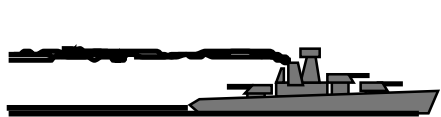


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Summer - 2002



CALENDAR OF MWC EVENTS

July 13th

SCRAP Non-Nats Battle

Silverado, CA

Free, CO2 provided for a small fee

SANCTIONED

Contact: Mike Aono

July 14th-19th

MWC National Championship

Houston, TX

\$110 CO2, Ice, and Brunch provided

SANCTIONED

Contact: Steve Reichenbach

214-454-3528

wtpat2@yahoo.com

Houston North Holiday Inn

1-800-HOLIDAY, or 281-821-2570,

August 30th-Sept. 2nd

Labor Day Leadfest at Trotwood

Winter Springs, FL

Free, CO2 not provided

Unsanctioned

Contact: Rick King

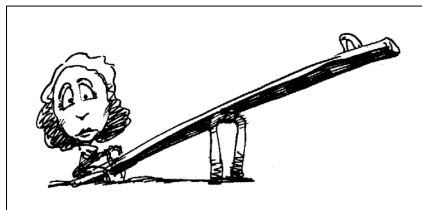
407-322-7750

rick.m.king@lmco.com

Just a reminder that if you know of someone who is thinking of attending Nats and has not yet renewed their MWC membership, I have to receive the membership renewal not later than July 1, 2002. I can receive Nats fees Sunday at the site, but our bylaws say you must already be a member. Hence the July 1 deadline. That gives me time to respond and create the membership packet, etc. - Ted Brogden, treasurer

A ROOKIE BATTLER: A WIFE'S PERSPECTIVE

by Dawn Lamb



When my husband first told me he was going to build a boat and shoot other boats with bb's I had to stop and try to get a mental picture of what he was talking about. I figured he would build a small model boat, you know, like the ones you get at Wal-Mart or the craft store. I couldn't figure out where the bb's came into play but I figured "Hey he knows what he is doing." A few weeks later a rather huge box arrived addressed to my husband. I had heard about this hull that he had ordered and knew that he was anxiously awaiting its arrival. Once I saw the size of the box I knew I was in for something much bigger than I had pictured in my mind. As the days went by more and more stuff continued to arrive in our already crowded apartment. The workbench was being built, the

things for his boat were unpacked and inspected and played with for hours on end, just like a kid at Christmas. The events of the building of the bench and the boat were posted on a web page for all who were interested to see. Then I knew this was just not some passing interest and we were in this for the long haul. Now I say "We" because no matter how much he says this is his hobby it affects the entire family in one way or another. The children are interested in the building and sometimes destruction of parts of the boat, and I, the loving wife who does not begrudge her husband one moment of pleasure and fun in his new found hobby has to deal with the mess that the sawing and soldering and sheeting and painting makes. He talked a great deal about the rules



Just what kind of bottom dwelling, ship-torturing creatures are these fine ladies getting hooked up with?

Photo by Lars



MWC OFFICERS and Board of Directors

President-- Charley Stephens

1917 Bolado Pkwy
Cape Coral, FL 33990
941-772-3097 (home)
941-574-3208 (business)
WingMan174@aol.com

V.P.--Bryan Finster

PO Box 297
Bentonville, AR 72712
bryan_finster@hotmail.com

Secretary-- Lars Dahl

1486 Oakdale Ave.
West St. Paul, MN 55118
651-450-0275
lsd@planet8.tds-eagan.lmco.com

Treasurer--Ted Brogden

1703 Quail Valley
Iowa Park, TX 76367
940-592-5066
tedbrogden@aol.com

Chris Au

20461 Northville Place, Apt. 2219
Northville, MI 48167

Curly Barrett

2613 Wheeler St.
Roseville, MN 55113
651-639-8329
barre010@tc.umn.edu or
jbarrett@gillettechildrens.com

Tim Beckett

1945 East Clinton Trl
Charlotte, MI 48813
517-749-4308
beckett@msu.edu

Dana Graham

5411 Bayridge Rd
Rancho Palos Verdes, CA 90275
310-512-0555
danahgraham@cs.com

Chris Grossaint

6384 S.Dexter St.
Littleton, CO 80121
303-694-1607
grossaint@avaya.com or
csg2@ix.netcom.com

Richard King

157 Canal St.
Sanford, FL 32773
407-322-7750
rick.m.king@lmco.com

and regulations. How big a ship can be, how many guns, how much it should weigh, what type of ship it can be, the battles, the rules of the battles. I have to admit that during most of this talk I would tune him out and do the obligatory "Uhuh." "Hmmm" and "Oh yeah? Really?". I never knew how much of the information he was telling me really sunk in until we (Yes that ever present we again) were at our first battle.

Before the boat was even completed we loaded the kids into the truck as well as the boat and ventured to Dallas to watch a battle. He was there to look at the boats, pick some brains, get some pictures, meet people and see how a battle was run. I was there to, well to be honest I don't really know why I was there, but I was. The kids and I stayed until lunch time and then promptly found a hotel room and stayed there until my husband returned after the second battle, far longer than I expected him to be gone. He was so excited about what he saw, what he found out and what he learned that our conversations that evening and on the way home consisted of him talking about all the things he learned and myself once again doing the obligatory "Uhuh" and "Yeah? Really?". I vowed at that time to never return to another battle, at least not in the middle of August in Texas. He ventured again to Dallas but this time with our oldest child in tow who has vowed that one day she will build a pink boat so she can shoot Daddy, or shoot whoever has shot Daddy. My husband's eyes lit up at the prospect of finally finding someone that shares his deep interest in this hobby within the confines of our happy little home.

