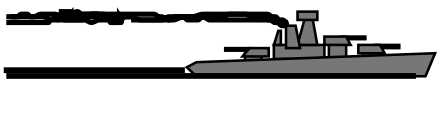
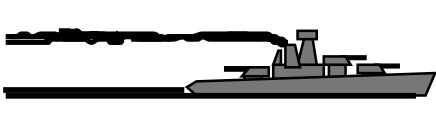
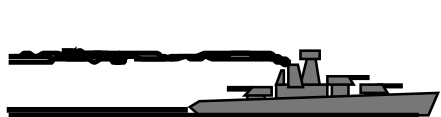


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Summer - 2003

CALENDAR OF MWC EVENTS

July 13-18, 2003

**MWC National Championship
Perry, Georgia**

\$100, CO2, Ice, and Sodas provided,
1 T-shirt included, Banquet fee is
separate

Sanctioned

Contact: Joel Goodman,
678-355-5356

Quality Inn, Perry. \$49.95

478-987-1345, ask for Peggy

www.mwci.org/members/jgoodman

**Aug. 30-Sept 1 (Tentative)
Labor Day Leadfest**

Trotwood Park, Oviedo, Florida

Contact: Jeff Lipp



Nats is coming but Crunch time is here! Soon battleships will be seeking tasty sidemount sandwiches centers like this Graf Spee.

Photo by Georgi Kunisch

Denver March Madness



After a winter which seemed to last an eternity, it was finally time for the first battle of the year. So after many weeks of constructing new ships, and dusting off a few old ones, the Bruder Fleet headed north to Denver to engage in battle and see if "New and Improved" would really be "More Better." We three Bruders and a spare captain, headed up to Littleton to meet Randy Stiponovich and Greg Merkl for the big event. Soon everyone was ready and the weather was perfect, sunny and 38 degrees, with a slight breeze to cool off the

heat of battle. Fleets were divided up and the results were as follows:

Enemy Fleet

Joshua Bruder RMI Vittorio Veneto
(New and Improved)

Randy Stiponovich IJN Yahagi

Good Guys Fleet

John Bruder SMS Konig
(another New and Improved)

Jacob Bruder DKM Lutzow
(With Mike Brauner in reserve)

Greg Merkl DKM Hipper

Since the "Good Guys" were each one gun down, the sides were even in combat power. Battle was called and off we went. Joshua drew first blood with a devastating barrage of triples, I can't believe we built that



Sorry Dude, I thought I launched a torpedo, not your cell phone.

Photo by Georgi Kunisch



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Mark Roe

Michigan,

ship. It cut up the Lutzow and really messed up the paint on my Konig along with a few holes here and there. To say he was pleased with his new triples is quite an understatement. Much maneuvering took place with shots being exchanged here and there. Greg's smooth running and beautifully built Hipper ran around the outside taking shots at Randy and the passing V.V. Randy and his quick Yahagi danced around the Konig, much to the frustration of its captain who kept spinning around to try to a shot off at him. Boy that little cruiser was quick and turned well and he stayed just out of my firing arc. I guess what goes around comes around. Due to the newness of several ships and the captain's unfamiliarity with them, there was more than the normal amount of ramming going on. Luckily for all, no damage resulted, until later. Battle continued with a few good exchanges between father and son as the

V.V. came in to play with the Konig. The first sortie ended with a lot more holes than we expected, but no sinks resulted.

Everyone refitted and got ready for sortie number two. A few captain changes took place with Jacob taking the helm of the Konig and Mike Brauner taking over the Lutzow. Watch out, Mike was a first time captain, who in the heat of battle with a zippy Lutzow, seemed intent on impaling the ship in the bow of almost every other ship on the water. Talk about excitement. Jacob took over the Konig with little problem and decided that double sterns are

better than singles, but he still likes his VDT better. Once again, Randy ran around the Konig sniping at it and only occasionally getting a hole in return. The Konig stayed in the fight as much as possible, hitting the V.V. every now and then and receiving a few triple blasts in return. The V.V. ran in and out of the battle when it wanted since the Konig, was running a tad slow, and could not catch him. Much running and shooting continued, with the occasional blasts from triple sterns as someone ran behind the V.V., until all ammo was spent and the battle ended. No sinks resulted in the first battle, but the unsunk Lutzow, was almost sunk by its owner, Josh, and his thundering triple sterns. It was a very good baptism by fire for the new V.V. Time to patch holes and



It must be spring: new ships, light coats, a layer of snow to chill the CO2, and the Bruder fleet adapts to their new home port.

Photo by one of the non-shivering crew

one new battleship captain was heard to say, "Man I have a lot of holes to patch. I don't think I got this many holes all of last year!"

