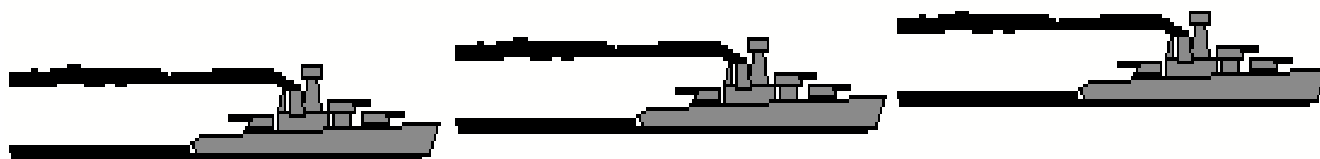


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Spring - 2006



CALENDAR OF MWC EVENTS

April 28-30, 2006:

Farmington Fracas:

Hager Lake, Farmington, MO

Site Host: Kevin Hovis

(573)783-8381 evenings/weekends

May 27-28, 2006:

Mayday Mayhem:

Gold Country Pond, Greenwood, CA

Site Host: Brandon Smith

(530)885-1579

June 10-16, 2006:

MWC Nationals 2006:

Cocoa, FL

Site Host: Rick King, (407) 322-7750

rick.m.king@lmco.com

Hotel: Ramada Inn Cocoa Beach,

(321) 631-1210, tell them you are
with the Model Boat Group

July 14-16:

Ice Breaker 2006:

Center Park, Jordan, MN

Site Host: Bob Hoernemann

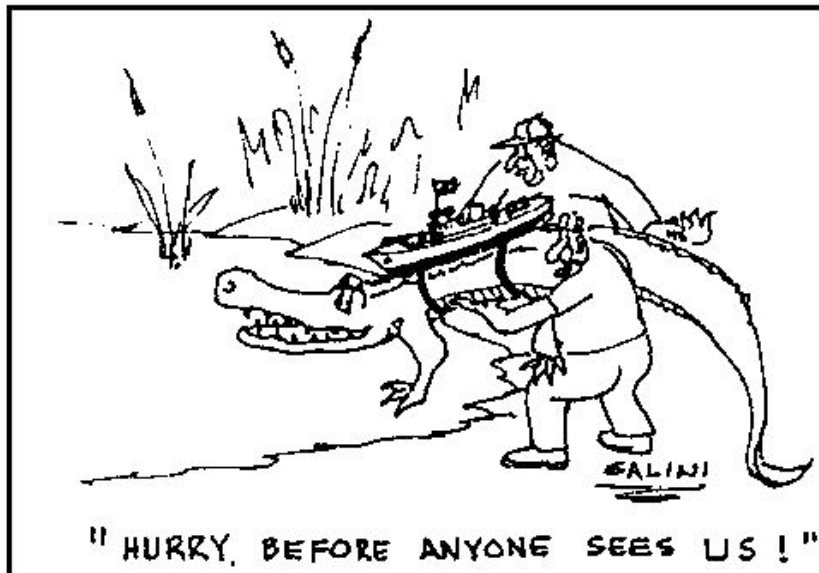
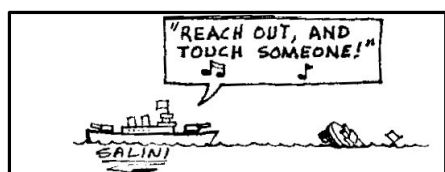
(952)488-8808

October 20-22:

October SE Regional:

Port Authority Pond, Sanford, FL

Site Host: Rick King (407)322-7750



NATs Site Report:

by Brian Lamb & Pete Demetri

The following is a compilation of an email that Brian had written, and my own observations. I will note that Brian did most of the actual work on this article.

The pond was great!

Size wise, it's similar to the big pond at H&H in Houston (in width), but I don't think that it is quite as long. There are several spots for the speed course. The lake is more or less triangular in shape, with lots of room for the big ships to sail around in.

The tent will be set up on the west(?) side of the lake, and has an old road right behind it, that exits off of the hotel parking lot. This will make it super easy to load/unload stuff. Not that it's really needed; the

walk from any part of the hotel to the lake is measured in seconds, not minutes.