The boat was nearing completion when we began the task of buying and moving into our first home. At last! The boat had it's own area to live and clutter up...the other half of the garage. However parts of it found their way into the house as

my husband would work on it inside in the coolness and good lighting of the dining room. Now I have to admit that as the boat got closer to completion I was beginning to see it and the hobby in a totally different light. At first it was just a hobby that my husband was spending a lot of time and money on that could have been spent on me and the kids. But then this view changed into looking at it as a way for my husband to make some really good friends, challenge his brain and keep him occupied on the occasional weekend or evening when I wanted some time to myself. What could be wrong with that right? Nothing as I have learned.

Now the boat was complete and it was time to test it out. He got together with others in the area for a test session, not a battle, just a test session. He came home grumbling about major problems his boat was having and needing to get them fixed before we ventured once again to Dallas for the boats first real battle. Even though this was not a true battle, the boat took damage, as I knew it would. My husband came home and showed me the holes in the hull with a hint of pride and sadness in his eyes; his baby had battle damage. He repaired the damage, fixed a few of the problems with a few well placed phone calls and a few boxes coming in via mail. Then it was time to weigh it for the first time. Uhoh, it was over by 10 ounces. A few more well placed phone calls and another box or two delivered via mail helped eliminate most of that problem. We once again packed up the kids and the boat and made the trip to Dallas. (Yes I had said that I would not go to another battle, but I had incentive this time...my in-laws were going to be there and we were only minutes from a shopping mall. I had plans other than sitting and watching boats shoot at each other.) We got to Dallas Friday evening and descended upon a Dallas resident and his family with all the kids and boat paraphernalia.

Our gracious hosts invited us to eat with them and spend the night there as well. Picture this, two grown men out in the garage with the music going working on their boats, two wives in the living room talking for hours on end and enjoying every minute of it and 6 girls, yes you read that right 6 girls ranging in ages from 4-13 having the time of their lives. Then way past everyone's bed time two more captains joined our happy little party. Now picture this one, four men outside in the garage discussing and critiquing boats, two wives still in the living room talking and 6 girls all passed out in one room. The men finally joined us, six hours after starting the final work on the boats, and we all decided it had been a long, yet totally enjoyable evening, and it was time to go to bed. Saturday dawned bright, well not really bright, but very early as the men sat around the TV watching the weather report and hoping the storm headed our way would hold off until that afternoon so they could get two good battles in. The boats were loaded and we made the trip to the pond where the battle would take place. The area quickly began to fill up with tables, chairs, ice chests, tool boxes, boxes, people...oh yes, and boats. Admirals were named, sides were discussed, guns were tested and adjusted, motors were tested and adjusted or rewired on the spot, strategies and orders were delivered and it was time to battle.

My in-laws showed up just as the boats were assembling on the edge of the pond to be placed so we got them set up and comfortable (as comfortable as you can get pond side) and the boats hit the water. I pointed out our boat and explained the basic idea of the battle. I explained the 5 minute rules as best as I could as well as some of the other rules that were escaping that black void that I had pushed them

into. I pointed out the captains that I knew and what ships they were battling with that day. As I said before, I really did not know how much of this information I had actually retained until it started spewing from my mouth as I was trying to educate those with me on the hobby. The boats came out of the water after the first sortie and damage was tallied and problems were fixed or at least looked at to



Always eager to please the ladies, the Baden rolls over.

Photo by Chris Au

determine if the boat was able to go back in for the next sortie. The boats once again hit the water. The battle raged on with my husband calling 5 as soon as he hit the water. The damage he had taken in the first sortie would not enable him to battle with much efficiency this sortie but he had his boat on the water and was one proud captain. Damage was once again tallied and a look at the skies determined that there would be no lunch break so that one more battle could be fought before the skies opened up. At this time the plaintive pleas of my children for lunch warranted a trip to McDonald's. We left the captains patching their damage, sucking water out of their hulls, reloading the ammo, and having a wonderful time. We arrived back just in time for the second sortie of the second battle. By that time the rain was ready to drop buckets on everyone but the faithful captains would not let a little rain hurt them. They put the boats on the water as the spectators and those not able to battle that round started helping the captains by packing up gear and

tables and chairs. The battle waged on. Some of us, ok me and my father-in-law were watching the battle of the cruisers that was taking place. As we listened to each firing of the guns and each "thwack" of the bb hitting the hull I kept imagining the look in my husbands eye the first time his ship took damage. I knew this time would be far worse than before. When they finally got the boats off the water, with the rain

starting to drop rather large fast drops on us we started to count up the damage just to see what was there. I counted one side and he counted the other. I halfway dreaded telling him how many holes I had counted above the line but I knew he would find out sooner or later so I told him "19 above, 1 on". (Boy I sure did pick up the lingo rather quickly as well) Final count on the entire day was 33/4/6. That doesn't

include the too numerous to count shots on the superstructure, where we found a souvenir firmly imbedded in one of the decks.

All in all we had a great weekend, and yes I do mean we. Our first battle was a success for the most part and we know what problems need to be addressed and worked on (including the discharge of the gunnery crews that did not follow orders to shoot AT the other ships but shot OVER them or at superstructure). And yes, once again I say "we" because as I said this is a family hobby no matter how much people say it isn't. You can't help but watch with even the slightest bit of interest and learn something, even if it is that Fluegel's Baden sure looks pretty when it is rolling over on its side, beginning to sink. (The Simpsons did survive and live to battle on for the glory of the Axis)

Dawn Lamb
The Rookies Wife
FS Duplex



NATS NEWS FLASH

by Steve Reichenbach
Site Host

Only a few more weeks to NATS! Wow, am I excited! We are going to have a great turnout this year, and a fantastic time from seeing friends on Saturday and Sunday, to the final good-bye's after the award banquet on the USS Texas. Consider this article a keeper... your survival kit for getting to 2002 NATS in Houston!

