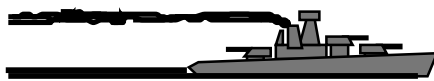
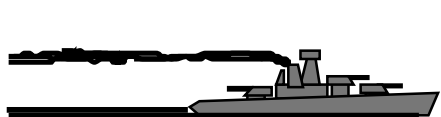


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Spring – 2008

CALENDAR OF MWC EVENTS

May 24-26, 2008

Tangler at Engler Regional

Engler Park
Farmington, MO
Contact: Kevin Kaminski
kevin@ernesttees.com
Sanctioned

July 13-18, 2008

NATS 2008

Veterans Lake
Ramsey, MN
Site Hosts: Bob Hoernemann, Ron Horbul (contact info on BOD page)
Motel: Country Inn & Suites, Elk River, MN. (888) 201-1746 or 763-241-6990. Group rate is \$80/night. Note: the motel's price is arranged for Friday, July 11 through Saturday, July 19, so there should be no problem with those who like to stay Saturday night. Mention "MWCI" when reserving. Must reserve by May 31. If mailing items, contact Ron Horbul. Sanctioned

Sept 13-14, 2008

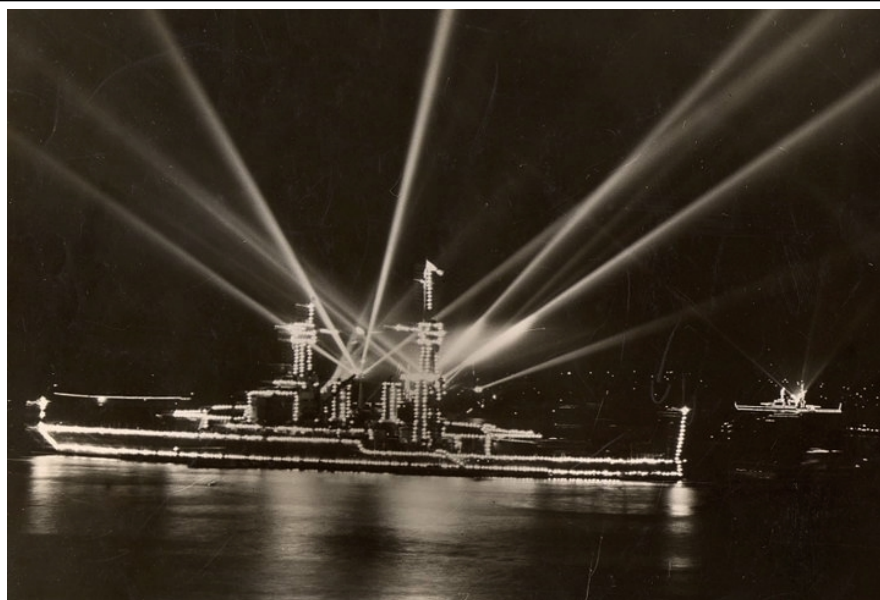
Fall Fray

Ritter Springs Park,
Springfield, MO
Contact: Kevin Kaminski
kevin@ernesttees.com
Sanctioned

Sept 13-14, 2008

California Regionals

Arthur Lake, Arthur, CA
Contact: Brandon Smith
(contact info on BOD page)
Sanctioned



The annual NATS Night battle is coming, is your ship ready?

NATS 2008

by Bob Hoernemann

Is it July yet? It seems like this winter is dragging on forever. As I write this on April 10th it is snowing again. The ponds still have not melted. I'm hoping that by July it will be a little warmer, so that you will not have to wear a sweatshirt during NATS. Here is a little preview of NATS this year, cross your fingers, without snow. The weather should be nice, a lot like Iona in 2005. Typically in Minnesota in July it is 80 to 90 degrees during the day. We do not get a lot of rain in July. There will be no hurricanes or tropical storms blowing through. If we do get rain it should be an evening thunderstorm.

The mornings and evenings should have very little wind. The afternoon should have a pleasant breeze. Since the pond is very large if we get a strong wind out of the south we could have some waves. Make sure you have a good deck seal or roll of duct tape along.

