

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Late Winter -- 2001

CALENDAR OF MWC EVENTS

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,

call After March 15, 2002



At Nats, ships come from all corners of the compass for a good sink.

Nats 2002

by Steve Reichenbach, site host

The Texas Naval Brigade will host the 2002 Nationals at HH Ranch in Houston, Texas. The NATS Hotel will be the Holiday Inn - Houston North. A private awards banquet will be held on Friday evening on the USS Texas (BB35). For your convenience, a website has been setup to provide details regarding the event, photos, maps, and all the latest news! Click on over to www.mwci.org/members/sreichenbach for information, maps, and photos related to MWC 2002 Nationals in Houston, Texas! Email me (wtpat2@yahoo.com) with any suggestions for the website.

Calendar:

Sunday, July 14th - event starts with captain check-in at H&H Ranch, and ship testing.
Monday, July 15th - first full day of battles, lunch is provided.
Tuesday, July 16th - 2nd full day of battles, lunch is provided.
Wednesday, July 17th - 1 on 1's and night battle.
Thursday, July 18th, 3rd full day of battles, lunch is provided.
Friday, July 19th, morning battle, 1 on 1's, and dinner starting at 5:00pm on

USS Texas at Battleship Park in San Jacinto.

The Texas Naval Brigade is hosting the event. Special thanks go out to Patrick Clarke, Wade Koehn, and Ted Brogden for their help with H&H Ranch and hotel arrangements.

NATS Cost - \$110 per person to attend the event. This cost includes:

Admission of 1 person to HH Ranch, all ponds and pavilion, CO2, Ice, Free drinks at lakeside, Electricity at each pavilion table, T-Shirt, Lunch on Monday, Tuesday, and Thursday.

Awards Banquet Cost - \$15 per person to attend the banquet. This cost includes:

Admission of 1 person to BB35, the USS Texas, Private tour of the entire ship, by the museum curator Dinner Award plaques

Shops - There are several local shops you will want to check out. These include Larry's Hobbies, and West Marine, both just a half-block from the hotel! Both shops are located in the same shopping center, just north of the hotel on the same side of I-45, just south of FM1960. West Marine (281-821-3132) faces the feeder road, and carries a full line of stainless hardware and West System products! Larry's Hobbies (281-443-7373) is just around the corner, and is a full hobby shop, catering to model

trains, R/C planes, and R/C racecars.

Larry's has been put on alert to have extra CA, kicker, balsa, silkspan, gears, and dope.

The hotel for the MWC 2002 Nationals is the Holiday Inn - Houston North. The hotel is located on the east side of I-45 North between Richey Road and FM1960. This full-service hotel features a large pool, parking at the door, a lounge with a pool table and dart board, a restaurant, and a complimentary airport shuttle van. The room rate for 2002 will be \$59 per night plus tax, and rooms can be reserved with either a king or two double beds. The room with two double beds can sleep up to four people. All rooms are freshly remodeled this year with new air conditioners, televisions, etc. This is an awesome hotel!

An airport shuttle will pickup anyone with a reservation arriving at Houston Bush International Airport from 7am to 11pm. The van is a green Holiday Inn van with the words "HOUSTON - NORTH" on the front door. Phone the hotel when you arrive at Houston for pickup. Houston North Holiday Inn, 16510 I-45 North, Houston, Texas 77090. 281-821-2570, or 1-800-HOLIDAY for reservations. Please do not place your reservation until **after** March 15, 2002.

(Continued on Page 115)

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The Destroyer's Tale

by Randy Stiponovich

This was my first Nats and in the interest of survival I intended to use the Akizuki primarily rather than the Von Der Tann, but I was dissuaded at the Sunday night axis captains' meeting. Never having been in a motel room with 20 axis lunatics before, I found the experience both amusing and disturbing. Some could be observed thumping their chests, spraying bits of braunschweiger and boasting of the great victory to come. Others sat muttering in corners poring over moldy battle reports from Nats long past. Still others stared raptly at Herr Fleugel as he worked himself into a frenzy, gesturing wildly at Andy's diagrams, stamping his foot and ranting about "WET PANTS VICTORY." This must have been what the bunker was like!

Gradually I became swept up in the relentless flood of sweaty axis xenomania. I swilled Budweiser; I yelled "Banzai"; I tried on Kevin's hat. I looked good in it! No wonder I didn't sleep. The wife thought I was making it all up!