1) Where do I go?

Everyone needs to plan to arrive no later than Sunday morning at the Holiday Inn - Houston North. The address of the hotel is 16510 I-45 North, Houston, Texas 77090. The airport is located only a short distance from Bush Intercontinental Airport, on the North side of Houston. A shuttle is available by calling the hotel at 281-821-2570.

2) I'm driving... how do I get there?

If you are driving into town from the I-10, take the 610 loop north to I-45. You will drive north of beltway 8, then a few more exits to Richey Road. Stay on the feeder road, the hotel is on your right.

If you are driving into town from the northeast, using Highway 59, take the Beltway 8 exit just south of the airport. Take Beltway 8 west to I-45. Go north on I-45, exiting Richey Road. Stay on the feeder road, the hotel is on your right.

If you are driving into town from the north, using I-45 from Dallas, take the Richey Road exit. Stay in the left lane, and make a U-turn under the freeway. Go north on the feeder road, the hotel is on your right.

3) I'm there... where is the pond?

From the hotel, take the feeder road north (one-way traffic) and make a U-turn to get onto the south-bound feeder road. Merge left onto I-45. Take I-45 south a few

exits to Beltway 8 (towards the airport). Exit JFK Blvd (to the airport). Turn right onto Greens Road. H&H Ranch is on your right. The pond is accessible from the parking lot on your left, closest to Greens Road.

4) Where and when is the captains meeting?

The club will be using a meeting room in the hotel for the captain's meeting. Please plan to meet at 1:00pm on Sunday. The front desk will be able to direct you to the meeting room for the "Model Warship" group. As you enter, be sure to pick up your "Captain's Welcome Packet".

5) How will we get from the hotel to the USS Texas?

We will be taking a van inventory at NATS during the Sunday captains meeting, and then will hand out maps to Battleship Park for all the drivers. We will need to leave by 3:30pm on Friday, to take full advantage of our private access to the battleship. The dinner will be at 6:00pm on the deck.

6) What about meals?

Lunch is provided for each captain on Monday, Tuesday, and Thursday. Dinner will be provided at the banquet on the USS Texas. Captains are "on their own" for the other meals. A list of restaurants will be handed out at the Sunday captains meeting. Cold drinks will be provided all week.

7) What do I pay for a visitor who will not be battling?

Meals are \$5 per day for lunch, and \$15 for the award banquet. Send checks to our treasurer, Ted Brogden, along with a note or entry form.

8) I'm flying in. Can I ship my boat?

Yes! Brian Lamb has graciously agreed to receive shipments at his house in south Houston for any battlers flying in to the event. Brian and I will ensure the packages are at the captains meeting on Sunday. For more info, contact Steve Reichenbach (see number 9, below).


9) I've still got questions. Who do I call?

Please contact me, Steve Reichenbach, so that I can direct you to the site hosting committee member best equipped to help you. My contact information is:

Steve Reichenbach
cell: 214-783-0044 or 214-454-3528
home: 972-335-0268
email: wtpat2@yahoo.com

Steve also posted these two notes on the members email list:

A) Any members who would be interested in a room mate, but have not found one yet, please contact me as soon as possible. I would like to create a list of people looking for a roommate, and will help put you in touch with each other.

B) Any members who need to ship their gear to NATS, please email or phone me ASAP. I want to ensure you have the shipping address so we can be prepared to receive your stuff in Houston, and deliver on Sunday to the hotel. 



In the icy north where things are brittle,
A double ram can crack your middle.

Photo by Ron Horbul

CONSTRUCTION OF THE "Lego" ROTATE SYSTEM by Peter Demetri



In the pursuit for ever more effect and reliable rotate systems, I happened upon a Lego

helicopter kit. In the kit are all sorts of gears and splined drive shafts. There has to be a way to use this stuff, and here it is.

control horn/gear assembly attached to the "C" piece and attach to the base plate (item C). Take careful note of the offset of the control horn when the servo is attached. The shaft of the servo must be in-line with the rotate shaft, so that the centerline of the servo is 90 degrees to the centerline of the rotate axis.

Assemble and glue the smaller gear to one of the splined shafts (shaft can be long and trimmed later) (item F).

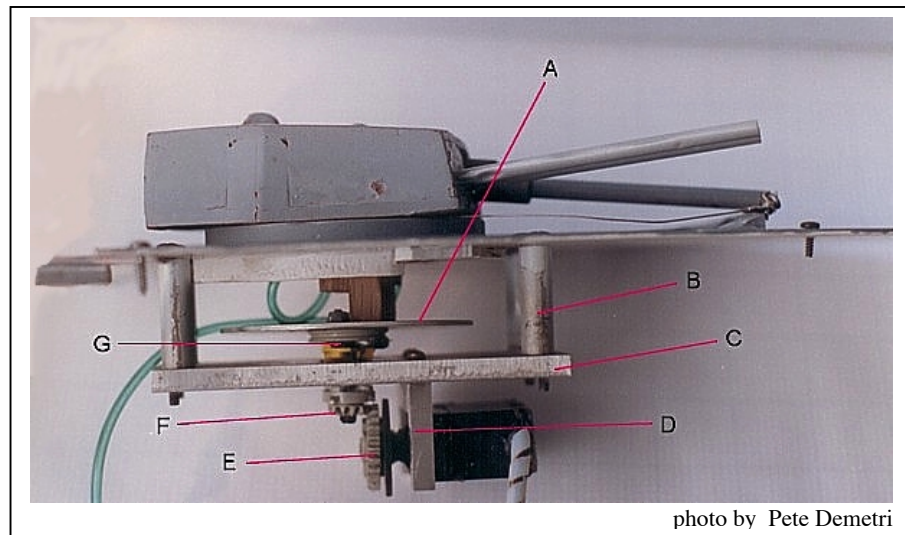


photo by Pete Demetri

Select the material to use for the base plate (item C). In this example, I used 1/4" aluminum plate. There are two pieces required, one for the base and one for a "C" clip to attach the servo to (item D).