Battle number two soon got under way with the captains remaining the same as the last sortie and we all hit the water to defend our honor once again in the frigid waters of Denver. This time, there were a few more battleship interactions as the Bruder boys decided to dance at close quarters to see how well those side-mounts worked. Randy was there as usual, to hit the Konig almost every time it turned away

from the V.V. The sortie continued with the V.V. getting a few more holes this time, and that gave Josh a chance to test out that new surface hose propulsion system. His pump proved to be a fine replica of Don's "move your ship with its pump only" system. More shooting took place with Greg punching a few more holes in the V.V. and Mike zooming here and there, often catching triple sterns for his efforts. Soon the sortie wound down as the BBs ran out. Off to the benches to get some more.

The final sortie began with Jacob handing over command of the Konig to Dad so he could help Mike battle a bit better. Shortly after battle started, the furball moved close to shore and Jacob caught a deflected BB in the lip and had to move out of the area to recover. Now Mike was on his own and doing his best to catch BBs with his hull. It seems like Mike got tired of getting hit by BBs from the V.V. so he came up with this cunning plan to sink the V.V. by impaling his cruiser on the battleships bow. He waited for just the right moment to test his theory to see if a 12 pound cruiser could sink a

full speed 35 pound battleship by hanging on its bow. We all learned that this great plan was a bit faulty and only resulted in a nice hood ornament for the V.V. and a new barn door in the Lutzow. The



Getting all fleet members working together is tough, even for families. Photo by John Bruder

Lutzow was instructed to quickly go to shore to check the damage that we could all see, and it moved off quickly, pumping hard and getting lower all the way. Soon after this the BBs ran out and everyone headed for shore. The season opener was over.

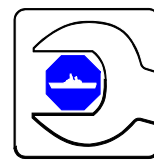
The results of the battle were recorded and filed somewhere on my workbench. It was close too, Good Guys 850 points of damage and the Enemy 1300 or so. But when you do the factored math, it ends up with Good Guys lose and the Enemy Fleet wins. What a great start to the new battling season, we even got a new snow storm on the way back home. And you all think that you need sunshine and warm weather to battle.

by John Bruder,
part time soldier,
full-time ship
builder



Flexible magazines

by Steve Reichenbach



I think it was the Beatles that made the song "I'm a believer" that my kids like so much, at the end of Shrek. In any case... "hey, I'm a believer" in a new thing called a flexible magazine.

Do you have an old gun that is in good shape, but needs a new magazine? How about those of you who build your own guns? I've got something for you!

A flexible magazine is made of pump outlet (3/8" OD, 1/4" ID vinyl) tubing. The advantages of this new type of magazine include:

- 1) You can see inside it, to know if there are any jams or leftover rounds.
- 2) The bbs will jam less frequently because of the larger inside diameter.
- 3) Any real jams can be easily cleared by removing the magazine, and using a drill bit to clean out the interrupter "tee".
- 4) The magazine can easily fit inside your boat, and can be repositioned with ease (especially handy if you are playing with which side to put your sidemount on).
- 5) No armor is required for the magazine... the tubing is "self armored".

To construct this miracle magazine for your guns, simply leave about 1 inch of copper tubing magazine on the end of your tee. Solder a copper or brass ferrule on the end of the copper tubing, to prevent the flexible magazine from coming off. Cut the other end of the magazine off about 1 inch from the fill cap fitting. Solder another ferrule on this end also. Cut some pump outlet tubing to the correct length, so when filled it contains the allowable number of rounds (usually 50 or 75 rounds, as the case may be). Press fit the flex hose over the ferrule and onto the copper tubing. Zip tie or clamp if you want to feel really good



I said, "Only a clown would patch a ram hole that way, not 'a clown would patch that ram hole.' "

Photo by John Bruder

(Flexible Magazines Continued)
about the flexible magazine staying
put.

I love my new flexible
magazines! It's a little more trouble
to produce, but I think the
advantages are worth the extra
manufacturing process. Good luck,
and happy shooting!



Model Warship Combat Region 3 is
unique in many ways. We have
Rick, a hard working administrator
arranging sites and battles and Don, a
skillful Contest Director. We have a
“hobby supply” (Battler’s
Connection) vehicle coming to most
battles delivering kits, hulls, and
building supplies as well as
emergency fix stuff. Region 3 has
Jeff, our hard working computer guru
(now back in USN uniform) to post
lists, notices and photos taken by our
better half Georgi and of course we
have weather that is great year
around for model boating and
recovery if need be. We have many
other great members

- - But we also have Marc. - -
Young and strong, a good swimmer
and an excellent diver (and
handsome), Marc is our most valued
asset when a ship sinks. He drops
his radio in the middle of the battle,
“Man in the water” and splash, Marc
on the run and to the rescue. In deep
water or shallow, Marc will find the

ship and safely bring it back to shore.
Our vote goes to Marc.