I have been looking for a NATS pond here in Minnesota ever since I attended my first NATS in Houston (2002). I had a couple ponds that looked good, but did not work out. I saw this pond in the paper and made contact with the owner last summer. John Engstrom has owned this farm for many years. Several years ago he started to dig out his black dirt and sell it as potting soil. He hit a spring and pumped the water out for a while, then decided to let it fill up the big hole he had made. On the east side of the lake he made a small park



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dedicated to the veterans of Minnesota. The “Pond” is really a small lake of around 22 acres. We will be using the north side for our battles, where the pond has a white sand bottom that is 3 to 5 feet deep. The water last year was clear enough to see a sunken ship on the bottom, like Iona in 2005. It might be a good year to bring an underwater camera to take a picture of your victims. There are very few weeds. There is a little surface moss close to shore, but a battleship should be able to tear through it. John does have a few tree stumps he has placed in the water for turtles to sun themselves on. We’ll try to mark all of them to help you keep your ship away from them. The shoreline does have some waist high grass around the pond. We are going to cut down some of it but can not cut down all of it. The shoreline slopes up from the pond to the area where the tents will be. The slope and height of the hill is similar to the Iona pond.

We are renting two tents for shade and will have tables and chairs. The chairs will be metal folding chairs and we may run a little short on them. If you can fit a more comfortable chair you should bring it. You will be able to drive right up to the tent to unload your car.

There is no power pond side but we do plan on having a generator on site to be started as need for power.

Our Hotel is the Country Inn & Suites in Elk River 888-201-1746.

Almost all Minnesota hotels have hallways inside and not the parking lot access we like to have. We have asked for first floor rooms for our group. If you do get on second floor there is an elevator for hauling things up. The hotel has a hot breakfast buffet and is about a ten minute drive to the pond.

We have a few smaller hobby stores within 30 minutes of the hotel and a very large hobby store (Hub Hobby) about 1 hour away. I have not seen a good selection of balsa in the smaller stores but there is a good selection at Hub Hobby.

There are many restaurants in the area. There is also a Walmart, Home Depot and other ship supply stores in the area. You should stop by the Ax-man surplus store, one of my favorite places to get motors, heat shrink, magnets and some other neat or sometimes weird parts. Another great place is Battlefield Books, which has a large selection of books on all things military. Out of print and new books are on the shelves. They also have a large selection of old military uniforms, hats, ribbons and other collectibles. Both of these stores are about a 45 minute drive from the hotel. An easy place to spend your Wednesday afternoon.

If you are flying in you may want to stop at the Mall of America. Aces Flight Simulators have F-16 and WWII aircraft to fly in. You can shoot down your friends before you sink them.

We are looking forward to having you all up here for NATS. Please make sure you get signed up on line and send your fee in before the Early Bird dead line is past. If you have any other questions feel free to e-mail me on or off the mailing list. See you in a couple months.



The 2008 NATS battle area. Photo by Bob Hoernemann

Ship Salvage Solicitations

by Peter Kunisch



The sea was tranquil, the wind was quiet, the sun was shining as if for a vacation. We all knew that it was not so and only the calm before the coming storm.

Slow but steadily the mighty forces of the Axis, the dark side advanced toward the enemy, the equally powerful Allied fleet.

War! The one word that sends chills down the backs of Captains and transmits the signal to advance. The ships increased speed, maneuvering for position and soon the guns sprang into action with the distinct sound of power and destruction. All too soon the bilge pumps were called upon to keep the ships from floundering and sinking. The Axis ship, SMS Derfflinger, fell victim to Allied trickery and was manipulated against the shore-line by the mighty battleship USS North Carolina, taking a pounding from the massive guns of her triple turret. The damage was catastrophic and fatal. The gallant crew of the Kaiser's battlecruiser fought bravely but to no avail and the ship started to sink. Heading for shore with the last bit of power the order was given to "Abandon Ship" and the proud warship sank to the bottom.

The call was "Man in the Water", the guns went quiet, the CD signaled "All Stop" and our gallant yong friend Marc Morin went into the water to recover the ship. It was quite a ways out from shore and to indicate the location of the Derfflinger Rick said "Fire your guns."

"Stop' you're shooting my foot!", Marc yelled. It seems that Marc was standing in four foot deep water but only inches from the ship. When the guns were activated to release CO2 as bubble markers the guns even underwater were powerful enough to hurt. Marc brought the ship in to shore for repair in dry-dock and to



SMS Derfflinger is sent to the bottom by Allied gunfire.



Marc does the Mexican Hat dance in an attempt to echo locate the ship.



OUCH! (rumor has it there was an echo!)
photographer Georgi Kunisch who was also hit by a BB smack center on top of her nose.

photos by your brave combat

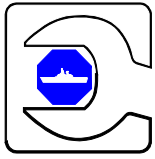
fight another day. Many Thanks again Marc and soooooo soooooo about the ouch.

We all shoot ourselves in the foot now and then but to be shot by a ship after it was sunk is a little far out but absolutely true.