The area around the little dock was about 8' deep (at this time) and is one of the deeper areas of the pond. We suggested reserving the dock for camera operators and keeping battlers off of it as it gives a very nice vantage of the south end of the pond.

The island will be a very cool place once it gets mowed. There are 10-15' wide waterways on either side with a nice sized cove behind it. With the water still up (it had receded about 1-1.5' since last year) a ship could still easily drive beneath the bridge (unfortunately for Rick's Nagato, the same cannot be said for the dock).

The shore directly in front of the proposed tent area is well suited

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for launching ships. It has a shallower slope into the water than the surrounding shorelines.

Water was still a tad bit on the deep side, but very clear (there was some murkiness caused by a recent poisoning of algae with copper sulfate or something similar...should settle out by June). It is supposed to be the dry season between now and NATs so the water level should continue to go down. So long as Leroy is coming, there shouldn't be any issues with the depth. If we don't have a diver, it might be a good idea to toss some buoys out to mark the deep spots. Rick King will be monitoring the lake conditions between now & NATs.

There are Fire Ants, but Rick & Company are planning on coming out a couple days early and killing off any mounds on the Hotel, tent and island shores. The far shore will be left as untamed wilderness. I don't see any reason to block it off from battling, but maybe the fire ants will encourage folks to stick together. Again, similar to H&H ranch...

As for any alligators, one of the hotel staff said that there were two, one about two feet in length, the other about three feet in length. We did not see any signs of them during this weekend, although that was

probably due to the temperatures.

The site does get some nice breezes. You can't see the ocean, but it's close enough to the beaches to get some of the wind benefits. The water stayed reasonably calm, on the hotel side, even with the front that blew in and chilled us down Sunday morning.

The hotel is very nice. Both Super 8 and the Ramada share the same complex, so if we are forced to use the overflow option, it's not a big deal. The hotel has a central heated pool (sorta laid out like the hotel was in Houston) and you want an odd numbered room at the Ramada in the 120-151 range to have the best access to the pond. They have a free breakfast similar to the one last year. Don't plan on the hotel restaurant for large groups as they only have 1 cook and he does things 1 plate at a time. McDonalds, Burger King, IHOP (very limited parking) and a Waffle house are right down the road. Better fare is probably about 7 miles away, Chili's etc.

Rooms are in the pretty decent range with microwaves and Fridges (don't let Lou unplug the fridge to charge batteries though). No table in the rooms so packing one is a good idea (they do have the typical small desk suitable for South Carolina sized ships).



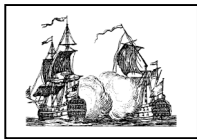
Tim K. relaxing at the Tiki bar, with a non-alcoholic drink.

Photo by PKD

One concern, aside from water depth, is the fact that we did get a lot of interest from folks staying at the hotel. We will need to make a special effort to make sure that everyone is watching out for spectators not wearing glasses (which we should all be doing anyway). Rick King always has a box of safety glasses on hand, and we taped off the boundary to the parking lot, so there were no spectators loose without eye protection.

Flying into Orlando (MCO) will put you right on the beeline road from Orlando to Cocoa and it is about a 30min drive from the airport to the hotel (a toll road).

Should be a very good spot for NATs!



CLASH OF TITANS!

By Pete Demetri

The two mighty warriors approached the field of battle. Both confident in their skills as warriors, both confident that their cause is just. Weapons at the ready, the quickening of the pulse. The rush of adrenalin before the clash of arms! Cry HAVOC! and let loose the dolphins of war! And flying squirrels carrying 2000 lbs bombs, yeah! Beep, beep, beep ... Stupid alarm clock always waking me up before the good part.

A full month before this weekend, Lou and I had traded pokes and jabs, all good-natured and in good humor of course, about the amount of carnage each of us would inflict upon the other's ship. The pinnacle of this, would be a one on one battle between Lou and his Z-boat, and myself and my Gearing.