The ship being recovered in the



photos is Randy Avallone’s Vittorio
Veneto sinking at Saturday’s second

battle. But there was more, Just
before the battle, Desiree, Randy’s
daughter and an able Axis Captain,

tested her VDT. A
little ways out and
quite suddenly the
ship gently rolled
over and sank in
deep water. It was
so unexpected that
Georgi with camera
in hand was unable
to catch a picture.
Mark went into the
water and after
several dives
located the ship and
thought it had
broken but it was
only a submerged

wood branch. He brought it up to the
applause of all and all was well.



Nicely done, Marc.



photos and text by
Georgi and Peter
Kunisch



Hosting a Successful Regional Event

By Kevin Bray



Upon discovering the hobby in 1998, I was told that there would be a great battle in Springfield, MO around the

end of May. This event had come to be known as the "Springfield BBfest". Many battlers would come from far away, driving for hours just to participate and see old friends.

After going in the spring as an observer, I came away amazed. The whole weekend "flowed" so easily for us. I left, feeling how fortunate I was to have seen such a great bunch of people enjoying a truly great time.

In July of 1999, I found myself in the company of "legends" in the hobby. Steve "Swampy" Milholland and D.W. Fluegel were accompanying me to my first ever Nationals event. As I said earlier, one of the things that Steve was known for was hosting one of the best "regional" events in the hobby. The question was put to Steve: "how does one develop a regional event to the level he did? Steve began my schooling on how to do just that. So, if you were ever curious how one of these things gets going, here is my story.

My first event: humble beginnings...

The company I worked for had recently moved my family and I to the Tulsa area. The house we selected had many wonderful things. It had more room than we needed, a large 3-car garage, and a beautiful game room on the second floor that overlooked one of the "coolest" things of all... a 3-4-acre pond. This pond would be the site of the first ever "Fray @ Bray's". Steve Reichenbach coined the name and I guess it stuck. After consulting with

Steve Milholland, I chose the last weekend in April. This put it a month away from the Springfield event. Although it was my first attempt at hosting, we had a great turnout. Fluegel/Baden, Chris Pearce/North Carolina, Ted Brogden/I-boat, Bob Eakin/Washington, Robert Rucker/North Carolina, Scott Bene'/vdt, me/Lutzow, Jim Ewers/Exeter and a beautiful USS Houston captained by Steve Reichenbach. We pitted in my garage and while the weather was not the best, I think everyone had a good time.

Second event: Extreme Enthusiasts

In March of 2000, Steve Milholland informed me of a "professional" video group that was interested in our hobby. This group was based out of Kansas City (about 2.5 hours away). He asked if I would be interested in having them "shoot" my event for a "pilot" project of theirs. After calling and visiting with the "principals" of the project, I was really excited about their plans. The night before the battle, they showed up and interviewed several of us for their show. The next day, the "Fray" was to be conducted at another pond in Tulsa. To do this, I got permission from the Tulsa Parks Department on letterhead. This was essential so that we could guarantee our ability to set "safe" boundaries. This event was the first time I was to meet a very good friend of mine, Patrick Clarke. Patrick brought his younger son, Matthew to the event and the enthusiasm they both showed stirred my heart.

Third Event: A small but fun event

This year, the event shrunk. The "fray" had always been a 1-day event. This fact and everyone knowing that the "Springfield BB'fest" was around the corner caused those considering attending a event to look past my "get together" and prepare for Steve's party. This made sense and I was happy to get to

see everyone that came. This was the first time I met Jeff Lide. I had heard he was a "legend" from the past and this seemed obvious due to his battle prowess. This was the first year that I gave out trophies. Jeff won 2 of them... "Most feared" and "Most damaged". These awards often go hand in hand....

Fourth event: A "new" beginning

This year, I had moved to the NW Arkansas area. My wife wanted a neighborhood so that our children could play with other kids. I wanted an acreage (so that I could build my dream pond). We compromised and bought the house we now live in and the 9 acres that it backs up to. The land had a natural ravine that became severely prominent towards the very back area. It also had lots of huge old growth trees. I consulted with several people before contracting for a pond to be built where it is today. (This is a whole other story). So, with a pond to battle, I went about trying to be the best host I could be. That year we had 28 battlers on the water. The response was great. I had moved to Steve's old weekend. This increased the battle/travel time significantly and allowed other "non-local" battlers to participate. Memorial Day weekend 2002 was truly one of my favorite times in the hobby.

Now, as I prepare for the 5th annual "Fray @ Bray's" I feel I can give some advice as to how to host these type of events. There are some critical areas to focus your resources on...