Monday morning I experienced an near epiphany of delight as I looked at 20 odd working boats on the water prepared for battle, 20 more waiting. It was one of those moments of self-discovery when you think your entire previous life has been a waste of time. I began asking myself questions that had no answers. How many Nats had I missed and why? Why does Nats only last a week? Which way are the porta potties? This was where I was meant to be. Nats.

I fumbled the Akizuki and the VDT through Monday's fleet battles and nothing noteworthy occurred to either other than staying afloat. I had some problem with ship recognition. "Is that a Nagato or a QE?" Tuesday's campaign would show I wasn't the only one.

I wasn't sure what I was supposed to do in campaign, although the day before at the captains' meeting Dave Au had jokingly suggested that I drive the Akizuki thru the Titanic's bow like a giant torpedo! Of course it only took me ten minutes to realize he was kidding, but the idea appealed to my admittedly twisted sense of self sacrifice, honor, etc... That night Virginia and I studied through the rules and found nothing that specifically said, "The Akizuki shall not be driven thru the Titanic's bow like a giant torpedo." Still, I suspect we missed it somewhere in the "Additional Weapons" section. I launched the DD for campaign Tuesday having decided to concentrate on one allied boat and hopefully get a sink with my multiple reloads. This turned out to be Jim's Brooklyn which was shooting shore installations. My gun wasn't hitting very hard but I plinked away at him nonetheless. Jamie Foster in the Mogami seemed to have the same idea. We weren't the only Jap boats in the area though. Guarding the targets was ... THE KONGO... captained by Jeff Lied, a hair-trigger dentist from Texas with a funny hat. Dead snakes ominously festooned his stacks (victims of Leroy's culinary massacres), a captain not to be trifled with even when he's on your side. He seemed absorbed with his forward and back motion. While in the course of maneuvering I happened to pull alongside him. "Cool" I said to myself, "two Jap Boats" Suddenly--"WHACK"--was Jeff shooting at me? "Wack Wack WHACK." I was jolted out of my initial shock, "hey Jeff I'm axis."

"Oh," came the reply, "sorry."

"That's ok." But I had a feeling it wasn't.

I attempted to resume my self-appointed mission but it was apparent my micro pump wasn't going to handle the damage I had taken. I started getting glitches that would plague the Akizuki all week. I

called "two" and 90 secs. later I ceased to be unsunk at Nats. My bow, however, had some trapped air in it and remained pointing above the water by a couple inches.

Amazingly I was able to drive it in that way. It looked like a shark in a cartoon. Subsequent inspection revealed 3 belows and 1 at. Nice shootin' Jeff!

A few minutes later I heard Fluegel talking to a tape recorder, "well, we lost the Bremen and sunk our destroyer, ...but we're doin' ok."

Wednesday afternoon we painted meatballs all over the Akizuki, showed it to Jeff and said "meatball-no shoot!" On Thursday my cross assumed its rightful place outside the cemetery as I wept bitter tears at my ironic misfortune and Jeff continued to apologize.

Its ok Jeff, I shot at you in Tulsa when we were both "no flag".
...Hmmm...

A Rookies Dream, NATS 2001

by Lee McKinzie

I'll start this little tale by going back a few months prior to the 2001 NATS, that way everyone should have a feel for the mental state I was in. For a couple of years I had been following the hobby by either the Hobby Magazines or the Internet, and on one February morning I was at my local Hobby Shop getting some materials for a sailboat I was building. There in the display case along with a few wonderful models was a DKM Lutzow. I immediately knew she was a combat model (Duh!, I wonder what gave that away!). She was new and fully outfitted from motors to radio, and everything in-between. The best thing was the price listed on a card below the model, \$150.00. I knew there was no clubs in my area, but I was moving to Virginia the next week, and there was a club located

conversation, we broke off and I was to come up the next weekend.

I showed up at Dave's house around 1:00 PM on a Sunday afternoon, and the fun began. The Lutzow I had finished had a few (lightly put) kinks to be smoothed out. Dave gave me some great rules to go by, along with a few materials, including a great pump. And I was to come up the next Friday to finish the Lutzow and get ready to battle that Saturday/Sunday with the IRCWCC boys at their regional in Greenbriar Park.

My first battle! Well, should I say that went good? Nah! What a mess! Everytime I went out, something broke! Of course I did have a great time, and I was hooked! One more battle then Dave and me head for NATS.