Attach the larger gear to a servo control horn (item E, and make sure to center it!).

The base plate needs a hole to accommodate the rotate shaft that will be centered in the barrette. I drilled a .125" diameter hole and put in a piece of brass tubing to act as a bushing. I centered this in the barrette and drilled the deck attach points for the base plate.

Cut a smaller piece of aluminum in the shape of a "C" (item D), it will be used to attach the servo to the base plate. Drill two holes in the base plate to attach the "C" piece. Match drill the "C" piece to the two holes drilled in the base plate, and tap for screws. I used 4-40 screws. Attach the servo, with the

Remove the servo or the servo and "C" piece in order to insert the smaller gear/shaft assembly. Insert the smaller gear/shaft assembly (item F) and re-attach the servo/servo assembly. You may need to add washers to shim the smaller gear to meet the larger gear. Rotate the servo head to see if there is binding between the gears. If there is binding, slot one of the holes that attach the "C" piece in order to adjust the servo assembly alignment.

I fabricated a disc assembly out of aluminum (diameter smaller than the barrette inside diameter, item A) that I could attach stuff to and would, in turn, attach to the spline shaft. I took another non-gear spline disc, attached it to a larger plastic disc (item G) and screwed that to the aluminum disc. There is a hole in the aluminum disk to allow some excess spline shaft to pass through. This disc assembly is just pushed on to the spline shaft, no pins

are required because there is a certain amount of interference between the plastic parts.

Consider the placement of things underneath the barrette which need to clear the servo. Use screws and spacers (item B) of desired length to attach the base assembly to the deck, again, check clearance for the servo. Insure that there is enough clearance between the disc and the deck to allow the CO2 line to pass through.



HULL BUSTERS 1746

by Fluegel

Years ago I said "you get into the hobby for the ships but you stay in the hobby for the friends". Well, that truth revisits me from time to time. This is one such time. Upon returning from Nats last year my wife gave me some bad news, she was going to be laid off from work. About 3 months ago I realized that I was not going to Nats unless my wife found her job soon. I literally had some sleepless, sad days and nights upon excepting this idea. I think I take a lot more pride in being the only active founder in the hobby than I realize. Well, this is the good part, my friends got together and paid my Nats entry fee, my club fees, my motel room, and gave me \$125 spending money!

You probably would never have herd of this kindness, I wonder how many go uncelebrated? I come to every Nats so excited to see my friends, tell some lies, laugh, teas and be teased, eat, swim, collect some potential new and wonderful friends, go to church, feel loved, and battle. This year, the best part, the friend part, is even stronger. Though I know of three contributors to the..... send Fluegel to Nats fund, I also know there are some anonymous contributors. To all I really want to say thank you! I care to come because my friends will be there, and oh, the ships are cool too.



Salad Shooter 2002

by Joshua Bruder

The weather was perfect for battling in Atlanta, GA. Battlers came all the way from Mobile, AL, and Tampa, FL, to battle and see good friends. The battling began on Friday, June 7th. For the morning battle there were two teams. On the Flags were, Joshua Bruder (Lutzow), John Bruder (Zara), Jacob Bruder (Von der Ton), Joel Goodman (Indiana), and Tony Stephens (Musashi). On the No Flags were, Brian Koehler (Chester), Peter Kunisch (Andrea Doria), Rick King (Scharnhorst), Tim Krakowski (Fuso), and Charley Stephens (Yamato).

After much preparation the first sortie began. Immediately, the Zara and the Lutzow took off after the Chester and the Andrea Doria. The Chester responded by charging the Lutzow and firing its bow gun. The *plink-plink* of bbs striking balsa was clearly heard. Meanwhile, Tony and Joel went after the Fuso while Charley did his best to harass the attackers with his double bow guns. The VDT and Scharnhorst joined the fray after a short time chasing the other team's cruisers. It would not be the last time. After an almost constant pounding from Tony and Joel the Fuso went under. Shortly after, most of the big boats called five and the cruisers screamed in to do some damage. The cruisers eventually ran out of ammo and called five. The first sortie was complete.

After rearming and some patching by Tim, everyone got on the water for the second sortie. Battle was called and like the first sortie, the cruisers went at it again. The VDT and the Andrea Doria traded side mounts and maneuvered for a better position. The Fuso's pump wasn't working well, and it immediately became the center of

attention. After receiving nearly every bb the flags could give it, the Fuso went under a second time. The battleships called five and the cruisers moved in again. After a short time the last ships called five. The sortie and the battle were over. Victory went to the Flags.

After breaking for a wonderful delivered lunch, our thanks to Tim's wife, and patching, the second battle began. Marshall Barrash (Chicago) arrived during lunch and he was added to the No Flag team. Battle was called and the cruisers went at it again with the Andrea Doria and VDT fighting

and pumped everything the Lutzow had into the bow of the Chicago. He came off five without sinking but with a bow full of bbs. Shortly after the Chicago came off the water every one called five and the second sortie ended.

The third sortie began after Marshall discovered that his rudder wasn't in properly and that he wouldn't make it in the last sortie. The sortie finally began and battleships took off to engage each other. The cruisers exchanged shots but were keeping their ammo to help sink or save a ship in trouble. This time came when the Fuso began to

list heavily to one side. After a brutal fight in which every ship took damage the Fuso went under a third time. I then called five and realized that I was the only flagged ship on the water. All of the remaining No Flags, Charley, Peter, Rick,



Daniel Cook: "It followed me home, Mom,... Can I keep it?"

Photo by Noel Cook

along the edges of the cruiser match. Charley harassed Joel every time he came near the Fuso. After a while everyone was out of ammo and the first sortie was over.

