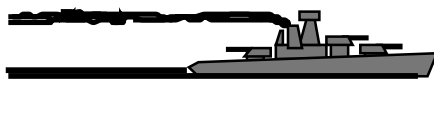
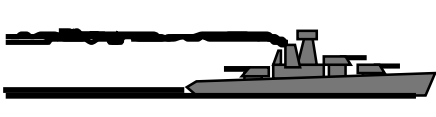
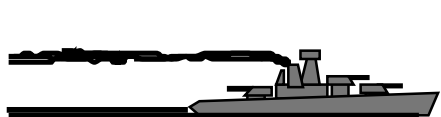


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Winter 2002



CALENDAR OF MWC EVENTS

December 7

Pearl Harbor Memorial Garland, TX

No Fee, Bring your own CO2

Non-Sanctioned

Contact: Steve Reichenbach

wtpat2@yahoo.com

972-668-2449

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

478-987-1345, ask for Peggy



To Rick King, a swell fellow and a fine battler. Rick had triple bypass heart surgery early in November, and was back battling at the end of the month. Take it easy, Rick, we'll be ready and waiting.

Photo by Robert Rucker



Is this what they mean by 'charging in to battle'? But who's charging who? Yamato or SUV?

Photo by Georgi Kunish

Trick or Trotwood Battle Report

by Tim Krakowski



This has been a tough battling year for me. I have only been able to attend one regional, and my ship, the Fuso, sank six times that weekend! I spent the entire summer rebuilding her. So, when I made it to the "Trick or Trotwood," I was eager to avenge my previous poor performance. Actually, I was hoping to get my sink count down to two or three!

We had six battlers on Saturday, Charley Stephens (North Carolina), Tony Stephens (Mushashi), Rick King (Scharnhorst), Jeff Lipp (Baden), Peter Kunisch (Andrea Doria) and Tim Krakowski (Fuso). As I was setting up, I didn't even notice Charley's new North Carolina. But Peter pointed out that the real trick of the event was Charley switching sides! Is nothing sacred? The group was amazed how he scratch built a ship in 14 days! Amazing!

We also lamented the loss of the Bruders to Colorado. No doubt



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



Tim's Fuso doing the rock and roll over bit at the Spring Regionals. I didn't mean to bring up bad memories, but it was the best picture of his ship I could find.

Photo either by Georgi Kunisch or Noel Cook, Lars' memory is foggy.

John, Josh, and Jacob would have battled with us if they still lived in Florida. We all agreed that our loss is Colorado's gain, but I have to confess that I won't miss Josh's stern guns.

We decided to break the fleets up into Flags vs. the No Flags. The Flag fleet consisted of, Mushashi, Andrea Doria and Fuso. The No Flags had North Carolina, Baden, and Scharnhorst. Also, for our regionals we typically agree to a couple of modifications to the battling rules: 1. We battle three sorties (you get more sinks). 2. If you sink, you can patch your belows and come back in the next sortie. However, those belows and sink points count against you. Its possible to sink three times in one battle – trust me, I know.

As "WAR!" was called for the first sortie, I said a little prayer that I would survive. Immediately the fleets lined up stern to stern, looking for a shot. I don't know who ended the stalemate, but the lines were soon broken and BBs were flying. I tried to stay away from the enemy's triples, but as soon as I'd avoid the Scharnhorst, the North Carolina would get me and vice versa. Tony and Peter did a good job engaging the wolves, and I managed to shoot back a little, too. As the third sortie

began, both the North Carolina and the Scharnhorst were pumping hard. We decided to take the offensive and went after the North Carolina. Peter, Tony, and I attacked as much as we could, and she went down! We erupted in a "Bonzai" cheer! Then we noticed Rick's Scharnhorst looked like it was in trouble. As we attacked, it got lower and lower in the water. Then it went down, too! "Bonzai!" I was amazed how well the Fuso performed. I survived one whole battle! As an added bonus, Georgi, Peter's wife, had made up some excellent scoring sheets to aid the scoring process. She also managed to collect them all. The results of the first battle were:

Battle: Saturday AM

Flag

Captain	Above	Below	On	Score
Peter Kunisch	79	16	13	1,915
Tim Krakowski	98	27	11	2,605
Tony Stephens	94	8	5	1,465
				Total: 5,985

No Flag

Captain	Above	Below	On	Score
Charley Stephens	83	45	13	4,405
Jeff Lipp	20	4	4	500
Rick King	82	13	8	2,570
				Total: 7,475

The scores were closer than I thought. I guess I need to work on avoiding those triples!