Well, as Dave knows by now, my mind changes a lot. Hence the reason for 3 partially built ships in the workshop today. I called Dave the next week, and informed him the Lutzow didn't have the punch I wanted to have at NATS, and I wanted to try and get a ship ready. Remember now, we only had just over a month before NATS. He laughed at me. I told him I could do it, and he said I couldn't. HAHA. Maybe now he might think differently. To shorten this a little, I went to the next battle with a Viribus Unitis that Dave had been working on. Although we had a few problems with a broken gun, she ran great! I had the boat for NATS!

The two weeks before NATS was the worst time I ever had. If it weren't for Dave and Ted's help I would have never made it. From borrowing a boat from Dave (who put it together, and had her ready by himself) (not to mention who paid for most of the trip) to a lost letter to Ted with the club dues and NATS fee. Ted, you saved me, thanks again. I couldn't sleep at nights. And to make matters worse, I kept getting calls from Dave telling me to shut up! Seems I was taunting folks



The Viribus Unitis stands by the damaged Baden

(Nats 2002, from Page 113)

Mail your NATS fees to Ted Brogden, 1703 Quail Valley, Iowa Park, TX 76367. Please include \$110 for each captain attending the event along with their shirt size (S, M, L, XL, XXL, XXXL). Include an additional \$15 for each person attending the award banquet. Members who have NOT paid for NATS by June 1 will be charged an additional \$15 fee, so take that Christmas money and send in your NATS reservation today!

there. I bought it!

I took my new toy home, and immediately jumped on the Internet to get a Virginia contact. That took longer than I had expected, as I had to find the old links, and most had moved on. I finally got this persons phone number who lived in Maryland. I looked at a map to see how far a drive I would need to make if I wanted to visit. Not far! I'll call. I want everyone to know that the phone call I made that day started the best Friendship I Have Ever Had! Dave, you're the Best! After a long

on the chat room too much, and Dave was worried that I would get him shot out of the water. See, I had the same boat, and if people were going to go after me, how would they to tell us apart? I thought it was cute! HAHA.

The journey to NATS. Oh man what a drive! That sucked! Especially with Dave's snoring! I think he ties his parts in a knot, he never wanted to stop for the restroom. Plus I smoke and I think the only reason he kept going was to prevent me from smoking. But we got there. So there is the prelude, here is a rookie's view.

NATS 2001 started out the moment we got there, 4 people and 12 boats in one room! Dave had brought along a few (8) extra boats to show off. I had to go and get a beverage at the local store and try to relax. Didn't help. I was too wired up, and there were several people I wanted to meet. It was a late night! The next morning we where up and running to the pond for testing. Yea! Finally time. The VU ran great, and passed all her tests. Now we go back to the room and wait again! Bummer! Talk about a sleepless night! The night before the first battle was a nightmare. Now, come think about it, I wonder if a certain SODAK was in those dreams?

Well, Monday is here, and I'm at the pond. We got our fleets together and hammered out the battle plan. I had to make Dave a promise not to go out and get into trouble. It would come to me soon enough! The battle started a little late and we where in our corner. I was teamed up with Mr. Fluegal. I got my ship into place and waited. Boy was my heart pounding! This is what it's about folks. The announcement finally came "Let there be War", or something like it. I can't remember, all I remember is seeing what looked like 10 North Carolinas coming our way. Oh S%@#! I hate to pat myself on the back, but I did a great job! I came out of the first day with

something like 20-2-7. And the ship ran fine. I covered Mr Fluegal's side until the battle went astray and found a few targets but nothing spectacular.

Tuesday, The first sinking of ME! At least I am pretty sure it was Tuesday. I had so much fun I get the days mixed up a little. The afternoon battle started as usual with us in the corner. I had decided to venture over to the other side to get a better view. There was nobody over there and there was plenty of room. I had just got over and got my boat pointed at the NC's and SODAK's when someone hollered for me to get back to the other side. I hate trees! I was coming back across and the trees blocked my view of my ship. I must have hit the throttle as I jumped across, because as I looked up my VU was attacking several North Carolina's, and doing so in a bad way, without me! I took a beating before I could react and get my boat going back to the safety of others. Problem was I was pumping hard and had to go in reverse to get back into position without the NC's getting some more good shots. As soon as I was in the clear, I made the mistake! I stopped! All the water rushed back to the stern in one push and drove the stern under. I went down like a rock!

Wednesday, the Death Match! Several of us class 4 boats decided to have a death match. Boy was that fun. We could rearm and change CO2 as much as we wanted, and the last boat afloat wins. Well my guns were glitching and the pump was malfunctioning to add to the problems. I finally succumbed to a failed pump. It was fun though.