The second sortie began similar to the first with some small differences. The Chicago was experiencing some rudder trouble; it would only turn in one direction. Marshall called five out of control and the Chicago kept turning until it beached. After that it became the center of attention for both fleets. I maneuvered the Lutzow into position only to be driven off by Charley and his monstrous Yamato. Joel came in and distracted Charley while I maneuvered the Lutzow into position a second time. This time Charley was off chasing Joel, so I moved in

and Brian on five, started to chase me all over the lake. Only my cruisers superior speed saved me from having to go swimming. After my five was up, everyone came of the water and the first day of battling was over. After scores were taken it turned out to be another Flag victory.

Saturday, June 8th, the second day of battling. After a short meeting the teams were decided. Everyone would remain on the same team with some additions, the Flag team would get Janet Jackson (Espana), but the VDT had a dead rudder servo and had to go to the bench for repairs, and the No Flag team would get Noel (Gniesenau) and Daniel Cook (Graf Spee). The first battle was called shortly after

the teams were decided. The cruisers once again took off after each other. The battleships traded side mounts while the slower boats maneuvered into positions against each other. The Espana was the center of attention for most of the battleships. After a merciless pounding by Charley's Yamato, the Espana went under. Shortly after the Espana went under everyone called five and the first sortie was over. It looked dark for the Flag team.

The second sortie began after a short reloading. The VDT came back in place of the Espana. Battle was called and the battleships took off. About half way into the battle, the Graf Spee began experiencing problems. The ship just went dead in the water. Warships immediately swarmed the Spee. I maneuvered the Lutzow in and fired my dual sterns into the bow of the Spee. The Musashi emptied its side mounts into the Spee and so did the Indiana. To everyone's surprise, the Graf Spee came off five without sinking. The Spee didn't sink but it had been severely mauled. While the Spee was being mauled, the Zara, blocked from view, was slowly reversing itself to the bottom of the lake. Shortly after the Spee came off five, John realized that the Zara was going under while he was watching the melee around the Spee. Daniel was kind enough to retrieve the Zara for John. Everyone was out of ammo after the fray around the Spee. The first battle ended in what looked like a No Flag victory. However, after the score was tallied, it showed that the Flag team had won this battle due to the pounding the Spee had taken. The first battle of the day was over.

After a break for lunch, the second battle of the day got under

way. More captains had arrived during lunch and the teams had to be modified a bit. The Flag team would get Dave Crowder (Kaiser) and Lou Meszaros (Yamato). The No Flag team would get the Admiral Scheer, driven by Dave Evans, and Marshall Barrash (Chicago). Joel and Tim switched teams and the Espana returned to the battle scene. Battle was called and the Cruisers took off.



With two cowboys tied firmly to the stake, the Indians came to apply 'a little sauce'.

Photo by Noel Cook

The Chester and the Chicago kept the Lutzow and VDT away from the Andrea Doria. The Yamato and the Indiana made short work of the Kaiser and it just rolled over. With most of their ammo spent, the battleships backed off and called five. The first sortie was over.

Battle was called quickly, and the second sortie began. The Fuso still had some pump problems, and was immediately attacked. After a very short attack by the Yamato,

the Fuso went under. The cruisers harassed each other and the battleships backed off after calling five. The second sortie ended with no other sinks.

At the beginning of the third sortie, nearly every ship except the cruisers were hurting very badly. The Musashi was especially hurting. The Musashi was also experiencing electrical problems. Every No Flag battleship swarmed the dying battleship. After a long and merciless harassing by Charley and Joel, the Musashi went under. After the Musashi went down, the VDT and the Lutzow were the only Flagged ships on the water. Every No Flag ship on the water began to chase the VDT. However, Jacob managed to out maneuver every attack the No Flags made on the VDT. After the VDT called five, the target ship switched from the VDT to the Lutzow. I instantly called five and ran for my

life. I came off five, and the second day of battle was over.

Sunday, June 9th, the final day Salad Shooter 2002. The teams had changed a lot since Saturday. On the Flag team, Dave Evans (Scheer), Janet Jackson (Espana), Rick King (Scharnhorst), Tony Stephens (Musashi), Tim Krakowski (Fuso), Joshua (Lutzow) and Jacob (VDT). On the No Flag team, Brian Koehler (Chester), Charley Stephens



The wounded Scharnhorst of Rick King tries to lie low, but still has a bite.

Photo by Georgi Kunisch



Pirate Pete Kunisch's Andrea Doria starts to slip under, with the skulking Scharnhorst of Rick King soon to follow

Photo by Georgi Kunisch

(Yamato), Peter Kunisch (Andrea Doria), Joel Goodman (Indiana), Daniel (Graf Spee) and Noel Cook (Gniesenau).

For the first sortie, Dave, Janet, and I made an attack plan. The Scheer and the Lutzow would attack and herd the Andrea Doria into the guns of the Espana. After battle was called, we put our plan into action. We harassed the Andrea Doria for a while, and then the Musashi and the Scharnhorst joined in the attack on the Andrea Doria.

During the chase, the Espana became beached. Daniel noticed this and immediately called Charley over. Dave, seeing the Espana's doom in the oncoming Yamato, laid the Scheer in front of the Espana. After a short but brutal pounding from Charley, Dave declared the Scheer sunk. While the Yamato was pounding the Scheer, the Indiana was harassing the Fuso. Tim turned his toward shore. After a short chase the Fuso went under for the last time. By the time both melees were done,

the Andrea Doria had taken a pounding and Peter realized that he had become the target for the entire Flag fleet. The first sortie ended without further incident.