Safety:

Pond selection is critical to the success of any event... This is true at Nationals as well as Regionals. The areas of safety can be monumental to think about. Spectators need to be aware of inherent dangers associated with our hobby. Areas of concern need to be "roped" off to limit chances of injury. Having private land allows me to control access much easier. Safety rules and a

conscientious CD are a must. The depth of the pond, surface of the shoreline, and any other unique characteristics have to be considered before battling there.

Fee:

Steve Milholland really helped me with this concept. He told me that I needed to charge a fee that would pay for all the expenses but more important than that is the commitment people have once they send in the funds. They tend to “lock” in that weekend and plan to be there. He also told me to set a “deadline” to get that commitment early. I agree with this as I have seen a trend in attendance following this logic.

Lodging:

As your event grows, you will find tastes in everything vary. Lodging is no exception. Some want “less expensive” while others want pools, recreational areas, and breakfast. This applies more to a “Nationals” site but can apply to a regionals as well. I have made it a point to be sensitive to the needs of the battlers attending my events. I have tried when possible to invite them to stay at my house and many choose to “pit” in my garage. Some of the best times at regionals are sitting around the living room watching home movies of last years NATS.

Meals:

If you are as fortunate as myself, you will have a pond that is close to some “quick” places to eat. Captains often have someone drive (5 minutes) for their lunch. We have considered making burgers, etc. in the past but it seems far easier to just go get it.

Dinner is another story. I discovered in Springfield the enjoyment of everyone eating together. It is great to hear how others felt the day went for them. There is some very rich discussion that goes on during this time. On

Friday night, we always go to the Chinese restaurant. There, you find everyone excited in anticipation of the next few days’ activities. They also get to see several captains as they make their way into town. This is a great time during the event. On Saturday, we take over a large room at Callahan’s Steak House. The food and conversation is GREAT! Then we usually go back to my house and watch the last years NATS footage.

I am still working on a “tradition” for Sunday night out. Have not gotten there yet and would like to solicit ideas from the battlers.

Trophies:

Once again, I defer to Steve Milholland’s advice. Steve told me that Captains put a lot of time, money, and energy into these ships and getting a trophy acknowledges these efforts. I totally agree with this. Trophies allow those that attend a chance to go back home and show their significant other that how time spent on their ship was well worth it...

The trophies I commission are not always the same (though they mostly are)... Best of Class 1-3, Best of Class 4, Best of Class 5, Best of Class 6, Most Damaged, Most Feared, and Best of Scale are always on the list. This year, we are also

giving out an award for “Best Sink”. All but 1 of these awards is done by vote.

Frequencies:

It is great to see our hobby growing. Unfortunately, this causes a significant burden on our ability to get “everyone” on the water at the same time. This is true at NATS and it looks like it will be at Regionals in the near future. Some of the things that Captains can do to help are to make it clear that they plan to attend early. This allows the host to be more aware when there is a “conflict” and get it resolved in time for the event. Buying extra crystals above and below your primary channel helps as well.

Keeping score...

There are a lot of battlers out there that like to have a quantitative ability to see how much damage was done. There are lots of good things that can be determined from the scores of the event. I often ask someone that has a “scoring program” to enter the information. One of the things I do to make the event a bit more special is that I provide score sheets and pencils. Each day has a different picture of a ship on it so that the scorekeeper can keep track of the days easier. I have



Model Warship battlers will trade stories, tips, jibes, good natured insults, motors, pumps, paint, batteries, rubber bands, connectors, gears, o-rings, and even lunch from home. Hmm, Tuna!

Photo by Georgi Kunisch

been to a few NATS that I wished someone would have thought of this... ☺

Drinks:

I provide soda pop in an effort to insure nobody gets dehydrated. This is usually covered in the fee charged with the event.

Ice:

Ice is needed to cool off the CO2 tanks we use in our ships as well as to keep the soda pop cold. I provide 2 coolers for this activity.

CO2:

CO2 is one of the more difficult things to manage. I found a supplier in Van Buren (fire protection company) that sold me two 50lb tanks. I also have a 20lb and a 15lb tank. This has always been enough CO2 to last the entire weekend. With more battlers coming to the event I might have to find even more (hint, hint... if you have a bottle and can bring it, please do)

Filling Station and scale:

In the past, a lot of Captains have helped out by bringing their own CO2 stations and scales. This has been great and I thank them for this. I have a station but it helps to have others.

Pressure Regulator tester:

The board has deemed it worthy



Shade is always nice for the pit area. While Kevin Bray's Fray has plenty of trees, just up the road in Rolla, Missouri, Kevin Hovis's regional site has this nice shelter.

Photo by Kevin Hovis

for CD's to insure a tester is available. I personally have not gotten one yet but I whole-heartedly agree with their guidance... (If you have one, please bring it).