Northampton Refit (a Cruiser Conversion!)

by Brian P. Koehler



Having to maintain 3 ships at recent Regional

Battles (my son and his friend each got ships this year) caused me to pull out my old Northampton class cruiser, the USS Chester. It is easier to service and leaves me more time to help the kids than the behemoth HMS Vanguard. The Chester was my first ship, a used ship that I had refurbished. There were a number of improvements I wanted to make while I used her to support the two kids' ships:

Dual Stern Option:

The Chester had been built with single bow and single stern cannons (I actually liked that bow cannon, but back then I used to practice with it a lot). I decided I wanted the option of operating in dual-stern configuration, especially if trying to drive off a ship hounding one of the boy's battle cruisers. Since this ship still used servo's pushing Clippard MAV-2 poppet valves, the simplest conversion was to change the stern MAV-2 valve to a MAV-3 and use that to drive two pressure actuated (PAV) valves (one connected to each stern gun). This would still leave the other MAV-2 connected to the bow gun for use when I wanted (it would be easy to pin that barrel when I did not).

I first had to install an expansion chamber to help

supply the two stern guns. I used a simple one made from a piece of copper pipe with a cap on each end. I drilled and tapped a union to the cap on each end, and then attached the PAV-3 directly onto each union (see photo B below). I plumbed the output of the MAV-3 into the

'trigger' port of each PAV using a nickel 3-way T connector. The entire apparatus slips in the stern around the two drive motors in one solid piece.

Of course, the PAV-3 valve will now vent pressure INSIDE the dry box each time it fires (causing leaks



Photo A: The altered poppet valve setup for the stern gun.

photo by Brian Koehler

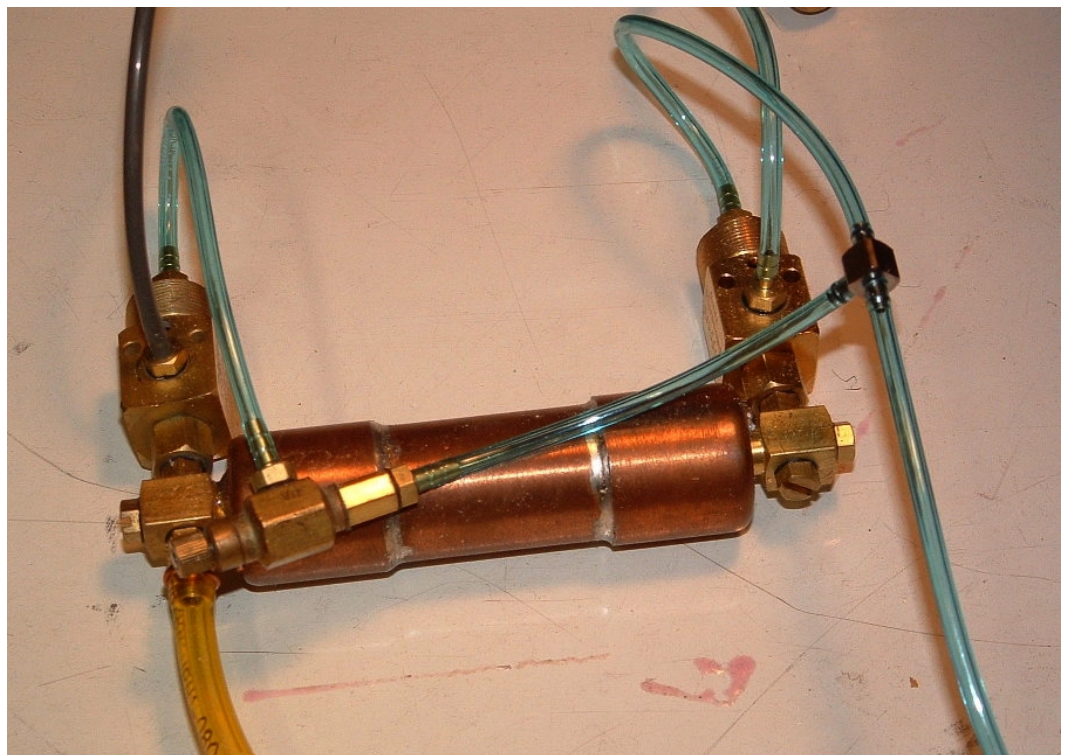


Photo B: The expansion tank

photo by Brian Koehler

or possibly breaking the box). To release pressure, I drilled a small hole in the top side of the box and screwed in a small 1/8" hose barb. I then ran hose from the barb, down the side and under the box.

Quick Configuration Change:

I also decided I would like to keep all three cannons (pinning the one not in use) but be able to switch between bow/stern and double stern, quickly and easily between sorties. I inserted a valve on one branch of the T connector leading to one of the PAV firing the second stern gun. This way, when I wanted to use the bow gun I could very quickly close the valve and unpin the bow gun. It also meant, when using the bow gun, the closed stern gun would not be firing and stealing CO₂ from the working stern gun.