Thursday, I do know that on one sortie, the battle had gone astray and I was along side Dave on the other side of the pond. I was looking across at an I-boat who was in a little mess. Problem was, there was also several NC's and a SODAK close by too. I thought for a second or two and figured, if I want some real excitement, I'm going to have to go get it. Across the pond I went. All

along I could hear Dave yelling at me "Lee, What are you doing?" The Posen was giving some great shots to the I-boat, so I just timed my arrival to follow right behind the Posen. I had been having a few glitches with my guns, and I hoped this wasn't going to be one of those times. I lined up on her bow and hit the button several times. I got off around 12-15 shots before a SODAK (TED) drove me off. As I was headed for deep water, I saw the I-Boat go down! Now I don't know for sure, as the Posen got some good licks in also, but I would almost say for certain, I saw my first kill. I ran for the deep end, and after me was Allen with his North Carolina. The turning was what saved the VU that time. Good chase Allen. The hole in the I-Boat was big enough to pass a quarter through.

Thursday, I learned the lesson of not running sometimes. I was taking sneak shots now and again at Ted's SODAK. I guess he got tired of this little gnat bothering him so he decided to swat it. Well he got in his licks and I decided that there was no way I was going to take any more. I started running for deep water. Not this time, Ted's batteries were better than Allen's was and he was able to chase me down. I kept out turning inside of him, but I couldn't get to the safety of open water either. I finally went down pumping.

Sadly, Dave and me had to leave late Thursday; we had a long drive to look forward to and no energy to do it! I had a blast! The weeklong event will test anyone's boat for sure. If you made it all week with very little problems, don't change anything in your boat! It's working great.

The Viribus Unitis and her awesome triple bow guns were going to be my ship! After NATS she got re-evaluated. Dave and I both have decided that even though the trips do a lot of damage, we took a lot in the bow during our attacks. The VU can't take the beating to sustain the

fight if she gets hit very much. The weight of the guns in the bow compounds the problem, as she settles bow first, causing more holes to go under the waterline. I have switched to the USS Arizona. She has promise if I can get her to turn. She has more guns, so the fight will last longer, and she can take more shots. Not to mention 26 speed. I have also decided it is best to have three boats ready for NATS! Yes three! The primary ship (USS Arizona). A secondary ship (USS Arizona pre-1920) as a back up in case of severe problems with first boat (too tired to re-skin on Wed) and a class 3 for the campaign. I will fight the Primary Mon/Tues and the one-on-one On Wed. Then switch to the second Arizona for Thru/Friday. During the campaigns I will start with the Arizona and dish out the punishment on those unwary ships that are saving their BB's for convoys, and then switch to the class 3 for the rest of the battle.

As for overall, I'm hooked! NATS lasted three weeks for me! Sleepless and Daydreaming one week before, The pounding week of NATS, and the restless nights dreaming for another week.

See ya'all in Houston next year.
11 months and counting
Lee- USS Arizona

MWC Membership

When the MWC was created, it was decided to have the memberships valid from January thru December of each year. This was done to simplify the tracking of paid members and to get some funds available for club business. Starting this January, the new membership cards will have a statement on them depicting the time frame they are valid (2002). This will be effective for all renewals and new members, regardless of when the dues are paid. Also, the member's email list server will be purged on 1 March 2002 of all those captains who have not renewed. Thus to maximize your yearly membership, please renew as early in the year as possible.

Ted Brogden
MWC Treasurer

New Editor, New Challenges for TF144

By Lars

It is with a sad heart that I have to announce that resignation of Curly Barrett as Editor in Chief for Task Force 144. Curly has three active and growing youngsters, a beautiful wife, a growing German fleet, a continuing assault on the State Parks of Minnesota, the call of wildly creative Barbershop Foursomes, a new job, the chairmanship of the MWC Sponsorship Committee, and a wearisome goal of obtaining a Master's degree. Somewhere in there, something had to give. Curly looked around and sadly picked out the TF 144 editorship. When he turned in the reins, he had only one request. "Don't give it to Lars," he told our President.

However, when the President called and offered it to me, I accepted. "You dimwit," said Curly when he heard the news. "I tried to save you from all that."

Maybe he wasn't so dumb. I'm probably just as busy as he is.

However, I look forward to the new challenge. Deadlines have always been a good way to get my brain working on new material. Here I will be pulling in a lot of new things. Handling photos, captions, trimming and brushing up the works of others, will be all somewhat new stuff for me.

Of course, another aspect to

consider is that I don't have all the fancy News Article layout software that my predecessor did. Where did he get that neat anchor graphic for the ends of articles?