Rain Gear:

Luckily, we have had little rain at my events. That said, it is good to have rain gear or a pop up tent handy. My land has very tall trees and much of the rain is diverted before getting to us.

Pests:

Last year, we had some tick problems. I have sprayed chemicals to prevent this from occurring this year. This seems to have worked quite well as I have not seen even a hint of them in months. Still, you should be aware that this is Arkansas (tick capital of the world).

Sunscreen:

Being "fair" skinned, I can attest to the need for sunscreen. Nothing ruins an event like being sunburned.

Power availability:

Having somewhere to "charge" your battery is a big help. My house is 100 yards away from the pond and often, Captains go there in between battles to "top off" their batteries...

I truly love this hobby and the people in it. Hosting the "Fray" has been a very rewarding thing for me. I try to go to as many events as possible. I think only my good friend, Steve Reichenbach, has been to more. I look forward too seeing each of you in the coming year.
Kevin



Good friends, good battling, long, long nights of patching...what more could you ask of a regional?

Photo by Kevin Hovis

Weldwood Sheeting Technique

By Rick King



This is a little discussion that came across the members email list. Since it seems to be catching on, we decided it should be shared here. Here's the steps for attaching your balsa sheeting using Weldwood contact cement.

1. Cut your silkspan a little bigger than your balsa. I do one sheet at a time.
2. Lay your balsa on some newspaper; good idea to spread some around for the over spray. Generously spray the balsa with the 3M 77 adhesive spray, not so much that you get puddles but enough that all of the sheet is covered, especially the edges. Let it set up for a minute or two.
3. Dampen the silkspan with water from a fine mist spray bottle.
4. Hold the tissue at both ends and lay it on the center towards the two ends. Then using your hands smooth it out, from the center towards the edges and ends, removing most of the wrinkles. I learned something new here from Don. He puts two sheets on the inside of his balsa. I've always done just one. I guess I missed that he used two sheets on the inside when he showed me how to do it a couple of years ago. So after the first layer has dried, put the second on over it using the same method.
5. Btw, we did a hull test on small piece we did separately. It passed easily, making perfect round holes, no splintering and no self sealing.

Sheeting the ship.

1. Lay the ship on it's side. I usually start in the center and go both ways. Cut your first piece centered on the rib span you choose.
2. Using an acid brush, daub on the weldwood contact cement on the

ribs, deck rim and below the waterline areas to be covered. Don't try to brush it out thin like paint.

3. Take your balsa, lay it down on the cement and rub over all the cemented areas. Do this fairly quickly and immediately pull the sheet off the ship. The back of the sheet will have some of the cement transferred to it outlining the ribs etc. Daub on more cement on any spots not covered, set aside for a couple of minutes.

4. While the first piece is drying, I cut the next piece out and cement the hull/ribs as before. I would suggest that you just do one piece at a time for the first try.

didn't want to mask it off. If any areas don't stick along the deck rim or hull, try daubing in a little more cement, hold it off the ship with a small stick until dry or just use a few drops of CA as you normally would. Don and I covered his Alabama in a couple of hours without rushing. No CA stuck to fingers, no body contortions trying to hold the ship and squirt CA and fixer into corners etc. Don just rubbed off any excess that oozed out with his fingers. Stripping seemed easier to me, no hardened CA to chip off and pull fiberglass with it. Any cement left after stripping kind of rolled up with a putty knife or was removed with



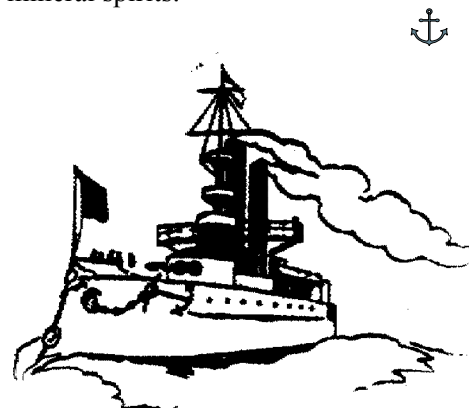
With the Weldwood method, there's no more gluing yourself to your ship, or your forehead, or any of those other embarrassing stories that pop up occasionally. What a boon for the battlers, and what a loss for the storytellers. <sigh>

Photo by Georgi Kunisch

5. Pick up the previously glued balsa by the edges, carefully line it up down the center of the last rib, so that it's square and press it on to the hull. Rub it down over all the ribs and glued areas. Proceed to the next piece and repeat. Turn the ship over and do the other side.

6. After filling any gaps with balsa filler, feathering the edges etc. I cover the outside using the old dope or lacquer method. You could use the 77 spray, but I didn't want to get the over spray on the hull-decks and

mineral spirits.