Easier Access to Stern:

My previous ships with double sterns always had straight-magazines that inevitably had to be squeezed under a cross-brace (snagging wiring, tubing, etc) in order to get the deck mounted down to the subdeck. I realized that by cutting the deck out under the hanger and bending the magazines up and in toward each other (to run around the pump motor) that the cannons would rest over the brace and into the hanger (through the hole). This makes it now possible to simply lay the stern section (and cannons) straight down, quickly and easily, should I need to check the rudder servo or the screen on the pump.

None of the changes I made this refit season are aimed at making the ship more combat 'fearsome' (The

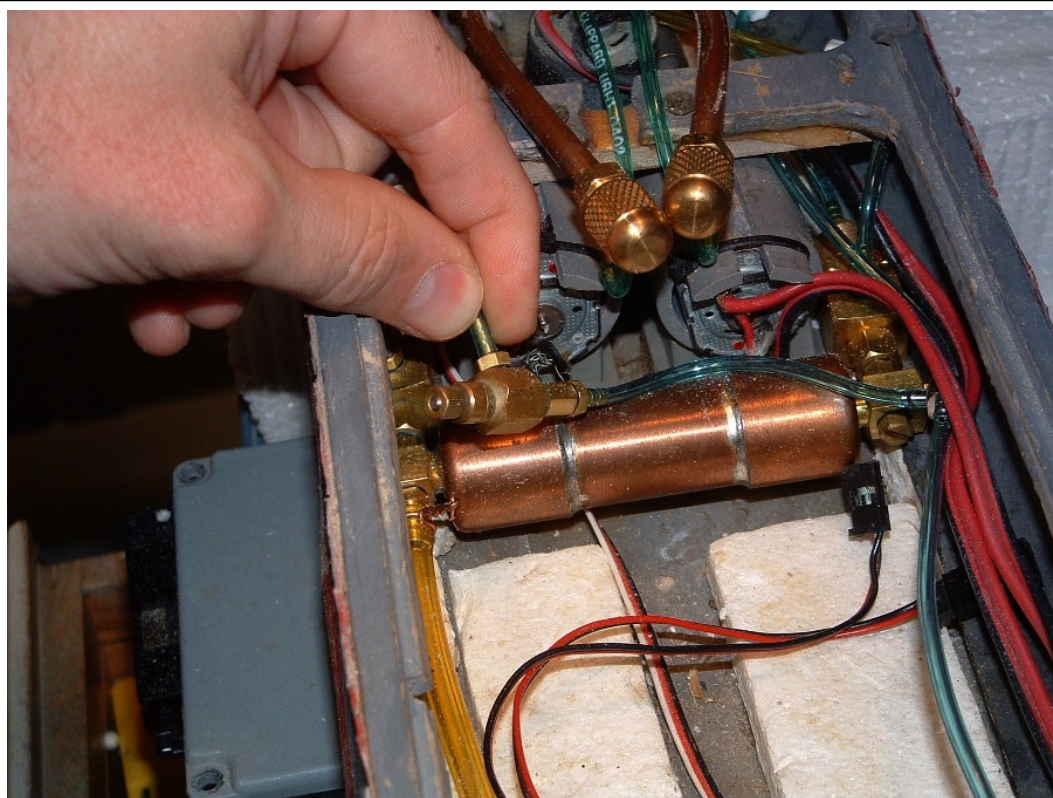


Photo C: The second stern gun shut-off valve.

photo by Brian Koehler

Northampton-class cruisers are already decent ships: they handle pretty well and turn decently, but are still just cruisers). These refits were all aimed at improving access and

ease of maintenance, to leave me more time with my son, his friend, and of course all my other friends in this **Magnificent Obsession!**