After some rearming and patching by Dave, the second sortie began. The Fuso wasn't able to make it in and the Espana and Scheer had to come in late. Battle was called and the entire Flag fleet took off after the Andrea Doria. Peter did his best to run. He managed to do major damage to the Scharnhorst before the Andrea Doria finally went down under the combined firepower of the Lutzow, VDT, and the Musashi. Just before the Andrea Doria went down the Scharnhorst succumbed to the damage it received during the chase after the Andrea Doria. After the Andrea Doria went down, the Espana and the Scheer came and moved in on the Indiana. The battle came close to shore after the Musashi seemed to be going down. Then as the Indiana closed to side mount the Musashi, the Espana got in the way. *SMAACK!!* The Indiana plowed right into the Espana. Instantly the Espana rolled over and sank. Joel immediately went in after the Espana. After the Espana came out of the water the melee resumed around the Musashi. The Musashi came off five without sinking. After the Musashi came of the water, the battle wound down to a few ships just shooting at each other for the fun of it. The second sortie was over.

So ended Salad Shooter 2002 for me. Some people stayed at the lake to battle, but my family and I had a seven-hour drive ahead of us. Now it is time to resheet the family fleet. Next stop, NATS 2002!!!



Editor's note: A special thanks to Peter Kunisch who express mailed me another two (2) copies of Georgi's and Noel's photos in time for this issue, after I 'killed' his first photo CD.



With a "Never Say 'Die'" attitude, Peter Kunisch, with systems blowing all over the sinking Andrea Doria and the ship under hostile fire, struggles to repair a power coupling that just may save the ship...

Photo by Noel Cook

Becoming an MWC significant other

by Trista Smith



It starts out small. You are dating a great guy, and you hear about this "hobby". As you listen intently, it begins to dawn on you that this sounds like a really neat pass time. Apparently, he builds ships to scale. And not just any ships. Battleships. Complete with guns. That shoot! Hummmm. Sounds interesting.

Okay, you think to yourself, how does this work? All you have to do is ask, and you are caught up in an excited explanation - most women's eyes begin to glaze when he whips out terms like interrupter, solenoid, gunwale (pronounced gunnell), and casement. The excited ness is your first indication of how obsessive this hobby is. Should you survive the explanation, you are already in rarified company. Now that you are through the explanations (some technical, and some not) and think that you have a general grasp of the situation, you are officially ready to observe your first battle.

I was incredibly lucky. The first battle that I saw happened to be

last year's NATS in Missouri. An entire group of men from all over the country were converging on a member's pond and having a GREAT time blasting one another's ships out of the water. I found that I could go up to anyone and ask what they were doing and why, and all of my questions were answered, and more often than not, I got a small history lesson about the ship in question to boot. What a deal!!

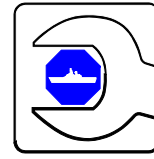
Then, if you are very lucky, you will meet him. The one that inspires more men to more heights and depths than any other commander. He is the secret weapon in bending the minds to the Axis. Need I say the name? Fluegel. With the looks of Cary Grant, the subtle humor of Groucho Marx, and the suave continental demeanor of Peter Sellers, he is the guarantor that any female coming within shouting distance of any battle that he attends will have a good time. It is amazing, that friendly and unassuming personality. You will have to meet him to understand, and I know he looks forward to that meeting.

It is contagious. I am not to the point of wanting to build a ship of my own. I am perfectly content in watching Bryan work on his vessels. However, take this word of warning. it will affect the way you think in ways that you had never considered before. My first clue that I had been assimilated into the warship combat thought process was when I was driving through Oklahoma a few months ago. I saw the sun setting over a pasture, reflecting off of a pond near the highway. The oranges and yellows were battling with an incredible shade of light purple in a beautiful array of nature's glory, and the first thing that came to my mind was "Wow! What a great battle pond!" I admit. I am hooked.

However you get involved with this great group of guys, it is a fun ride, if you have the stamina



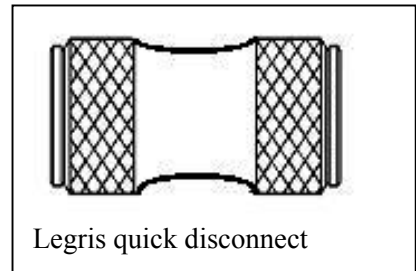
Parts is Parts Quick Disconnects



What are quick disconnects and what can they do for you? You can remove the deck containing

the cannons from the boat to facilitate maintenance. You can switch radio box/valve assemblies from boat to boat. You can test cannons "off line." Not convinced? Let me tell you how I use these them in my battlecruiser.

What parts are needed? I am using Clippard one-sixteenth inside diameter urethane tubing 3814-7 to connect the valves to the cannons. At the front edge of the gun deck, about halfway between the cannon and valve, I cut the line and use a Legris quick disconnect. The part number is 3106-53-00 straight union tube, one-eighth hole. They weigh 2 grams each, are .955 inches long and have a diameter of .373 inches.



Legris quick disconnect

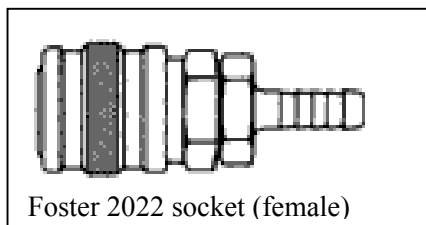
These black plastic fittings are easily connected by pushing the tubing into the holes at either end. To remove the tubing you push in a spring loaded washer and pull on the tubing. Note: I do not use these the Plastic Legris fittings for the upstream continuous pressure side of the system; they seem to be too flimsy.

On either side of the quick disconnects I wrap a piece of colored plastic electrical tape to identify the line. You can buy assortments of tape with rolls of different colors.