Nagato turning to get a better view of the sinking Gearing. Photo by Georgie

My gearing has seen minimal combat, one brief skirmish during one sortie in a previous Florida battle, where I mostly pestered Don Cole, with a weak cannon (due to a low pressure regulator setting). There was a one on one with Tim K's Mogador, but we both were experiencing problems. Mine were due to new ship issues, and Tim's were due to old ship issues. Hopefully, this battle royale would validate all the long hours of building and testing on this diminutive maritime menace. In other words, I'd be happy if the thing floated and went where I wanted it to go, at least half of the time. If Lou happened to catch a few bb's along the way, that would be icing on the cake!

Alas, 'twas not meant to be. Lou didn't bring his Z-boat to the Feb Furball.

What did happen was less impressive than the "dream" I had. Saturday morning at Cocoa, I was slightly fuming at my Des Moines, due to a faulty pump circuit. I may have more bravado than brains, but I'm not crazy. I side lined the Des Moines, and quickly got the Gearing ready to battle. My bilge pump on the Gearing did work, so I wasn't

afraid to go up against the Nagato, Tripitz, Derflinger, et al.

The Gearing performed as advertised, I was zipping in and out amongst the larger ships, basically making a pest out of myself. I did get some good shots on the Tripitz, showing him the meaning of the word "fear", although I don't think Rob noticed that I was there.

However, my Gearing had a short sortie. I saw Rick King heading his Nagato toward the shore, trying to get the inside lane on someone. I was on his left, and saw an opportunity to squeak past him, and bring cannon to bear as he passed. I was full steam ahead, cutting perpendicular to the Nagato's path. In a perfect, "I can beat that train" moment, I got most of the Gearing past the Nagato, getting the last quarter of my ship run over. I made it about a foot farther before I sank. Hats off to Brian Koehler for retrieving my ship!

Back to the drawing board. I've been fighting a problem with the Gearing, that when in reverse, it takes on water. I can pump it out, but it takes time to do that. Now it's time to redo the deck and superstructure and fix my water issues. But where would this hobby be without continuous upgrades!



February Furball

By Pete Demetri

For all the Floridians stating that they freeze when the temps get below 80 degrees, for once I agreed with them. It was a little chilly at Cocoa in February.

We, my wife Robin and I showed up Friday mid day. Although a couple of Captains had shown up already, nobody seemed to be in any hurry to get the boats out. That night we had pizza for dinner in the hotel dining area and all had a great time!

The fleet breakdown was as follows:

ALLIED

Brian K.	HMS Vanguard
Don C.	USS Alabama
Tim K.	USS Michigan
Frank F.	USS Arizona
Pete D.	USS Des Moines

Rick K.
Lou M.
Rob S.
Peter K.
Rob H.

AXIS

IJN Nagato
VV
DKM Tirpitz
SMS Derflinger
SMS Konig

The basic plan was to have an Axis vs. Allied battle weekend. But, Frank Falango didn't arrive in time for the first battle, so Lou and his VV



Peter Kunisch threatening some Allied captain w/destruction. Photo by PKD

fought on the Allied side for the first battle.

As usual, with all my problems going on, I didn't really pay that much attention with what everyone else was doing. What follows is what I gathered from watching the film that we shot that weekend.

The morning battle started out as most first of the year battles go. I had changed antennas on my transmitter, and the receiver in the

Des Moines, and was convinced that the three foot range at which I was testing the system at in my shop was plenty of testing. If it works at three feet, it should work at 30 feet. I placed the Des Moines on the water, took a couple of steps back, and the ship commenced to glitching horribly. I pulled the Des Moines off the water and started getting the Gearing ready. In the mean time, the sortie started pretty much the same, with each side jockeying for position in the opening moments. Don Cole also brought his ship out due to some malfunction, bilge pump issues I'm told.



VV escaping from the 'Bama & Vanguard as the Tirpitz arrives. Photo by PKD



VV getting sandwiched by Don's 'Bama and Brian's Vanguard. Photo by PKD

going on. Don and Rick finally had a go at each other. Sometime after this I got run over by the Nagato, and sank. Brian K. was kind enough to jump in and retrieve the little ship, for which I owed him a debt of gratitude, and bought him dinner. Maybe he just likes the free meals, this is the second time he's retrieved one of my sunken vessels.