Rick always gives extra points for hits in scale locations

Photo by Georgi Kunisch

After lunch, we were ready to battle again. "War!" was called, and again the stern standoff began. This time I was lined up directly across from Jeff Lipp's Baden. As the battle raged around us, I tried desperately to line up a shot, only to be thwarted (and punished) by the Baden's unbelievable turning radius. It defies physics. I did manage to get a few side mount shots in, and I shot up Jeff's deck a bit. My worst five seconds came in the second sortie. After being shot up by Baden, I wanted to shoot back. Tony had engaged, and while the Baden was tied up, I lined up the perfect haymaker shot. Then...I shot the wrong gun, "Splash! Splash! Splash!" Doh! However, during that sortie, Baden became mossed and beached and I got my chance. Charley and Rick came in to protect the Baden, and soon I was chased away, but not before I FINALLY scored a hit. As the battle ended, all ships were pumping hard, but no one sank. However, I had the feeling the

Flags had taken the worst of it. The results of the second battle were:

Battle: Saturday PM

Flag

<i>Captain</i>	<i>Above-Below-On</i>	<i>Score</i>
Peter Kunisch	51-15-2	1,310
Tim Krakowski	87-16-7	1,845
Tony Stephens	143-14-4	2,230
Total:		5,385

No Flag

<i>Captain</i>	<i>Above-Below-On</i>	<i>Score</i>
Charley Stephens	55-20-4	1,650
Jeff Lipp	28-10-7	955
Rick King	76-17-4	1,710
Total:		4,315

After a shower, we were all ready for dinner. Peter and Georgi surprised everyone with their costumes! Peter came in authentic Scottish battle dress, authentic in every detail. Peter, we still believe you!

Sunday morning came after a long night of patching, and I was ready to get to the lake. Don Cole had arrived with his Alabama. He joined the No Flag fleet – like they needed any help! The Flags added new Captain Cody Forbes, captaining Rick's Admiral Scheer. Cody is building a Scharnhorst, and should be a force at NATS 2K3.

In the first sortie, tragedy struck. The Mushashi looked low in the water. It wasn't pumping! To make matters worse, the Fuso threw a dog bone and was operating on only one prop. It wasn't long before Mushashi went down! Doh! I quickly called five and managed to survive thanks to Peter and Cody. Between sorties I repaired the offending linkage, thanks to Don Cole's spare collar. Thanks, Don! Tony entered the fray again with his pump PLUGGED IN, and the second sortie was on! We needed to sink someone to have any chance, so we were aggressive... a little too aggressive. I managed to get the Alabama and North Carolina in my sights -- unfortunately, at the same time. I did my best to escape the sandwich, but I was being pounded on both sides. Then they even had the audacity to get in a few good triples! During the third sortie, the



Peter must have a pocket full of corn cuz the ducklings keep a-coming.

Photo by Georgi Kunisch

North Carolina looked low in the water. Peter moved the Doria in for the kill. Then, the North Carolina sank! When he recovered his ship, Charley discovered an uncalled ram “barn door” that had done him in. Unfortunately (for him) he did not see the ram, so the Flag fleet had a chance! However, during the melee, Jeff managed to get the Baden along side the Andrea Doria. The Baden’s haymaker scored hit after hit. The ensuing carnage was so brutal, I can’t in good conscience give any more details. The Doria went down soon after. Late in the third sortie, it looked like Rick’s Scharnhorst was in trouble. Unfortunately we had expended all our ammo, and he survived his five. The results were:

Battle: Sunday

Flag

Captain	Above-Below-On	Score
Cody Forbes	22-1-0	270
Peter Kunisch	54-26-6	2,790
Tim Krakowski	74-13-5	1,515
Tony Stephens	90-18-6	3,050
Total:		7,625