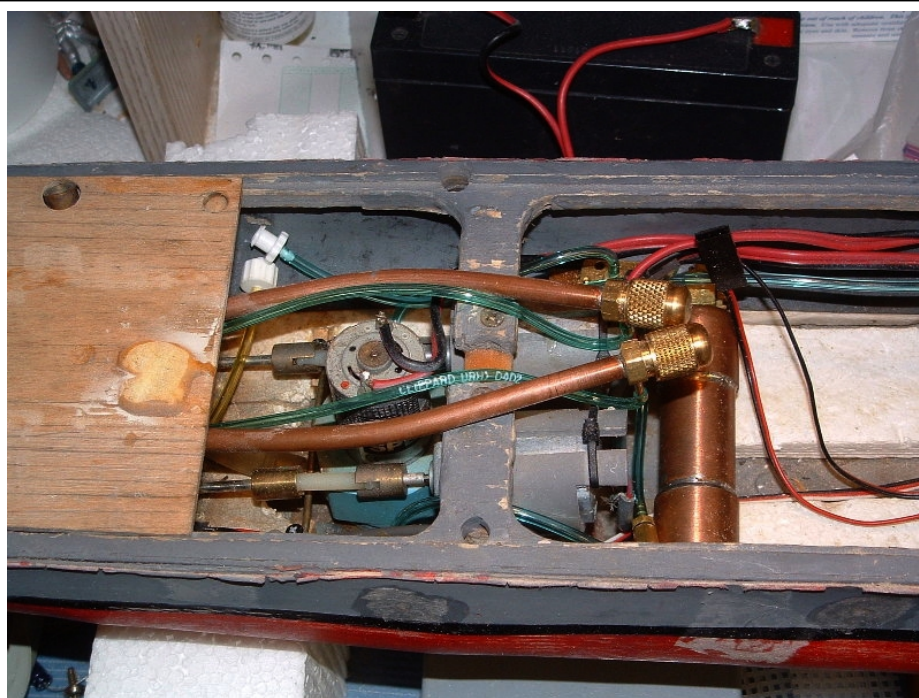


Photo D: The stern gun magazines rest on top of the brace.

photo by Brian Koehler

Need a MAV-3 and only have MAV-2's?

(an easy conversion!)

by **Brian Koehler**



In a recent refit of my cruiser, which still used servo's pushing Clippard MAV-2

mechanical valves, I decided to

opening, so pressure trapped in the line holds the PAV's open).

I found myself in need of a MAV-3, but only had an old MAV-2 that I had thrown aside when it got sticky. The only difference between the MAV-2 and MAV-3 is that the MAV-3 has a hollow pushrod with a hole drilled in the side to vent out the pressure after it is released. Taking

apart my old MAV-2 to clean I realized that its pushrod was hollow just like the MAV-3 and only needed the hole drilled in the side to make it work the way I needed. So I cleaned the parts with a Q-tip and soapy water, dried them with alcohol, replaced the small o-ring around the pushrod (it is just a standard o-ring available at Lowe's or Home Depot),



Photo 1: A disassembled MAV-2.

photo by Brian Koehler

switch to a double-stern configuration (see subsequent article for details). Rather than split the flow of one valve into two cannons, the old standard method was to use a single MAV-3 mechanical valve to 'push' two pressure-actuated valves (PAV's), which would then open and each fire a cannon. They cannot simply be connected to the existing single cannon MAV-2 as, once fired, the PAV's would remain stuck open (the MAV-2's do not vent their pressure after



Photo 2: Partially cutting into the shaft to form a flat area.

photo by Brian Koehler

and reassembled the parts to begin the conversion.

The hole needed to be drilled right where the shaft comes out of the brass MAV body. I first used the cut-off wheel to cut partially into the shaft, forming a flat area (*see photo 2*).

The flat area then made it easier to drill the rest of the way through without sliding off the round rod (*see photo 3*). It is also a good idea to use a small deburring tool to remove any shavings that might clog the valve inside.

This is how the push rod (*see photo 4*) finally looked (I removed it again for

clarity). The hole added in the side is the only part difference between PAV-2 and PAV-3 actuators.

CAUTION! CAUTION!

If you mount your cannon servo inside a water-tight box then you **MUST** add a vent. This MAV-3 configuration will vent inside the box (blowing open the lid!). A one-way valve may be installed, or even just a piece of tubing glued in through the lid that wraps around underneath (to keep water from entering easily).