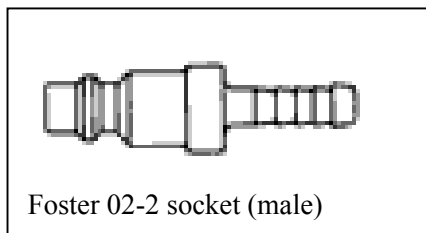
The high-pressure side from the regulator to the manifold is plumbed with one-eighth inch I.D.

Clippard 3814-6 line. I use Foster quick disconnect fittings; miniatures of those used for pneumatic tools.

The line from the regulator terminates in a Foster 2022 socket (female) with a one-eighth inch fitting built in. It is 1.620 inches long, .618 inches diameter and weighs 1 ounce.



To connect or disconnect you pull the spring-loaded sleeve back, just like you would with any air tool. When the plug is removed



the coupler will hold pressure.

The line going to the manifold, poppet valve or solenoid has a mating Foster 02-2 plug (male), again with a built in one-eighth inch barb fitting. It is 1.291 inches long and .373 inches in diameter, weighing one-fourth ounce.

Here is what I use this setup for. I can remove the deck with the cannons mounted on it for maintenance or to access the innards of the boat. I can remove the radio box/valve/manifold combination as a unit for leak or bench testing. I suppose if one had a fleet of boats one could swap regulators and radio boxes between them. Maybe make up a standardized setup to facilitate pit stops between sorties during a battle.

The quick disconnects are also used for system testing. I have a five-pound CO2 bottle with a standard non-lightweight regulator attached, with a one-eighth barb screwed on the end. The Clippard

3814-6 line from the regulator is terminated in a Foster 2022 coupler. I connect a Foster 02-2 barbed fitting to a one-eighth inch line then to a one-eighth barbed fitting screwed to the inlet of a Clippard MAV push button valve. The downstream side of the Clippard valve has a one-sixteenth barbed fitting with a 3-foot length of 3814-7 tubing terminated in a Legris 3106-53-00 quick disconnect.

To test a cannon just connect the bottle-regulator-valve setup to the gun, using the Legris fitting. You can tweak to your heart's content and not have to worry about depleting the small capacity bottle in the boat.

To test the boat system connect the Foster 02-2 plug going to the radio box manifold to the Foster 2022 coupler on the line from the regulator on the large bottle. You can then check for leaks, adjust servo throw, cam operation, and check cannon aiming and radio operation, again without depleting the charge in your small bottle. You can play with the sticks or pushbuttons and practice your timing.

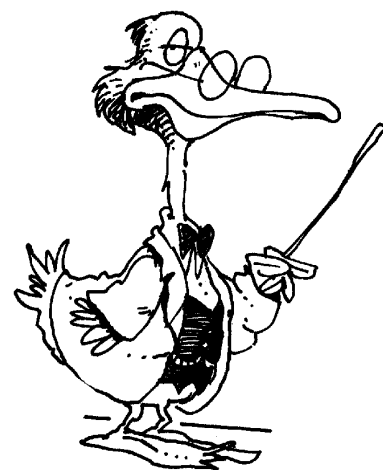
If you are like me, you probably stay up late the night before a battle getting ready. I seem to have many things like leaks, loose hoses, flaky servos, non-operating cannons etc. show up at the last minute. If I test everything operationally before I connect the small onboard bottle then I don't have to run out in the middle of the night trying to find an open paintball store to refill.

Where to buy the quick disconnects? Best way is to do a Google search on the Internet, using the keywords Foster or Legris air fittings. Find somebody who sells these things, and then look for local distributors in your area. When you call ask for the parts by number and description. It's up to you whether to tell the person on the other end of the phone what you are using them for. They may be amused; they may refuse to sell to you because of perceived liability problems. Don't

expect to get all the parts from the same distributor. They may want to sell you what they have in stock of whatever brand they carry. If they require a minimum quantity then see if you can find some other club members to go in on a group buy.

John Riese, Scrap club secretary, PRC,

email jriese@hotmail.com 



Web Site News

by Brian Eliassen
MWC WebMonkey

Time again for Larry to get another TF144 out the door so I'll dive right into it and not waste any time.

Web Changes: You probably already noticed that the main page of the MWC web site has been given a facelift. Over the next several months, the entire site will be migrated over to this new HTML4/CSS1.0 compliance code base. What does this mean? Well, the overall MWC site was based on code I originally wrote in 1997 so it was time for a few upgrades to reflect some of the better changes in technology. Some things will be moved and others added but all of the content will remain and some new content will be added over time.

Internet Committee: As amazing as it sounds, the internet committee has been reformed. That's actually the wrong word as it was

never disbanded but was rather on a rather extended hiatus. The BOD recently appointed me as Chairman of the committee and we'll be addressing several items that pertain to the web site directly. One of these is a Terms of Use policy on how the web server should be used by the chapters and membership. After getting this document nailed down, the internet committee will be submitting it to the BOD for approval.

Statistics: The MWC web site continues to grow in use overall for each quarter. The month of March set records nearly across the board. Statistics for the first quarter of 2002 are found below.

Web Space: As always, web space is available freely for MWC chapters and members. There will be several rules as to proper content, which the Internet Committee will be addressing as mentioned above.

E-mail: If you aren't on the members@mwci.org mailing list, you're missing out on the best way to keep in touch with most of the MWC membership. Several people didn't send in their e-mail addresses on their membership application and have been missing out on all of the fun. If you wish to be added to the list, please go to the following URL <http://www.mwci.org/membertonlist.html> or send me an e-mail to the address below.

That'll wrap it up for this quarter. If you have any questions or you're interested in taking advantage of the free web servers capabilities, please contact webmaster@mwci.org for more information.



THE RETURN OF THE TEXAS TRIPLE CROWN

by Steve Reichenbach

Long ago, in a galaxy far, far away, there was an evil empire of Axis captains, who liked to beat up on innocent rebel Allies in an event known as the "Texas Triple Crown". I'm told that this event was a pretty big deal, with a nice trophy given to "the winner" of the 3-battle event. Well, Texas once again has enough captains participating that we are easily battling 3 to 5 times each year!