No Flag

Captain	Above-Below-On	Score
Charley Stephens	67-17-4	2,620
Don Cole	64-12-2	1,290
Jeff Lipp	13-3-4	380
Rick King	39-8-4	890
Total:		5,180

As I packed up for the long drive, we counted up the scores. The results for the event were:

Battle Name	Flag	No Flag
Saturday AM	7,475	5,985
Saturday PM	4,315	5,285
Sunday	4,880	7,425
Total:	16,670	18,695

Alas! The No Flags had won! However, I managed to survive the event! And of course, a good time was had by all.



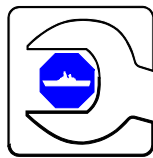
Introducing Low (Baden), Lower (Doria), and Lowest (North Carolina)

Photo by Georgi Kunisch

VISUAL PUMP OPERATION REMINDER

(for the memory impaired captain)

by Rick King



Ever wonder if your pump is on? You don’t see a pump stream after 10 minutes of battle

and you know that the Allies aren’t that poor marksmen. Is it clogged, did the hose fall off, did I forget to turn it on?

Well, thanks to Bill Byrnes, I can pass on a neat visual reminder that at least you did turn it on and the pump is getting power.

It’s a simple matter of installing a revolving radar antenna or gun director. He did this by taking an old servo that had a bad board but the motor still ran. Take the servo apart. You will need to grind or cut off the little tabs under the top cover that keep the servo arm from rotating 360 degrees. You can leave the circuit board in or take it out, just keep the leads to the motor. I left everything inside the servo case.

Now you have to mount the motor somewhere under the superstructure, preferably where there is a mast or gun director directly above. I drilled a hole down

through the top of a forward gun director, then inserted a piece of brass tubing in the hole to act as a bushing. I then secured a piece of brass rod to the top of the servo arm gear. It must extend past the top of the superstructure far enough to mount your radar screen (I used a small piece of fiberglass screen) or gun director and rotate freely. Secure the servo case up inside the superstructure.

Next you splice the motor leads into your pump power leads. Turn on the pump and your antenna/ gun director should rotate, probably too fast! You will need to try putting a 1/4 watt resistor in the circuit to slow it down. Try different values until you get it to a suitable speed. It’s important to get the shaft from the servo through the superstructure straight so it won’t bind.

It may not be scale, in my case, but it’s the visual clue I need! A lot of spectators have commented on the neat revolving antenna as much as the guns. One guy even asked me if it helped me range the guns! By the way, Bill assured me that this uses a negligible amount of power.

Good luck



BATTLESHIP CAKE

By Steve & Traci Reichenbach

Ingredients:

8 Betty Crocker chocolate cake mixes
2 dozen eggs
1 1/2 bottles of vegetable oil
8 Betty Crocker fudge brownie mixes
9 cups of water
6 cups of Crisco
2 tablespoons vanilla extract
2 pounds of granulated sugar
black food coloring
1 can Pirolines (from Austria)
16 Snickers candy bars
2 Rollo rolls
2 Kit Kat candy bars
3 York peppermint patties
24 toothpicks
18 bamboo sticks
1 4x8 sheet of Lexan
1 2X4 sheet of 1/8" aircraft plywood
1 can light grey enamel primer spray paint
1 can muddy red enamel primer spray paint
1 package of 1/8" black waterline tape
1/2 oz medium gap filling CA
4oz bottle of kicker
1 fiberglass hull (see chart):

Class 8 - feeds 200 to 500 - IJN
Yummymato is perfect for weddings

Class 6.5 - feeds 150 to 300 - DKM
Bisquemark is ideal for school dinners

Class 6 - feeds 100 to 200 - USS
Wash-it-down is great at company

picnics

Class 5 - feeds 75 to 150 - DKM
Gneatitnau is popular at family reunions

Class 4 - feeds 50 to 100 - HMS
Indigestable is fun at family picnics

Class 3 - feeds 10 to 50 - IJN
Micakesu goes well with superbowl parties

Class 2 - feeds 2 to 5 - USS
Snackvannah is a treat for guests at dinner

Class 1 - feeds 1 to 3 - IJN
Snackizuki is a personal treat

Directions:

To prepare BATTLESHIP CAKE, one must first select the appropriate hull volume, based on the number of guests to be served. The IJN Yummymato was prepared for the first ever MWC sanctioned wedding... of Bryan and Trista Finster.