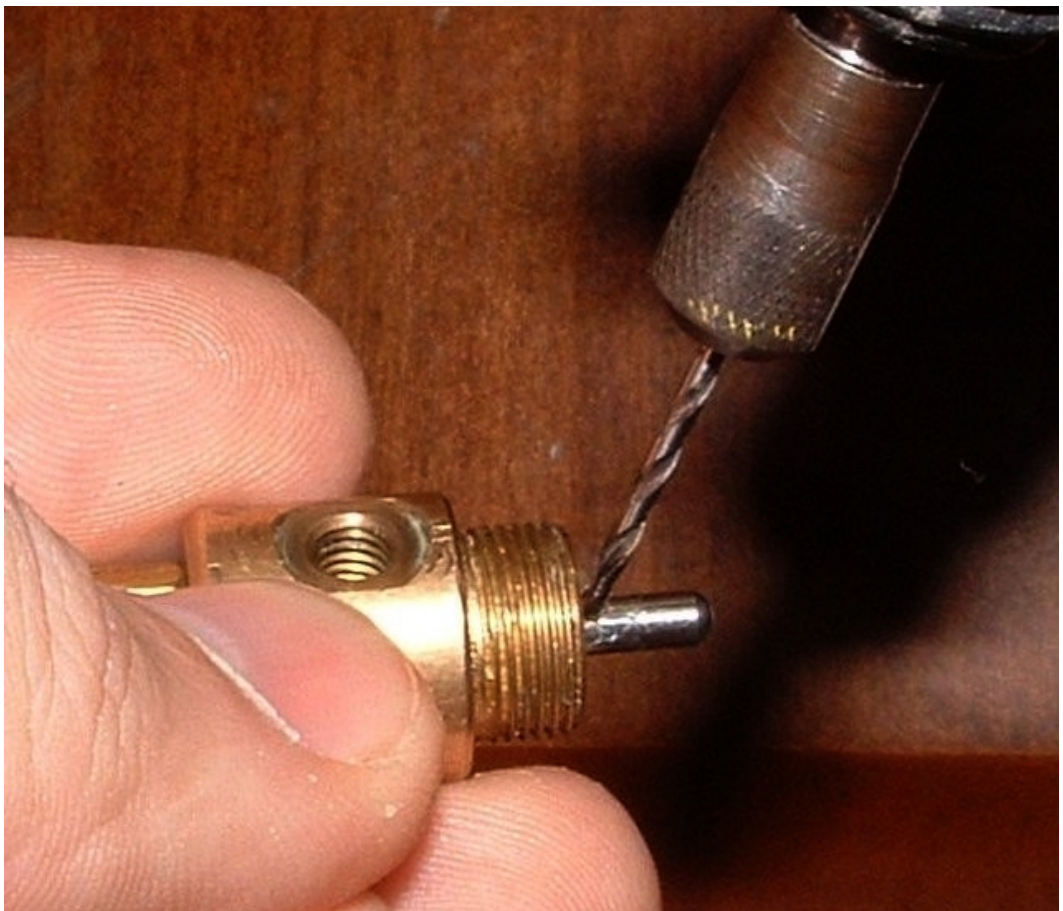


Photo 3: Drilling out the vent hole.

photo by Brian Koehler

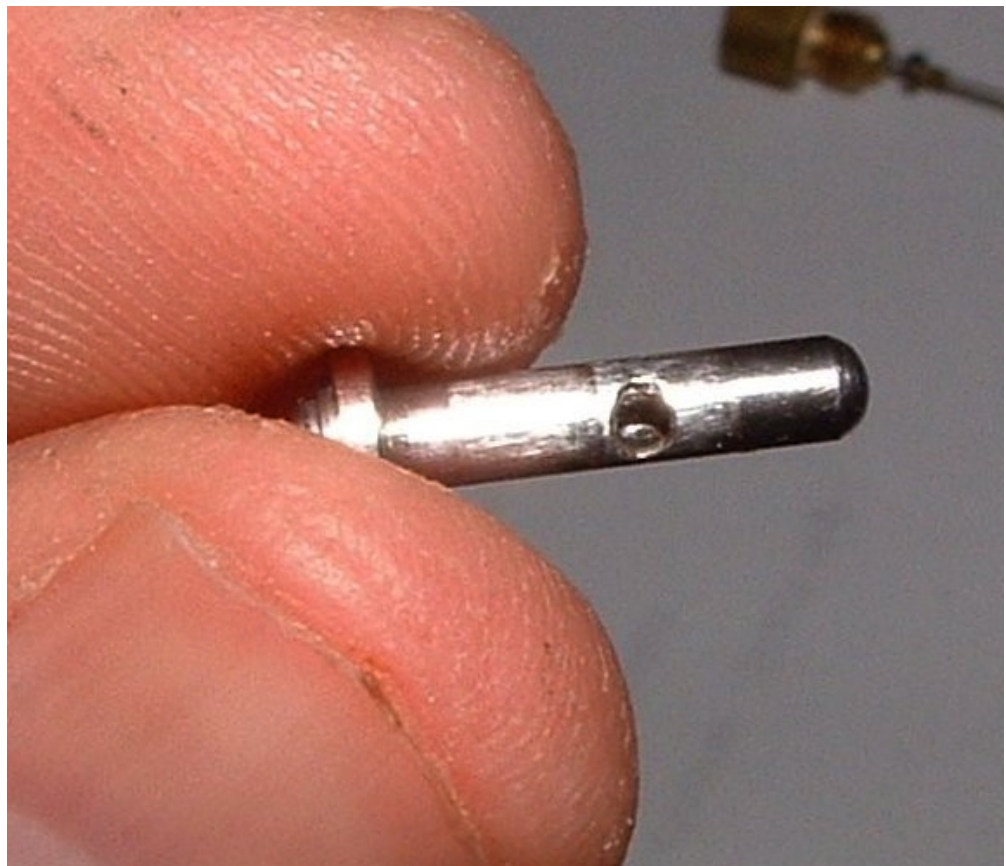
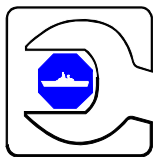