The “Romp” @ Reichenbach’s

By Tim Beckett



The day began as Chris Pearce arrived at my place at 8 a.m.;

we loaded my car and headed the 1.25-hour drive to Steve Reichenbach’s newly discovered pond. We were one of the last to arrive. We unloaded the car as we said, “hey ya’ll”. That was fun for me as I am from Michigan. Once we unloaded the car we took a look at the boats that had arrived. There were 9 ships in attendance. Once everyone arrived and were satisfactorily set up Ted (the CD) convened a captains meeting to go over frequencies and setting up a moss rule. Then a tentative battle time was set (around 10:45) and everyone began getting ready. We did not start on time as many boats had problem, including myself. On one of my stern guns the barrel was cross threaded and thus would not tweak down at all. Once every one fixed their problems we began battle. The sides were:

Pseudo Axis fleet

Jeff Lide	Kongo
D.W. and Dallas Fleugel	Baden
Mike Tanzillo	Scharnhorst
Kevin Bray	Massachusetts
Ted Brogden	Valiant

Big Blue Allied Fleet

Chris Pearce	North Carolina
Tim Beckett	North Carolina
Brian Lamb	Colorado
Steve Reichenbach	Alabama

Sortie 1 began with a flurry of fighting. Jeff Lide began by attacking Steve’s Alabama and Chris Pearce and I joined the slugfest. 3 on 1 was not good odds for the opposing admiral and when the engagement ended the Kongo lasted about a minute. About 2 minutes later Steve sank due to a pump having first

battle jitters and failed to pump to capacity. Next in the line of battle came a fierce fight between Kevin, Chris, and I. The fighting was fierce and intense, but yet light and very very fun. Kevin’s Massachusetts relented to the onslaught after an extremely strong resistance to a 2 on 1 fight. By this time Ted had proved



With all the carnage, there must not have been time for pictures at the romp. This is Steve Reichenbach’s newest ship, however, out cruisin’ for a bruisin’.

Photo by Kevin Hovis

that he would win the “most annoying pest” award. Ted seemed to always be in the right place to get off a couple of shots and be gone. When you see his damage scores it was ridiculous what he got away with. Brian made it into the sortie and seemed to be doing rather well with the Colorado’s maiden combat voyage. Mike Tanzillo had drive problems and was unable to make it into the first sortie.

Sortie 2 began after lunch as we decided to let the sunken ships patch and come back in. Thus the pseudo axis fleet was back to full strength minus the damage Ted and Fleugel had. The same was true of the allied “Big Blue” Fleet but over all the blues tended to have more damage coming into the second sortie. Battle began and we pursued our foes. I do not remember a lot except that Jeff Lide and I got into a pushing match during the sortie and I nearly rolled over owing to the pushing and a rather large hole given to me during the first sortie. The hole was located above the armor stringer 2’ from the

stern of the ship. As we pushed each other this 2”x.25” hole became submerged. As I noticed my ship starting to look sick from the pushing I asked Jeff if he would be so kind as to stop pushing me cause I was looking rather low in the water. I waited about 30 seconds to see if the ship would pull its self back up but...

no dice. The ship was settling. So I called five and Ted, Jeff, and Kevin came running to try and hit a stationary target (when you are sinking do not move or you sink faster.... hence stationary target). The only thing I did was nudge the throttle just enough to change gun ranges a bit and to nudge the ship up against shore with out beaching. This took away one side to attack and, due to the lake, made it difficult for anyone to pull a stern sidemount on me or they would get stuck in the mud with me. Also due to the hole bringing in lots of water the ship was listing to that side, and conveniently this made the ship rather hard to hit. But I still had this sinking feeling in my stomach that I was going to get wet. ☺ With 3/8 inches of freeboard left Jeff and Ted attempted to stern gun me to death. In a weird sort of way Mike T, my hero, came to my rescue. Unfortunately his Scharnhorst was having problems and sank. When battle resumed I had about 2.5 minutes left on my five but the ship, by some miracle, was

pulling itself back up out of the water after about 3 minutes. I survived my five much to the astonishment of everyone (including me). As to what else happened I don't know... I had a lot on my mind during this one. Scores were as follows:

Fleet A (Pseudo Axis)

Kongo (Lide): 138-18-25 (Sink)
 Baden (Fleugel): 44-2-7
 Scharnhorst (Tanzillo): 44-2-2 (Sink)
 Massachusetts (Bray): 90-6-11 (Sink)
 Valiant (Brogden): 6-0-8
Total: 9275 points

Fleet B (Big Blue Allies)

NC (Pierce): 55-14-24
 NC (Beckett): 52-5-15
 Colorado (Lamb): 33-5-12
 Alabama (Reichenbach): 45-4-8 (Sink)
Total: 6500 points

Fleet B wins Battle 1.