Step 1 - order your hull from Baker's Connection (Charley Stephen's new company, which cater's to hobbyiest

who enjoy combining Wilton cake decorating with their love of historic 1/144 scale warships!). **Note to self, the new hull becomes an expense which is a part of the wedding budget**

Step 2 - go to your local

WalMart, and stock up on vegetable oil, Crisco, eggs, cake mixes, and brownie mixes. **Note, cake icing food coloring can be found near the fabric area, in cake decorating supplies**



We hear Steve's cake has started a new book series: "The Anatomy of the Cake"

Photo by Steve Reichenbach

Step 3 - ask your young, impressionable daughters if they would enjoy learning how to bake chocolate cake and brownies. Claim you have something they can "practice" with, until they "get it right". **Note, don't let on that the cake is great, and the brownies taste delicious, until all 16 batches are done, or your wife will have to stay up late to finish the job!**

Step 4 - Using a scroll saw and sander, cut out the bow and stern deck using the 1/8" aircraft plywood. Attach to hull using liberal amounts of gap filling superglue. **Note, don't bring the hull into the house, until the fumes die down**

Step 5 - Prime the hull with grey and ruddy brown primer, applying the black tape to the waterline. **Note, avoid using sharp knives to cut waterline tape when working at 3:45am**

Step 6 - Cut out lexan to line the inside of the hull, for cake to sit on. **Note, pad under the lexan to reduce the hull volume if other cake will also be available for the guests.... so you don't have 4 gallons



This is one superstructure you might be able to fudge the figures on .

Photo by Steve Reichenbach

of leftover chocolate cake**

Step 7 - Put the chocolate cake into the hull, trimming to fill gaps so that complete hull is now full of cake.

Step 8 - Wake up wife at 4:00am, and beg her to make 2 gallons of icing. **Note, at this hour, it's always delicious, and just the right shade of grey - don't be too critical, cause she's in a room with sharp objects readily available.**

Step 9 - Ice the main deck with 1 gallon of icing. **Note, don't use an ordinary knife... get one that costs \$25 because it has "WILTON" printed on it somewhere**

Step 10 - Cut out the brownies, to build the main turrets and superstructure. Use bamboo sticks to hold brownies together, and for secondary gun barrels. Use Pirolines for the main turret gun barrels, with mini-Snickers for the range finders.

Step 11 - Use Kit Kat candy bars for the main mast range finders, catapults, or any other suitable superstructure. Use Rollo's, with 2 toothpicks each, as anti-aircraft guns.

Step 12 - Bring cake to the event, praying it won't fall apart. Just in case, bring the fancy "WILTON" cake knife, and your CA and kicker. Serve the brownie turrets first, then the snicker stack, and the brownie superstructure. Serve the cake using a large regulation size ice-cream type scoop. **Note, don't even try to find an ice-cream scoop made by WILTON... it doesn't exist!**

ENJOY!!!



Photo credits:

1. Addicted – Georgi Kunisch
2. Not so bad – Kevin Hovis
3. Dreadnoughts – Mike Melton's brother
4. Help – either Georgi Kunisch or Noel Cook

Some of my favorites pictures I didn't have room for before.



I've got to be careful
A guy could get addicted to this stuff.



See, Sinking's not so bad...
Recovery is another story.



Dreadnoughts of the Mist



First Tim gives me the shirt off his back, then he wants me to help. Man!



Perilous chase? Or Parallel Chase?

Actually there are five ships in this picture, can you spot them all?