It was finally down to Don's Alabama & Rick's Nagato as the sortie ran down.

Brian Lamb, who had flown in, and was using Rick's Scharnhorst, seemed a little reluctant to get into the fray. This would not last for long however.

ALLIES:

Gearing (sunk)	
0-0-0	400
Des Moines	
17-0-4	370
Vanguard	
34-0-2	440
VV	
23-0-2	330
S. Carolina	
13-1-5	405
Alabama	?
(Data not found)	

Brian K., our fine Webmaster, had his Vanguard prowling around looking for a fight. But, Tim Krakowski's found a lot more, as several Axis ships harassed the small and slower little terror known as the S. Carolina.

Don and I finally came back in, as the VV was seeming to get shot at quite a bit (but as the score showed, not really hit).

I was finally able to use my Gearing to some minor success. I let the Tirpitz have a few stern shots. But, the operation of the Gearing was hampered by a not so waterproof deck area (as previously mentioned), and every time I ran in reverse, I took on water.

Don lit up the Tirpitz pretty good in one exchange, to which Rob Stalnacker's only response was, "When'd you come back in!"

Peter Kunisch had

some surgery at the end of last year, and was still not feeling 100%. But I think that getting out from the house helped him quite a bit. It was good to see him, and that he was steadily improving. Peter played a mostly conservative game, controlling his ship from the dock.

A whole lot of maneuvering was



The Tirpitz and VV about to side mount the Vanguard. Photo by PKD

AXIS:

Nagato (sunk)	
68-5-8	2405
Derflinger	
26-2-1	360
Scharnhorst	
17-0-1	220
Konig (sunk)	
22-6-13	2020
Tirpitz	
57-4-12	1270

For the second sortie, I launched the Des Moines, having removed the new antennae. It seemed real wobbly on the water. It appeared that relocating the battery, and removing a lot of old soggy balsa that had formed my bilge alley, had made the ship more unstable.

Lou was on the Allied side again, as Frank had not shown up yet.

More maneuvering was taking place, until the Alabama came up and smacked the Derflinger around a couple of times. Then it was the S. Carolina's turn to have a go at the Derflinger.

Rick King's Nagato seemed to become the center of attention as the Alabama and the Vanguard teamed up on it. The Nagato's bilge



Robert Helgeson's Konig rolls beneath the waves.

photo by PKD

pump stream seemed to be obstructed somewhat, hitting something on the deck, while pumping a steady stream.

Just to show that all was friendly after all, Don Cole used his Alabama to push Rob's out of control (and pumping) Tirpitz out of harms way so Rob could retrieve it

after five out of control.

In a feeding frenzy the S. Carolina, Vanguard, Des Moines, and in a case of fratricide, the VV, all ganged up on the Nagato. As my Des Moines is no good for side mounting, I used it to block the Nagato from escaping. The Nagato soon sank.

After that, the Vanguard chased the Scharnhorst around a little, and that action proceeded out away from shore and soon ended, as the Vanguard couldn't catch the Scharny, and the Scharny had no ammunition.

Frank Falango finally showed up. His car had lost its heater. I think that this was an attempt to acclimate himself to the outdoors. For all the talk I've heard of "Sunny Florida", that place was somewhere else that weekend.

The afternoon battle, which was going to be a three sortie affair, started off in a large tail to tail standoff. Don't these guys ever fight? Frank had his Arizona in, so the VV had gone back to the Axis where she belonged. Anyway, Tim got tired of all the waiting around,



Rick King tries to, but doesn't quite, catch his Nagato. Photo by PKD

and sent the S. Carolina in amongst the Axis fleet to stir them up.

The Des Moines ran into a little trouble in the form of the Nagato and the VV, and then nosed into the shore. I reversed out, ran away from the two aggressors in a manly fashion, called my 5, and headed out to sea.

In the true spirit of the hobby, picking on the smallest & weakest, the VV and Nagato went after the S. Carolina. Brain brought the Scharnhorst in after a little bit for good measure.

