham 53 MHz	Captains	State
	Chris Manis	CA		John Mianowski	TX	01	Bart Purvis	GA
69	Larry Dahl	MN	83	Mark Roe	MI	02	--	
	Matt Keels	GA		Daniel Cook	GA	03	--	
	James Foster	MO	84	David Haynes	TX	04	--	
	Mike Reise	CA	85	Patrick Clarke	TX	05	--	
70	Jim Pate	TX		Dr. Paul Boring	MD	06	--	
71	Steve Milholland	MO	86	Dave Mote	LA			
	Joel Goodman	GA		Greg Aksamit	GA			
	David Vogtman	MD		R. Stiponovich	CO			
72	Mike Maxwell	IL	87	Matt Tibault	SC			
	Jamie Foster	MO		Mark Deantonio	CA			
	Craig McClean	KS		Gary White	MO			
73	Chris Au	MI	88	Ted Brodgen	TX			
	Joe Wooten	OK	89	Chris Stoesen	GA			
				--				

Many battlers are not signed up yet, so some of the frequencies may get busier as time goes by. The order in which you are listed gives you NO rights over others listed on your frequency.

To sign up for a frequency, contact the Vice President, Bryan Finster:

972-624-1473

Bryan_Finster@exe.com



Task Force 144
2613 Wheeler
Roseville, MN 55113



~~John Whitsitt~~
~~9820 North Highland Terrace~~
~~Kansas City, MO 64159~~

64155+3132



QUESTIONNAIRE REPORT

This is a condensed version of the questionnaire asked last year. (Not all responses are listed here.)

1. How did you discover MWC and/or the hobby?

- a) Internet: 9 responses.
- b) Magazine: 14 responses.
- c) Friend/Relative: 13 responses.
- d) Other: 5 responses.

2. Biggest flaw in the MWC?

- No flaws (8)
- Lack of variety in ships (3)
- Rule changes and discussions (5)
- Too much emphasis on winning at the expense of fun and safety (6)
- People with a specific agenda (3)
- Mis-interp of email (3)
- No support for beginners (2)
- Recruitment of new captains (2)

3. Ways MWC can be improved?

- Help rookie builders (5)
- Doing fine (4)
- Stop changing the rules (4)
- Committee on Recruitment (3)
- More types of battle...scenarios (3)
- More hull variety available (2)

4. Would you like other battle scenarios?

- Yes, more scenarios (29)
- No, leave it as is (3)
- Some form of Carrier War (15)
- More Small Ships (9)

5. Did you like the start the Ship List committee made? Should they continue?

- Yes (29)
- No (5)

6. Do you consider continued testing of gun velocities and gun safety important?

- Yes (17)
- No (21)

7. Best thing about the MWC?

- Songs at campfire after a day of battling (6)
- Fun (6)
- Guns, battling and crunch of balsa (5)
- The people (10)
- Great friendships (14)
- Sportsmanship at this NATS was great!

8. What kind of grade would you give the MWC BOD for their performance?

- A+ (10)
- A (7)
- A- (3)

- B+ (2)
- B (5)
- B- (2)
- C

9. What three hulls would you like to see produced for the hobby?

- South Dakota BB (4)
- Rodney (2)
- SMS Emden (WWI) (2)
- Richelieu (2)
- German K-class cruiser (2)
- USS Oklahoma (2)

10. Comments on the insurance policy?

- Great job (29)

11. Any other comments?

- None (11)
- Let's make safety a way of life, not a game
- NATS should be voted on—not by BOD
- Off the record... (Editor's note: I'm not sure what that means), I'll bet if we had to battle in the nude, the velocity issue would be settled darn quickly
- Membership vote on BOD president

That's what we think. There was much more, but that's a good sampler.