Photo by Georgi Kunisch

Fall Fray at Bray's

By Chris Kessler



Friday

The journey and adventure that was my first battling

experience began on a Friday afternoon. We had the day off school (I attend the University of Missouri-Rolla) so I had spent the morning getting ready to go. My friend Joe, who I had talked into driving me to Arkansas and back, showed up and we got the car loaded. ..4 hour drive.. After pulling into the hotel Friday afternoon I went in to secure the room. Standing at the front desk was Kevin Hovis which was really good because I had met him a few weeks earlier when he, Kevin Bray, and Steve Reichenbach had made the journey to Rolla, MO to meet me and take a look at my ship. Anyway he ended up offering to help us get over to Kevin's house so that's where we headed. We got to Kevin's house and checked out his pond and talked for a bit before it was decided that we were all hungry and we went to eat at a good Chinese place. We meet up with Tim Beckett and his girlfriend Heather at the restaurant. After we ate our fill we all went back to Kevin's house and watched some video of NATS'02. Then it was off to the local Ice cream shop for some yummy treats. Then back to you know where for a night before the battle build/fix/patch session. After working for a while to make sure everything was working properly we returned to the hotel to get some rest.

Sat.

After catching a quick breakfast Joe and I headed to Wal-Mart to get some last minute stuff (camera), then off to Kevin's. Once people got there we started taking care of the last minute things like getting CO2 and getting my brand new regulator

adjusted correctly. More testing and tweaking, it's really nerve racking.

veteran captains were mixing it up. In the process of trying to maneuver



Chris K looks down on the competition.

Photo by Joe Boyer

(As you can see in the picture above I was a little overwhelmed at times.) Teams were decided upon and finally it was time to battle!!

Teams (sorry if I get your name/boat wrong):

Flag

Moltke – Steve Reynolds (Admiral)
NC – Tim Beckett
Mogami-Jamie Foster
Von Der Tann – Heather
Bismark – Kevin Hovis
Brooklyn – Chris Kessler (me)

No Flag

Scharnhorst – Mike Tanzillo (Admiral)
Mogami- Bryan Finster
SoDak – Kevin Bray
Fuso/Sverige James Foster
Nagato – Chris Pearce

Steve Reichenbach was there and he fought with a Portland I think but I don't know what side he was on.

Battle 1, Sortie 1:

Sortie 1 started off well, I tried to stay away from the main melee area where the larger ships and more

around the pond my boat went behind the small island where I proceeded to hit a rock on the bottom and tear a hole in the side of my boat. (while Kevin might be allied his pond or the rocks in it are evil axis rocks, rule proposal for rock speed change . . anyone??) Which since I was on the other side of the island I didn't get a good look at. And I proceeded to sink shortly thereafter. (My first combat sink, I sank once at home testing on a pond.) After retrieving my ship from the murky waters I took it back to my stuff and saw that there was water in the radio box (something I suspected would happen) so I took off the cover and go all the water out I could

Hmm after I sank, Chris Pearce, who had been in the middle of everything, went down close to shore. It made me feel a little better due to my not being the only one to sink. Some where Jaime Foster sank (might have been a different sortie)

After the sortie was over Bryan Finster helped me get my radio cleaned up and we sprayed it with CorrosionX to displace the water and help protect it in the future. By the time I started getting stuff back

together the second sortie was starting.



The Fray's Host can't always boast.

Photo by Joe Boyer

Sortie 2: Well I don't remember much due to being preoccupied with my sink related problems and trying to make sure I could come back in the afternoon so unfortunately I don't have anything about what happened.

Lunch was good, we went to the ice cream place cause its really more of a short order type stand, good food.

Battle 2, Sortie 1:

Feeling better because my ship was working reasonably (well again, I was happy about the start of the second sortie.) Stupid me I forgot to check how much CO2 was left in my tank. So after hanging around and taking a couple of potshots at passing ships I realized that my guns were no longer firing so I called Five and waited around for a while. Sitting near me was Fosters Sverige which didn't attack me even though I was sitting still the reason I found out later being that he was 28 sec and I was 23 sec (I was more worried about trying to survive to think about that kind of stuff at this point) I pulled off at the end of my five happy to have made it through an entire sortie(this was one of the best times all weekend cause even though I was on the water for about 10 min total and I really didn't contribute to the fleet much I was alive and that

counts for something. Funny how that stuff works.) Well I refilled my CO2 and topped off my magazines, changed the battery and was ready to go again.