Now one would think that after that, the S. Carolina would be the worst for wear. Not so. Soon the VV was pumping hard and settling by the stern! The VV sank by the shore. Are the S. Carolina's teeth really that big?

This event started the true carnage of the weekend. I have not seen so many sinks in quite some time. I think most everyone sank at one point or another!

Rick decided to chase the Des Moines down. I headed towards the dock. Rick was moving to a better vantage point, and the Nagato went past me and past the dock. However, when I lost sight of my ship (I didn't run to keep up with the ship), I put it in reverse and backed



Tim K retrieving the much abused Michigan from the deep. Photo by PKD

away from the dock. Rick, however, did not. The Nagato made a left turn under the dock, and got its superstructure hung up on the underside of the dock due to the water level being so high. His ship went down between the dock and the shore.

Somewhere in all this, the S. Carolina went down as well. Brian K. ended up being designated retriever, and got both the Nagato and the Carolina. We might want to make sure Brain doesn't get pneumonia from all this retrieval

work, our web site would be lost without him!

The second sortie started out pretty much the same. With the exception that any who had sank before, were allowed to do some minor patching, and come back out.

The Arizona broke the stalemate and ran into the middle of the Axis fleet, while the Vanguard took on the Nagato. This action broke up, and the standoff resumed. The Des Moines made a bold statement by running through the Axis fleet, and got an opportunity to strike at the former teammate VV. The S. Carolina came in after that and was able to make several attacks on the VV as well.

The Vanguard and the Nagato went at it again, trading side mounts.

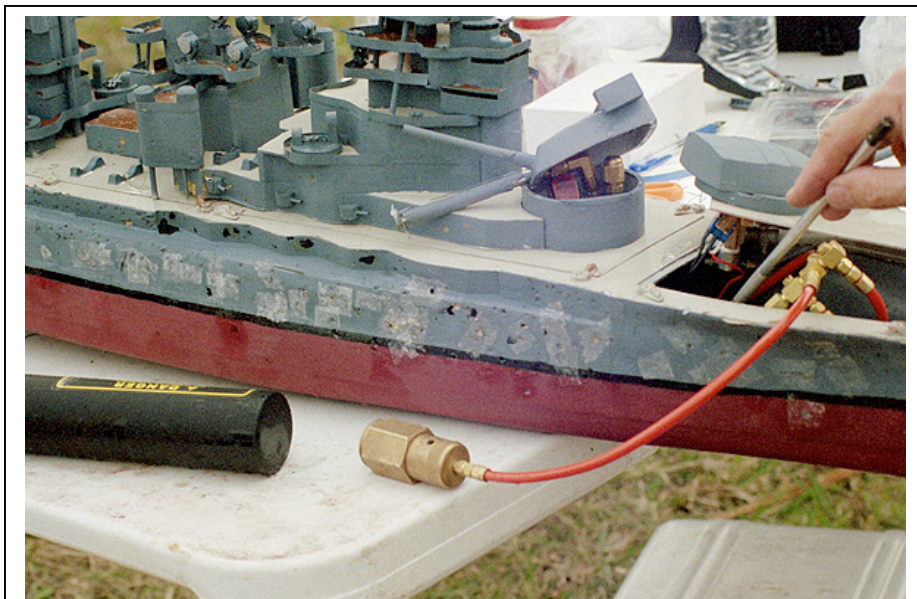
The Carolina made a showing by getting pounced on by the VV and the Derflinger. The battle eventually broke up into several small groups.

The Scharny and the Derflinger, made their presence known, but seemed to be hanging on the fringes. Don Cole has that affect on people.

There was a lot more milling about, when out of the blue, the Scharny goes down by the shore!



Rob retrieving his Tripitz after the mass sinking event. Photo by PKD



Brian K.'s Vanguard showing some wear and tear. Photo by PKD

It was a great weekend over all, and a way to shake off the winter blahs. And check out those winter refits that one tends to put on, only to remove latter because they didn't work worth a flip. I'm speaking for myself of course. Well, time to get to the post battle refit...