Battle 2 started with a flurry of fierce fighting. During the fight Jeff rammed Chris and they both came off while Chris patched. During this time Ted, Kevin, and Mike took on Brian's Colorado and Steve's Alabama. I played with the Fleugels' Baden. Shortly after, a melee ensued and ships began running out of ammo. Around this time Chris and Jeff came back. Jeff, Kevin, and Chris began slugging with each other and Chris's NC gave

up the ghost. Everyone else made it off their five. Chris patched and sortie 2 began. I was unable to make it in at the beginning due to a technical problem. When I was putting my ship in Chris had me grab his ship as it rolled over. Apparently he played with Jeff's Kongo and Kevin's Massachusetts and although it sounded like he gave pretty good, 2 on 1 is never a positive. I launched and was informed that Jeff was hurting badly and that I should persecute him as my first target. As it turned out all I needed to do was prop wash him and he sank. Next I came after Fleugel's Baden. After several minutes of fighting his Baden bowed out. Then I noticed Kevin, who was a bit sluggish probably due to moss and battle damage. I positioned myself in front of him. He was unable to evade and ended up backed up against shore. I then helped add some ventilation to his bow, until my stern guns ran dry. He sank less than a minute later. I then noticed Mike T's Scharnhorst who was looking low because his pump was clogged. I prop washed him for a couple minutes and he sank. During this time Ted and Brian were doing a dance of death with each other and seeing who would give up first and sink. I don't know what happened to Steve's Alabama but I heard it sank. So

the scores for battle 2 are:

Fleet A

Kongo 63-6-13 + Sink
 Baden 89-6-23 + Sink
 Scharnhorst 34-3-10 + Sink
 Massachusetts 107-0-44 + Sink
 Valiant 17-0-2

Total: 11,950 points

Fleet B

NC – Pierce 69-15-38 + Sinkx2
 NC – Beckett 40-6-9
 Colorado 67-8-16
 Alabama 68-6-1 + Sink

Total: 9,565 points

Fleet B won.

Fun was had by all and many thanks to Steve for hosting and Ted for being CD.



The Master Builder. Photo by Kevin Hovis



From the Fray, but the results are the same, a Texas NC-Scharnhorst sandwich

Photo provided by Chris Au

Nats Frequency Chart as of 6/16/2003

Last	First	Nats Status	Channel	Fleet
Finster	Bryan	Paid	0	Axis
Pearce	Chris	Paid	1	Allied
			2	
Eliassen	Brian	Paid	3	Allied
			4	
Fleugel	DW	Paid	5	Axis
Grossaint	Chris	Paid	6	Allied
Beckett	Tim	Coming	7	Allied
Hovis	James	Paid	8	Axis
Bruder	John	Paid	9	Axis
Purvis	Bart	Paid	53.1	Allied
			53.2	
			53.3	
King	Richard	Paid	53.4	Axis
			53.5	
			53.6	
Coler	Jim	Paid	61	Allied
Cole	Don	Paid	61	Allied
Bray	Kevin	Paid	62	Allied
			62	
Melton	Michael	Paid	63	Allied
Dahl	Grant	Paid	63	Allied
Lide	Jeff	Paid	64	Axis
Krakovski	Tim	Paid	64	Axis
Gomez	Luis	Paid	65	Axis
Falango	Frank	Coming	65	Allied
Roberts	Gerald	rumored	65	Axis
Lipp	Jeff	Paid	66	Axis

Meszaros Louis	Paid	66	
		67	Axis
		67	
		68	
		68	
Dahl Larry	Paid	69	Allied
Lamb Brian	Paid	69	Allied
Pate Jim	Paid	70	Axis
Hoernemann Bob	Paid	70	Allied
Goodman Joel	Paid	71	Allied
Milholland Steve	Paid	71	Allied
		72	Axis
Supancic Ty	Coming	72	?
Au Chris	Coming	73	Allied
		73	
Bruder Joshua	Paid	74	Axis
		74	
Stephens Charley	Paid	75	Axis
		75	
Dahl Andrew	Paid	76	Allied
Kessler Chris	Paid	76	Allied
Asman David	Paid	77	Axis
Tanzillo Michael	Coming	77	Axis
Rucker Robert	Paid	78	Allied
		78	
Kunisch Peter	Paid	79	Axis
		79	
Hill James	Paid	80	Axis
Stephens Tony	Paid	80	Axis
Hunt Doug	Paid	81	Allied
Horbul Ron	Paid	81	Allied
Au Dave	Coming	82	Allied
		82	
Roe Mark	Paid	83	Axis
		83	

			84	
			84	
Demetri Peter	Coming		85	Axis?
			85	
Stiponovich Randy	Paid		86	Axis
			86	
Melton Tom	Paid		87	Axis
			87	
Brogden Ted	Paid		88	Allied
			88	
Goodson Lief	Paid		89	Axis
Oster Alan	Paid		89	Axis
Graham Dana	Paid		90	Allied
			90	

If you are planning to come to Nats and are not listed above, please contact Lars at 651-450-0275, weekends or evenings, even if you use a frequency that already is doubled up, we may have some alternatives. We are trying to keep the number of people on each frequency limited to two so we can limit the number of fleet splits to two.