Photo 4: The new vent hole.

photo by Brian Koehler

Requisitioned Boat Items



Some of the most mundane and seemingly boring items can be transformed into great bits to enhance just about any feature on a boat. One of the great things about this hobby is that each individual component of a boat really isn't being used for what it was built for (save for the guns perhaps!). We use batteries from security systems and powered scooters, bottles and fittings from paintball guns, motors from hair dryers and electric cars. Even the boxes that protect our most valuable electronics had no idea they were going to be shot at when they were first cast up in the factory! In this spirit, I've gathered up a few of the items that I've used on my boats that you might not have thought were useful!

The first is for all you Japan-iphiles out there! Come on, I know you have your samurai swords and rising sun ensigns, don't be shy! As you must know, each warship of his Imperial Majesty's Navy carried a chrysanthemum on the bow. A simple way to show this is with a furniture tack epoxied or super-glued onto the bow. You can find them at Home Depot or any larger home warehouse. If you really want to get fancy, there are online furniture supply stores as well but for a quick and easy enhancement, a box of tacks will cost you a couple of bucks and a trip!

Speaking of furniture pieces, you can use the little nuts that hold on glass bulbs to their fixtures to hold down your deck! These are widely available at most hardware stores and come in numerous styles and colors. From a distance, they look like normal pieces of naval architecture but in reality they are a stylish way to keep that superstructure from floating away!

The second neat thing I found was a pack of floral wire from

Micheal's or any crafts store. It usually comes in green, but you can find it in black as well. This kind of wire is great for tying down things without glue, like internal armor or wiring bundles. It's extremely cheap to use and very easy to bend around anything. It's also great to use for rigging, if you're inclined to that sort of thing. It won't break as easily as string and painted black nobody will ever know the difference.

My favorite item in a tube so far this year has to be concrete sealant! I tried it out in my water channeling and have found it to be easy to work with and much less expensive than resin. Plus, when it's dry it's completely waterproof! There are a lot of brands out there, but the kind that comes in a tube seems to work just fine. It has a consistency between a thick milkshake and toothpaste, although it does smell pretty nasty. Applied even in thick layers, it only takes ~24 hours to dry and is ready to be painted or epoxied over, or even left as is!

My last item of extreme usefulness, albeit not in its intended role, are 2-liter soda bottles. (Or pop bottles in certain parts of the country!). Using the empty bottles as internal armor is a very old trick, but I thought it was still



Is it chrysanthemum or carpet tack? You be the judge.

Photo by Brandon Smith

worth mentioning. If you're thirsty and in need of some internal armor for your boat, a couple of 2-liter bottles of your favorite beverage can serve both needs!

There are probably hundreds of other things out there that you use in your boat and the best way to find out about them is to ask around, or even point out the little things on your boat. You never know, you might save someone a headache trying to solve the same problem you already did.

-Brandon Smith

HIJMS Fuso 



Welcome items in the shopping cart.

Photo by Brandon Smith



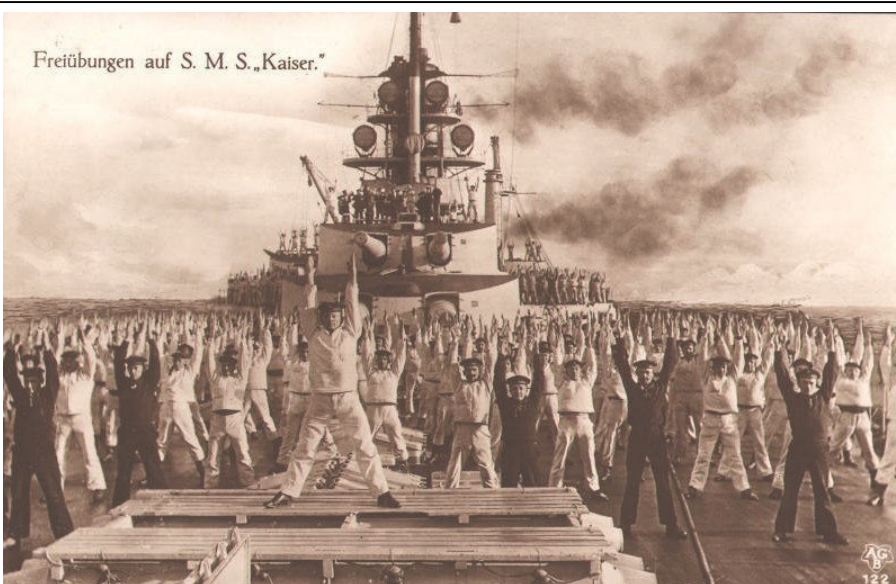
Axis Antics and Morale: Is it just Fluegel or did the Kaiser make him do it?

by Lars, TF144 Ediot

Regular readers of TF144 know that I like to look for offbeat but actual military photos to use in the newsletter, sometimes to add spice, occasionally to add controversy, but also to eat up space as filler. In this issue I have the room to do a little bit with some photos I've been collecting for some time.