What Does The Hobby Mean To You?

By Lou Meszaros

After the battle at this years NATs site, Tim Krakowski and I had a chance to talk about the weekend. What a great time! Brian Lamb even flew down and borrowed a boat (a Scharnhorst), from Rick King for the weekend. All the battlers had boat issues of one form or another, but everyone was doing their best to help each other get on the water. I personally have never been in a hobby where the most experienced were neglecting their own boats in order to get the rookies on the water.

People get into the hobby for the boats, but stay for the friendships. NATs is competitive, and both sides play to win, but it is a nightly occurrence to see an Allied helping an Axis captain, or vice versa.

Life is hectic and there is always something to take up the time in the day (work, kids, etc), but it's great to meet once every other month and break some balsa, eat some food, and catch the History channel stories with like-minded guys. Life is too short, and I wish I could win the lottery to build the perfect NATs pond!

Thanks for the friendships, and see you at NATs!



I THINK I HAVE A SHORT CIRCUIT.

The second sortie ended shortly thereafter.

The third sortie started with the Alabama going down! It had been looking a little low in the water, and it was reported that Don had bilge pump issues all weekend.

The Nagato and the Vanguard commenced to side mounting each other, in an attempt to join the Alabama beneath the waves.

Around this time, the Konig started looking a little low and appeared to be having trouble. But it did not sink, yet.

The VV got some pretty good stern action on the Carolina. The Nagato and the Alabama traded side mounts in a friendly exchange of bb's.

By now the Vanguard and the Alabama were pumping pretty hard.

Again, the S. Carolina succumbed to her damage, and sank.

Not to be out done, the Nagato sank within seconds of the Carolina!

And, in copycat fashion, the Konig went down as well, again within seconds of the previous ship going down! Watching the film of all this, it was difficult to keep track of who was sinking where!

The Vanguard, I guess it was on 30 second moss, was nosed in to shore, where the VV and Scharny leisurely side mounted the beached behemoth. The Alabama came in to lend a hand and drove off the Scharny, but the VV, it's captain being a glutton for punishment, stayed put until the 30 second moss ran out.

That was pretty much it. CO2, bb's and time ran out. Time to put stuff up, and get ready for dinner!

On Sunday, the chilly weather continued, and interest in getting wet in such weather didn't appeal to anyone. A minor skirmish occurred, and the Vanguard & Michigan sank, but I don't remember the details. Afterwards several of us wandered around the site, and out to the island to get ideas for how things will work at NATs.

My apologies to anyone who might recall this event a little differently. I'm new at being a reporter, and may have mixed some stuff up.

And before I forget, due to the windy conditions, the Tiki hut did take a flying leap into the lake, but was easily recovered. Soon to be refurbished and coming to a battle near you!

Joe Salini

By Peter Demetri

You will no doubt have noticed the cartoons that are on the front page of this issue of TF144. These cartoons are the handy work of a one Joe Salini, a native of California, and a former boat battler. Now us older types, who used to get Hull Busters, the old IRCWCC newsletter that DW Fluegel used to publish, should remember these cartoons. These started appearing when Hull Busters was first published, in the early '80s.

I always looked forward to my issue of HB, and always found the cartoons to be quite funny. So in tribute to Joe Salini, and with DW's permission, I am re-introducing the Salini cartoons. There are quite a few of them, so there is plenty to go around. They will appear with only minor editing, to cure the ills of the scanning process. I hope you enjoy them as much as I do!



President's Column

Love it or Hate it is Campaign

By Bob Hoernemann

There are two things you should know about me before you read the rest of this. I think campaign is spelled wrong. There is no reason to have a "g" in the word. So in protest I leave it out. The second is I LOVE campaign. I think it is a great concept and I have a lot of fun when I battle in it. I would like to have more campaign type battles at NATS. Some people are on my side, others wish we would stop having campaign all together.



www.AmericaSupportsYou.mil



Photo courtesy of Hull Busters

The BOD and campaign committee have been talking about how we can make campaign fun for everyone. We know you can't please all the people all the time, but we wanted to know how the membership felt about this battling style. To find out what you thought we asked all of you (from an e-mail) to take a survey about campaign. If you did not get the notice or did not take the survey for some reason and would like to comment please contact me, my e-mail is listed at the front of the newsletter. This article is a summary of the results of the survey. I will try to just present the facts and keep my love of campaign out of it.