Sortie 2:

Feeling great due to my ship working and everything I launched for the second sortie and then right after

war was called I realized I had forgotten to actually open the valve on my CO2 tank. After bringing it in and fixing the problem I was ready to go poke some holes in those no flag boats. After a bit of hit and run or hit

open water I was ok. I decided to go do a loop around one of the speed stakes due to it being in the area farthest away from me at the time. I made it over there ok but I had forgotten that that was the area of the pond where there were a good number of leaves floating around. My props must have gotten fouled up a little cause as I came out of the turn and proceeded down the dam I got caught. I started to get shot up and knocked around rather well and as my ship is a tad bit unstable she ended up sinking with 40 sec left on her five. 40 sec, argh. So I got wet again. More leakage to be taken care of and holes to patch. Some time in the second battle I got knocked rather hard and lost a turret and a smoke stack, I really got hammered by someone but I forgot who. Also Kevin Bray sank but again I don't know when or how.



The Nagato tried to slip under the von der Tann's guard, but dips instead.

Photo by Joe Boyer

and then get into a bad position I figured that it would be better to listen to an old piece of advice "He who fights and runs away may live to fight another day" so onto five I went. The first oh 3 min or so I was able to sit around with nobody bothering me but then everyone decided to come over and play where I was. I guess a few people saw me try to get away and all of a sudden I was being chased. Ha I had a 23 sec ship so as long as I stayed in the

Back to the hotel to relax for a bit before dinner. Dinner was great. It's hard to beat steak after a long day of battling. I think we went back to Bray's house afterward and worked on boats and talked about boats for a while. Then it was back to the hotel to get some sleep.

Battle 3, Sortie 1:

Sunday morning I was excited to get battling, I had dried out the servos and such overnight so I was

hoping that everything would work well. Battle was called without too much delay and I got some hits on Chris Pearce, nothing too damaging but they were the first shot that I knew for sure hit the target. (He got more on me but that is a minor detail.) So that was a bit of a boost for morale. After firing off a little ammo I decided to call five. Nothing too exciting happened this time I had to run a little to avoid getting shot up sometimes and every now and then I got a decent pump stream to issue forth from my pump. Came off five looking forward to battling again because the Brooklyn was running the best she had all weekend. I watched some of the rest and the Fosters Fuso got battered rather hard and ended up sinking. It's almost a shame to see that nice of a boat go down but that wasn't the end of the Fuso by a long shot.

Sortie 2: One more sortie and I would be able to say I made it through an entire battle. The Fuso was allowed to patch and returned to battle. The battle started off poorly



Hey, if the Allied Health Plan can take care of my warts, it should cover your German Measles.

Photo by Joe Boyer

(after thinking about it some more I think it failed to prime but that's just

a guess cause it worked fine after I got back home) The Fuso got into the fight in this sortie too. I guess everyone likes shooting at pretty ships. Anyway the Fuso went down again but I believe someone else went down also.

that I would be writing an article about this event. Everyone said goodbye and we started our journey back to Rolla. We decided to stop at Wendy's for some lunch and who was there, the Fosters. So we sat and ate with them and discussed boats and the Hobby (this is when I asked Foster why he hadn't chased me.) The drive back wasn't very exciting except that we talked about boats the whole way back. Once I got back home I had a list a mile long of things that I needed to do to my boat to get it to work how it should. Overall the weekend was great and I can't wait to do it again. I learned a whole lot about how the boats really work and what battles are actually like to be involved in. Thanks to everyone who helped me out over the weekend and to Kevin for letting us invade for the weekend.



Hmmm, if the rest of the hull looked like those two square inches, I wouldn't have sunk.