We've all been amused over the years with the antics of Herr Fluegel. I always thought it was just him, clowning around in an attempt to improve his own fitness while adding

to the morale of the Axis troops. As you see here, jumping and dancing and all together odd physical activity is part of the common indoctrination one receives in the real German fleet, especially during the Great War.



The Grand Finale in the Kaiser Crew Dance.



More German monkey business.



Isn't Fluegel somewhere in this dancing crowd? Notice the levitating man on the right.



The hands are a little closer together than the other page, but it looks like the same dance!



The hands are the correct width when it comes to sit ups.



D.W is always the winner when the Axis play Musical Chairs.



Here he shows that the proper lift technique is with a sneer!



Here our levitating leader drives the Bremen Convoy team on during a transitional moment in the 2000 NATS.



All that toe-touching comes in handy when your ship's five minutes is up...

MODEL WARSHIP COMBAT, INC

2008 NATS Entry Form

Each person attending the MWC Nationals MUST be a current member in good standing of the MWC. Applications received after June 10 will be assessed a \$20 'late fee'. The membership application is available on-line for downloading.

No Nats applications can be accepted after July 1.

In the space provided below, please list any alternative channels you could move to in order to ease frequency usage. Additional t-shirts and banquet dinner plates are also available. Please contact the treasurer for more information

For radio channels, please remember that 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 Channels(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 Channels(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 Channels(s): _____

Primary Entry Fees*: \$ _____ (# Primary Captains x \$130 * (\$150 after June 10)

Under 18 Entry Fees*:\$ _____ (# Junior Captains x \$100 * (\$120 after June 10)

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

Additional Banquets: \$ _____ (\$15 each additional guest)

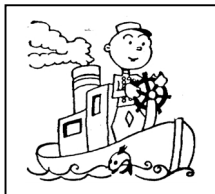
Total Fee Enclosed: \$ _____

* includes Friday Dinner Banquet and one T-shirt
Don't forget to also sign-up on the MWCI webpage!
(www.modelwarshipcombat.org/eventlist.shtml)

Please make checks payable to:
Model Warship Combat, Inc.
Mail check and payment to:

Brian Lamb
1511 Redway Ln
Houston, TX

The President's Column



Fellow Battlers,

While I was at Nats last year I had to catch rides with

different people to get around. I knew I was going to be President so I used this opportunity to ask people their opinions on the M.W.C.I. I am now trying to apply what I learned. Here is what the BOD members have been up to.

1. We have beefed up the recruitment committee and it is now coordinated nationally by Bob Hoernerman

2. Chris Pearce was chosen as Contest Director for the NATS. He is a much respected battler with a lot of experience and will have our full support on any decisions he makes.

3. A new rule was written for the Mogami issue. Thank you all who were involved.

4. Ground work is under way on the super-reverse issue and the compartment issue.

5. We are looking in to setting up a finance committee soon.

There is still a lot to do and I am sure other things will come up. But I don't think we're off to a bad start. If you have any questions or

concerns contact your local BOD member.

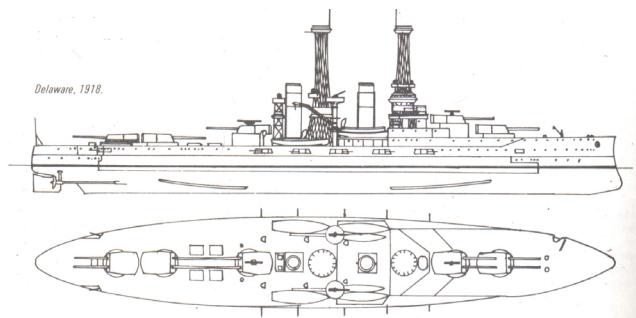
Thank you
Ron Horbul



The next big thing in super turning systems, rudders with props.

TASK FORCE 144

1486 Oakdale Ave.
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In any fight, it's the first blow that counts; and if you keep it up hot enough, you can whip 'em as fast as they come.

-- Lt. Gen. Nathan Bedford Forrest