There where 44 people who took the survey, not everyone answered every question. Battling styles were: cruiser captain (6), run n gun (13), hug n slug (15), other (10). None of the "other" answers matched each other. Twenty nine people felt they were a yes or maybe for attending NATS this year. Twenty six people have at least one campaign ship (some crazy people have 4), 19 thought they would bring a campaign ship to NATS this year. Twenty people have a secondary warship, 17 thought that ship would be at NATS this year. On a scale of 1-7, 7 people

did not like campaign, 4 people thought it was alright and 31 people liked it. The majority of people (36) are in favor of "Q-ships" (That is a warship pretending to be a convoy ship by using pumps) 7 did not want them. Of 43 people 34 want to keep campaign at NATS. Ten people said they would trade both campaign battles for two fleet battles and 10 said they would trade one campaign for a fleet battle.

There were many written opinions about likes, dislikes and changes...

People liked campaign for: being different than fleet battle (11), getting to use or shoot at a convoy (9), it has more strategy than fleet battle (8), getting reloads for class 1-3 (5), there is a lot going on (5), nothing is good about campaign (3). There were four comments from battlers who have never been in campaign but were looking forward to it at NATS this year.



www.USO.org

www.UnMetNeeds.com

People disliked campaign for: controversy created by not knowing or abuse of the rules (11), there is nothing bad about campaign (9), listening to people complain that they don't like campaign (4) push rule miss use (4), too much waiting around (3). Two people said if they had a convoy or secondary ship it would be more fun. There was one concern about a sunken ship being under water for a long time.

Campaign can be made better by: making targets worth more, resetting them, having them in more than one location (5), a rule set for or banning of Q-ships (3), trying different things at campaign (3), shore batteries (2), a sunken ship recovery rule (2), allow more convoy run points (2). There were two suggestions that in a split fleet NATS the "Off" fleet should run the convoy ships. One person suggested we move a campaign battle to Monday; this has been discussed by the site host, BOD and campaign committee already. One person even wanted campaign to be longer, I'll give you one guess as to who that was.

Over all most people like campaign as it is right now. It does not seem like whole sale changes need to be made to it. There were some good suggestions by the membership, BOD and campaign committee how we can change things to make it better. The committee has the survey information and will be discussing what changes they feel should be made.

The best way to have a better campaign is for every captain to know the rules. Read them on your long drive to NATS. Get to know them so you know what is happening and why. If you find a loop hole like the Q-ships and want to use it, make sure that it will not cause too much pain for others. If your not sure talk to the CD or another veteran battler about it. If you're bored during campaign consider getting a secondary ship or a convoy ship. If you don't want to build one there are a lot of ways to

help your team during the battle. Convoy ships need to be patched; cruisers need their CO2 bottles reloaded, hot thirsty battlers are everywhere and in need of a drink, if nothing else grab my camera and take some video.

Campaign is staying around for now; I hope forever, let's try to have fun with it.



Editor's Soapbox

by Peter Demetri

Lars was kind enough to let me start publishing with this Spring 2006 edition, and I cannot thank him enough for the opportunity!

I've always enjoyed TF144, and I can only hope that I can reach the bar that Lars has set as the baseline for this august publication. Please bear with me during this transition period.

As for future issues, the baton may or may not pass, depending on how the readers, Lars, and myself feel. As with all publications, the reader is the key component, and your satisfaction is our main concern.

As for changes, there will be a few, and I hope they meet with your approval. One of which is advertising, read on before you react to that statement. This publication will remain a "commercial free zone". The advertising I am talking about is the inclusion of three web addresses on the footer of this newsletter.

AmericaSupportsYou.mil, is a DOD sponsored web site that is a clearing house for other various web sites and organizations established to provide aid and comfort to America's service members. USO.org, is the web site of the USO, which provides entertainment & comfort to service members here and abroad.