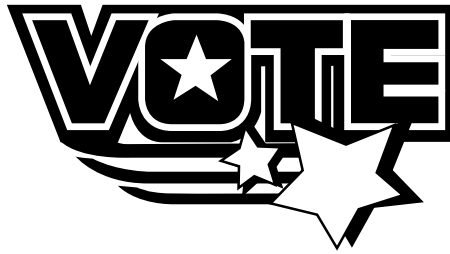
Photo by Joe Boyer

for me because almost immediately I encountered radio problems which led to a five out of control and me going in a circle and driving myself under. The pump wouldn't turn on either which I never figured out why

Afterwards we gave out the awards, Fosters Fuso got Best of Scale, Chris Pearce got Most Damaged and Tim Beckett got Most Feared at least that's how I remember it. I was also informed



2002 Ballot Tabulations



						2 1 3 8	2 1 3 9	2 1 4 0	2 1 4 1	2 1 4 2	2 1 4 3	2 1 4 4	2 1 4 5	2 1 4 6	2 1 4 7	2 1 4 8	2 1 4 9	2 1 5 0	2 1 5 1	2 1 5 2	2 1 5 3	2 1 5 4	2 1 5 5	2 1 5 6	2 1 5 7	2 1 5 8	2 1 5 9	2 1 6 0	2 1 6 1	2 1 6 2	2 1 6 3	2 1 6 4	2 1 6 5	2 1 6 6	2 1 6 7	2 1 6 8	2 1 6 9	2 1 7 0				
Item #	#Yes	#no	#Ab	Pass?																																						
K. Hovis	9	0	0				Y	Y	Y	Y	Y	Y	Y	Y			Y																									
J. Goodman	9	0	0																																							
P. Clarke	10	0	0															Y				Y	Y		Y				Y	Y			Y				Y					
C. Pearce	4	0	0																		Y	Y					Y			Y												
CBS																																										
1	21	16	3	Fail			A	N	Y	Y	Y	Y	Y	Y	N		N	N		N	N	Y	Y		Y		Y	N	Y	N	Y	N		N		N	N	Y				
2	20	18	2	Fail			A	Y	Y	N	N	Y	N	Y			Y	Y		N	Y	Y	Y		N		N	N	N	Y	Y	N		N		Y	Y	N				
3	16	24	0	Fail			Y	N	Y	Y	N	N	N	N			N	N		N	N	N	Y		Y		N	Y	Y	Y	Y	N		N		N	Y	N				
4	38	2	0	Pass			Y	Y	Y	Y	Y	Y	Y	Y			Y	Y		Y	Y	Y	N		Y		Y	Y	Y	Y	Y		N		Y	Y	Y					
5	33	7	0	Pass			Y	Y	N	Y	Y	Y	Y	Y			N	Y		Y	Y	Y	Y		Y		N	Y	Y	N	Y		N		N	Y	Y	Y				
6	21	18	1	Fail			Y	Y	Y	Y	Y	N	Y	N			N	Y		N	N	Y	Y		N		N	N	Y	N	N	Y		N		A	N	N				

Item #	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2
K. Hovis																																										
J. Goodman																																										
P. Clarke																																										
C. Pearce																																										
CBS																																										
1	N				Y			N	N	A		Y																														
2	N				N			N	Y	Y		Y																														
3	N				N			N	Y	N		N																														
4	Y				Y			Y	Y	Y		Y																														
5	Y				Y			Y	Y	Y		Y																														
6	N				N			N	N	N		Y																														

In the only contested BOD race, Patrick Clarke won the position over Chris Pearce. Ballot items 1-3, which failed, were the three proposals seeking to clarify the casement and areas of penetrability issues. Ballot item 4, which passed, fixed a loophole in the campaign rules concerning convoy runs. Ballot item 5, which passed, further defines a scale hull and the use of drag devices. Ballot item 6, which failed, concerned reclassifying the Alaska class as Large Cruisers, instead of battlecruisers.

2002 BOD Treasurer's Report

By Ted Brogden

Beginning Balance: 4307.54
 Income: 8565.00
 Expenses: 8114.60
 Ending Balance: 4757.94

Early in 2002, the BOD finally signed a contract with Brian Elliassen to pay him for providing the MWC with web services, maintaining the email lists, and updating the MWC web site. This

was because, right from the start of the MWC, the BOD wanted to have a standard business relationship with the person doing the web site. That way if relations ever went bad, the MWC would 'own' the web site material and could move it, if need be, to another provider, without a lengthy pause or a period of non-service. The BOD had never gotten around to paying Brian for the service he'd been providing, and

he'd been swallowing the costs without comment. As part of our initial contract, a clause within that contract gave Brian 'ownership' of the web site material that he'd developed up to that time. Now the BOD has voted to 'purchase' the web site code. This effectively pays Brian for providing web service for the years 1999-2001. Thus the last of our startup obligations has been satisfied. Whew! (and Hurray!)