The typical season in Texas begins in April with a season opener in Dallas. This "dust buster" is a battle where the ships come off the shelf to find out what still works, or comes off the ways as a new addition to this great hobby. For me, this year started with a brand new USS Alabama... my first 6 unit battleship!

Because of our consistency and the friendly atmosphere, we had about a dozen boats on the water for our April 13th, 2002 season opener! Jeff Lide and Fluegel led the Axis to a tactical retreat, as the Allies claimed victory (led by Ted Brogden, Kevin Bray, and Steve Reichenbach all in So-Daks). The "best 5 seconds" of the event was undoubtedly the late lunch at El-Chico, where we all congratulated each other on a great first event, with lots of sinks, and a great time had by all.

Our 2nd large event was held in Monaville, Texas (between Houston and College Station), on

May 4th. The "South Texas Shootout" had 11 boats on a seaplane lake at "Bomber Field", where we enjoyed looking over a 1/8 scale B-17, B-29, and USSR Backfire bombers. A WWII German Stuka flew air support over the victorious "Yellow Flag Fleet", led by Ted Brogden and Fluegel.

The Yellow Flag Fleet won (mostly Axis ships), by sinking a "No Flag Fleet" Lutzow, a Houston, and a Dupliex.

The 3rd event in the area is



Steve likes to perfectly position his perfectly white cruiser for the best photo opportunities.

Photo provided by Steve Reichenbach

the "Fray at Brays", a region 4 favorite! This year, "the fray" is on Memorial Day weekend, and has drawn a huge cast of over 30 captains! The battle will also be the first large event at Kevin Bray's new pond in Siloam Springs, Arkansas.

NATS is always a popular event in Texas. More than 1 captain from Texas has attended each MWC NATS. In fact, Region 4 may be the most active region in the country, when you include every battler who attends from Texas, Oklahoma, Arkansas, Tennessee, Louisiana, Mississippi, and Alabama. 2002

NATS is in Texas this year, which is really boosting the growing number of south Texas battlers!

Another favorite event

Web Site Statistics

Month	Hits	Files Sent	PageViews	Sessions	Kbytes Sent
January	224,333	170,775	26,817	12,211	6,538,008
February	207,732	164,832	24,955	10,633	5,891,319
March	251,512	196,550	30,010	12,553	7,265,644

every year in Region 4 is the "Texas Oklahoma battle". This "Battle of the Red River" is a great event for the early fall football season, pitting Texas captains against their Oklahoma (and Arkansas) foes! At stake... bragging rights!

The final big event of the year is the Pearl Harbor Memorial Battle! Held on a Saturday either on, just before, or just after December 7th, this is the final battle of the year. Texas is usually warm enough that the water is still a non-solid, and the temperatures moderate enough that a light coat suffices. It's a fun event, and a great "ice breaker" to keep the mood light and cheerful in the midst of the holidays!

So, who will win the Texas Triple Crown this year? Any local battler will have a good shot at attending at least 3 events this year, and with so much participation, everyone will come out winners! Sound like fun? Come join us! We'd love to host a visitor to any of our 2002 Region 4 events! ⚓

BOD News

The drawing for the Early Bird membership renewal was held. The following two names were drawn. The winner of the prize from Swampworks was David Mote. The winner of the prize from Battler's Connection was Tony Stephens.

Thanks to Charley and Steve for sponsoring this and to all the members who sent in their memberships before the deadline. It really helps the club to meet its requirements.

A proposal from the membership, with the required ten membership signatures, was given to the BOD, to change the membership rules voting to give the Nats attendees of the current year 2 votes on the annual fall ballot. The BOD discussed the issue and then voted. The vote was about an even split, and thus failed to reach the 2/3 majority to pass.

Ship List updates:

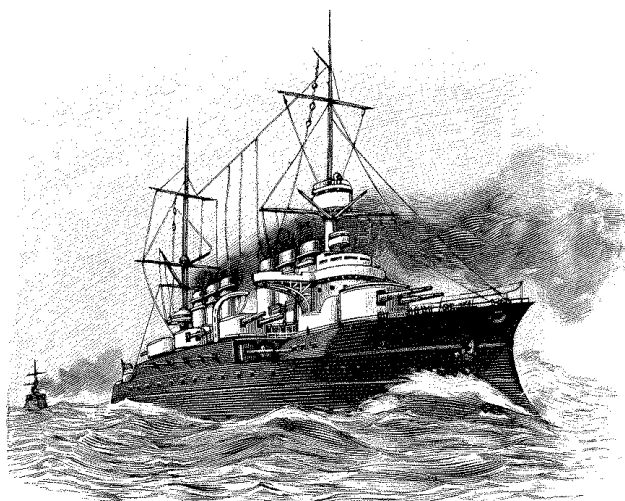
A member approached the ship list committee questioning the listing of the Japanese carrier Akagi, claiming it has twin rudders. After looking over his data, the committee decided it was correct and will update the table for next year.

Another member questioned the listing for the Japanese dreadnought Kawachi. This class of two ships has one ship with 4 shafts and one with only 2 shafts. The member claimed that his plans from Japan showed that the 4 shafted ship also had dual rudders, whereas the 2 shafted ship only had one. He had built and battled this ship at Nats 1999 before the ship list started listing the number of rudders. He had misplaced his documentation, but was attempting to obtain new copies of the plans, and so the committee decided it was reasonable to give him the benefit of a doubt and battle his ship as built at Nats 2002.



Sorry this is late, guys! -- Lars

TASK FORCE 144
1486 Oakdale Ave.
West St. Paul, MN 55118



"After the ship has sunk, everyone knows how it might have been saved."

-- Italian Proverb