UnMetNeeds.com is a combined effort of the VFW Foundation and Vermont American (the tool maker, okay one little plug for them), and

provides financial assistance (in the form of grants) to families of all branches of the military, active and reserve. This was originally established to help surviving family members of service members killed in the line of duty, but has been able to expand into a broader financial support program.

Do these things work? You bet! I have a cousin, two son-in-laws, an old squad mate, and other friends that are currently in various states of deployment to Iraq or Afghanistan. All say that support from home is crucial. When one of my son-in-laws, SSGT Luke Plant, was able to come home for Christmas this year (and hold his baby girl for the first time. He was in Iraq when both of his children were born, two years ago & again this year. He has lousy timing), he told me that his platoon had been sponsored by a girl scout troop (sending treats & stuff). This, he said, had a tangible effect on his platoon's morale. Many of them were on their second tour of Iraq, and this time they are in Mosul, which is more isolated than what you'd think. That, and the not quite combat, not quite peace situation, makes for a lousy deployment.

Now, due to the unfortunate politics revolving around the existing conflict, I will be willing to consider removing these addresses from TF144, if sufficient protest is presented. Please contact me in private to express your opinions/concerns, and if we can't come to terms, then I will drop them. Ranting does not constitute protest, so be polite & open to discussion. I'm not trying to cause waves, just trying to pass the word.

Next time I hope not to get on the soapbox as much!

PKD

Model Warship Combat, Inc.

2006 NATs Entry Form

Each person attending the MWC Nationals MUST be a current member in good standing of the MWC as of May 15.

The membership application is available on-line for downloading. **No Nats fees will be accepted after May 27.**

In the space provided below, please list any alternative channels you can move to in order to ease frequency usage.

Additional t-shirts are available. Please contact the Treasurer for more information at treasurer@mwci.org.

For radio channels, please remember that Allies use even numbered channels and Axis are to use odd.

For Radio channels, please remember that as of 2005, Allies use even numbered channels, and Axis are to use odd.

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channel(s): _____

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channel(s): _____

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channel(s): _____

Entry fee (# Captains x \$125): _____

Extra T-shirts (# shirts x \$15): _____ List Sizes: _____

Total Fee enclosed: _____

Please make checks payable to

Model Warship Combat, Inc.

Mail check and completed form to:

Tim Krakowski

1479 Brookcliff Drive

Marietta, GA 30062

(Note: Entry fee includes Captain's banquet fee, add'l family members \$15)

Don't forget to also sign-up on the MWCI webpage! (www.mwci.org/cgi-bin/eventlist.cgi)



Webmaster Brian K. retrieving Nagato. Photo By Georgie



Tim K. retrieving the SC, & soon, the Nagato.
-Brian Lamb



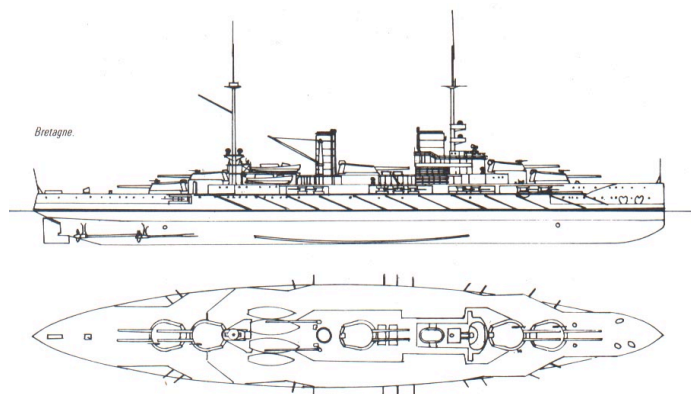
Tim K. retrieving Nagato after his own SC. - PKD



Combat photographer Georgie looking for a good shot.

TASK FORCE 144

17 Lanvale St.
Port Wentworth, GA 31407



"If there is a Way involving the spirit of not being defeated, to help oneself and gain honor, it is the Way of strategy" Miyamoto Musashi – A Book Of Five Rings