Remember, everyone gets to play, but let's get the frequencies nailed down before we get to Nats.



2003 NAT ENTRY FORM

The 2003 NATS is in Perry, Georgia on July 13-19. Please complete this form, for each participating captain and for each ship (including convoy ships), and mail to: Ted Brogden, 1703 Quail Valley, Iowa Park, TX 76367

Captain: _____

Fleet (Circle): Axis Allied

Address: _____

Radio Channel: _____

Ship Name: _____

Ship Class (circle): 1 2 3 4 5 6 7 8

Additional captains or ships (plus radio channel):

_____ Entry Fee (# Captains X \$115)

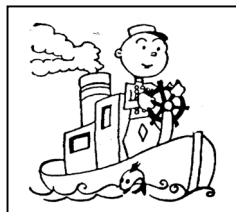
_____ Total Fee Enclosed (make checks payable to MWC, Inc)

Shirt Size (Circle): S M L XL XXL XXXL

Friday Night Banquet paid separately, see website for menu: www.mwci.org/members/jgoodman

The President's Column:

by Lars



Well, I wasn't planning to take up this prime spot with a column, but

the article I wanted to put here, a fine one by Peter Kunisch, was a half page too long, and I didn't have the heart to chop it up. I think I'll see if we can get it on the web page instead, because it is too good not to print somewhere. My apologies, Peter!

As for BOD news, there isn't much, as we've been somewhat rudderless. My email at work got 'upgraded' and I can no longer post to mail lists. Private email works just fine, but it's a pain to lead by proxy. I can see everything everyone else posts, but even if I could, my free time for responding is near nil,

and back when I could post I was having trouble responding as much as I would have liked any way. I've been trying to set up something from home and we're almost there, (ebay has been very, very good to me) so expect some pent up emails to come streaming out of the humble Dahl abode soon.

Well, the BOD did manage to vote on a change to the bylaws. We voted to relieve the Treasurer of the duty of minding the club's safety glasses for spectators, and make them the responsibility of the Site Host. Seems the Treasurers had never seen any safety glasses other than their own, so we were only making the bylaws match reality. There's a bit more minor housecleaning of that type that I hope we can handle at the annual meeting.

As for Nats, here we are coming up on our fifth Nats. We've had two Axis victories followed by two Allied victories. Is this the rubber match that wins it all? I guess I could care less, I've had fun at all of

them except last year when I spent the week of Nats in the hot and humid mountains of Montana while you'all spent the week in hot and humid Houston. I swear, it was between 98 and 102 everyday we were in Montana. All I could think was, 'if I'm going to sweat like this, I should be at Nats.' So, I'm looking forward to battling and 'a good honest sweat' once again this year.

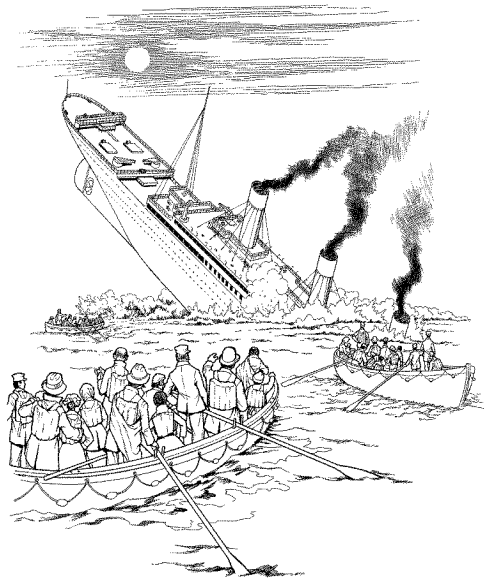
The other nice thing about Nats is I'm looking forward to seeing old friends. And this year I am looking forward to finally meeting in person many new friends that I've gained in the time I've been doing TF144. There's some fine folks that have written some great articles for the newsletter, and I need to thank them in person. As for you rookies, how about writing an article for TF144? Otherwise, I might have to fill out the next issue with a Miscellaneous and Useless Ship Facts article on that US Navy study of cage masts versus tripod masts. (I found one! Honest!)



TASK FORCE 144

1486 Oakdale Ave.

West St. Paul, MN 55118



"All soldiers run away, Madam."

- Duke of Wellington, when asked if British soldiers ever ran away.