2003 NAT ENTRY FORM

The 2003 NATS is in Perry, Georgia on July 13-18. 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 \$100 before June 1, X \$115 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 2003

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 2003 (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**

Parts is Parts a word about cams



A word to the wise to those who are using cams to operate the push button Clippard valves for cannon firing. Learn from my experience, make your own different mistakes and tell us of your discoveries.

I noticed that the stem of the valve had worn down the top edge of the cam on the servo for my aft gun. Upon closer inspection I saw that the cam was made out of that 3-ply 1/8-inch poplar soft "lite" ply. I replaced it with aircraft grade 3/16 inch. If you look closely you will see that the stem is about 1/8 of an inch in diameter, and can override the cam due to "tolerance stackup", slop or sponginess in the mounting. Try to have the stem hit at the middle of the thickness of the plywood. You can use the old "soak the wood with thin CA glue" trick to make the cam harder.

Another tip is to adjust the servo throw so that you only have enough

deflection to depress the valve. Extra movement past that just delays the time the servo will take to return to neutral after the stick is released. Most 6 or more channel transmitters have a "total throw adjust" or "dual rate" feature for the aileron and elevator (right stick). It would seem to me that it would be easier to just bang the stick all the way and have the servo always deflect the same than to try to move the stick just enough to fire. I am not that subtle, so I use push buttons, with the total servo throw only about 25 degrees each way from center.

Don't use the cheap 3 for a buck switches from All Electronics, like I did. They have no "feel," make intermittent contact and are probably surplus rejects. I'm blaming them for our recent dismal showing at the Regional here in the People's Republic. Buy something with a snap action with a name brand on it. Brian Eliassen has retrofitted a number of radios using the C&K U811 SHZGE On-(On) Snap Action Pushbutton SPDT Panel Mount Momentary switches.

On my Z-boat radio I am using a Cirrus CS21 for the cannon valve. It has the same mechanicals as the CS20 but with a faster higher current motor. If I run 6 volts instead of 5 it is even faster. I am sure to leave a small clearance between the cam and the valve stem to preclude "buzzing" of the servo at neutral.

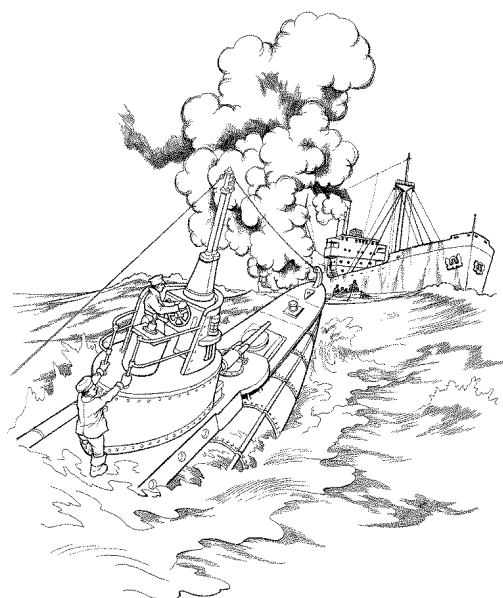
Don't forget the servo arm screw, it is NOT an optional part.

A common mistake is to mount the servo grommet eyelet with the shoulder up. When the mounting screw is tightened the sharp edge of the eyelet cuts into the servo tray and negates any shock absorption the grommet has. It is supposed to be on the bottom. Get some "servo mounting screws" from Microfastener. They have built in washers. You can screw them down tight; with the eyelet shoulder on the bottom you will not over-compress the grommet.

John Riese, Scrap secretary
Email jriese@hotmail.com



Task Force 144
1486 Oakdale Ave.
West St. Paul, MN 55118



"I have not yet begun to fight" - Captain John Paul Jones
(Ediot's note: His guns must've still been pinned)