One minor difference that I hope I can swing is that I plan to use JPEG images for the pictures. Curly tells me he never got the hang of doing it so that both he and the printers had the same output, and had to resort to the ol' Cut and Paste with actual scissors and Scotch tape. I may be asking for a similar beating, but we'll give it a try. If it does work, it may be possible to send out electronic copies in the future, and save the club some postage. Plus we could get color pictures that way.

In any case, the baton has been passed, and for better or worse it will be this way until Curly comes to his senses and asks for the controls again. I look forward to seeing all the new submissions, as the unused collection that Curly left me will run out in the very next issue! Don't force me to beg now!

I also have in mind some continuing features, perhaps some ship history columns, and maybe I can get some dudes other than the President to do some regular columns as well.

I don't envision problems filling out these pages, as I have a son who writes even more than I do. If the technical bits can be conquered then hopefully it will be smooth sailing!

-- Lars



The Prince and the Peashooter.

2002 NAT ENTRY FORM

The 2002 NATS is in Houston, Texas on July 14-19. 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: _____

Address: _____

Fleet (circle): Axis Allied

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

Radio Channel: _____

Ship Name: _____

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

Additional captains or ships:

_____ Entry Fee (# Captains X \$110 before June 1, X \$125 after June 1)

_____ USS Texas Award Banquet (# attending X \$15)

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

Model Warship Combat Membership Application Form 2002

Primary Member: _____ MWC # _____ (if renewing)

Secondary Members: (Spouse and/or minor children) _____

Address: _____ City: _____ State: _____ Zip: _____

Phone Number: _____ Email Address: _____

Age 16 or older before January 1st of 2002 (Y/N)? _____

Statement of Accountability: I understand that the MWC has been formed for the purpose of sponsoring a forum for the hobby of Radio Controlled Model Warship Combat within a gentlemanly and sportsmanlike atmosphere. If, in the judgment of the MWC Board of Directors, I fail to uphold these principles, I may be subject to disciplinary actions up to and including being dismissed from the membership of the MWC. I agree that, should my application for membership be accepted, by behavior at club events and in all public forums is subject to review by the MWC Board of Directors.

Your signature below indicates that you've read and understand the Statement of Accountability.

Signatures:

_____ Date: _____

_____ Date: _____

_____ Date: _____

(All members listed above must sign. A Parent or guardian must sign for minors.)

Membership Dues for:

Adult Primary Member: \$60.00 Adult Secondary Member: \$40.00

Junior Primary Member: \$40.00 Junior Secondary Member: \$30.00

(Junior members [under 16 years of age] can only be a Primary member when there is no adults who are members within the household.)

**Pleas make checks payable to: Model Warship Combat, Inc.
Mail to: Ted Brogden 1703 Quail Valley Iowa Park, TX 76367**

**From the Bridge:
Winter 2001**

By Brian Eliassen

BOD Issues

The 2001 BOD has added the following policy effective immediately:

"The MWC shall allow reactivated military personnel, who are members of the MWC, access to the Member Services section of the web site and access to the members-only mailing lists for subsequent years without paying dues until such time as they are able to rejoin the MWC after this period of military deployment."

If this applies to you, please contact the MWC Treasurer so he can coordinate your request at the following e-mail address:
treasurer@mwci.org.

Insurance

The MWC Insurance is something that continues to vex everyone's cognitive capabilities. If you've ever been an AMA member and flown R/C airplanes, that is pretty much what we have now. 1) AMA members have to follow the AMA safety rules to be covered. 2) AMA insurance is secondary to any other insurance. 3) If you're an AMA member and you're flying and obeying all the rules, you're still covered if someone else is flying but isn't an AMA member. Still confused? Substitute the above words "AMA" with "MWC" and "fly" with "boat". There will also be a more comprehensive FAQ on the web site soon which should answer the most common questions. As always, you can send a question to insurance@mwci.org and someone will get an answer back to you.

It's That Time

As you all know, we've been very busy attempting to get the 2001 balloting done. I'd like to personally thank Larry "Lars" Dahl for his effort in getting this accomplished. As you may have guessed, this has delayed the Winter 2001 issue until January. Having said that, with the New Year, it is time for me to say goodbye after a two year run as MWC President and nearly five years as a board member. You may ask, "how can that be if the MWC was started in 1999?" Ask me someday when you see me at a Nationals and I'll give you all the gory details. I wish to thank everyone who has helped me over the years as I stumbled through the role.

Thanks for the ride it's been interesting.



**TASK FORCE 144
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