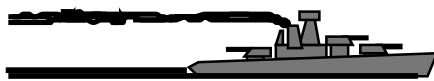
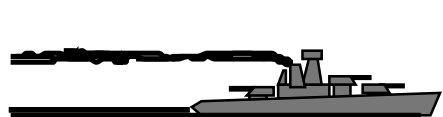


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Winter-2003



CALENDAR OF MWC EVENTS

July 18-23, 2004

MWC National Championship

Rolla, Missouri

Site Host: Kevin Hovis

(See BOD addresses for contact info)



Scharnhorst Marks the spot.

Photo by Georgi Kunisch



Patterns of force.

Photo by Georgi Kunisch

A Little Battlin'



How many ships
do you need to
have a fun battle?

Well, I don't know precisely but four proved to be a good number, a good fleet at Trotwood on Sunday, Labor Day Weekend.

We had Rick King with DKM Scharnhorst, Frank with USS Arizona, Marc using Rick's DKM Scheer as well as Yours Truly and wife Georgi with DKM Graf Spee. It was a small practice get together in preparation for the big Region3 event hosted by Randy in North Carolina.

Lots of fun and fixing, testing and speed checks. Plenty of unexpected little and not so little troubles. Rick's Scharnhorst radio system was glitching and absolutely nothing was working except the guns

shooting in all directions at odd intervals, really bizarre. Only answer we had was that someone was on the same HAM frequency and that put Rick totally out of action for a spell.

Frank's USS Arizona was way slow and after gear changing still not up to speed but that did not stop him from unloading a fistful of his copper BB's into my hull. Marc with the Admiral Scheer was a fine and capable opponent and while Rick was non-functioning it was a fun free-for-all.

With Rick a little later back in action we paired off. Chasing the DKM Scharnhorst, I ended up in "deep" trouble. Due to the heavy rains in Florida most all lakes and ponds are overflowing and Trotwood waters were high.

My ship, the Graf Spee was the only sink, in fourteen feet of water



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and for a fleeting moment I thought
that our planned trip to North

out to the sink area, dove down but
the water was too deep. He came



The Graf teases the Arizona on the outer edge.

Photo by Georgi Kunisch

Carolina was shot. No ship, no trip.
Lucky for me, our young member
Marc was able to retrieve the ship.

Rick kept his Scharnhorst at the
sink position and told me to fire my
ship's guns. Sure enough, a big
bubble surfaced and we had the
location.

As I said, the ship was in 14 feet
deep water and about 35 feet out.
Marc went into the water and swam

back to shore and with swim fins this
time swam back to the sink location.
I fired the gun every second or so
and Marc was able to follow the
bubble trail, locate the ship and bring
it to the surface and to shore.

After dumping the water we
assessed the damage. It quickly
became clear that I had plenty of
damage and would be unable to
make repairs on site, water got into



The cutting board was out, but there were no amputations.... The patient
survived.

Photo by Georgi Kunisch

my dry_box, receiver and servos.

At home on the bench, all but one servo plus the receiver were repaired and returned to service.

Was I prepared for this, HELL NO!

And now for the interesting part. The pump was not on :-(red in face) and water in the stern during a sharp turn caused the ship to roll and sink. Cruisers are a bit top-heavy and that did not help.

The dry-box was half filled with water and the receiver was dead.

Alka_Seltzer bubbles did not show and were ineffective.

The float on fishing line did not deploy, the string got tangled. The dry-box lasted long enough to let me fire the guns (bubbles) and for Marc to find the ship.

Three HiTec servos in and out of the dry-box leaked and had water in them but.... get this, the two Airtronics servos were dry and fine with no special treatment. Lucky for me, the gun control was on one of them helping in the salvage while water was seeping into the dry-box.

Did I learn from this and make changes? HELL YES!

All servos in my ship are now Airtronics with spares in tool box. One spare servo has micro-switch mounted, ready to use. All servos have better sealer on seams, water pump grease and o-ring to stop water entering.

Receiver now has quick disconnect antenna wire and a spare ready to use is in the tool box.

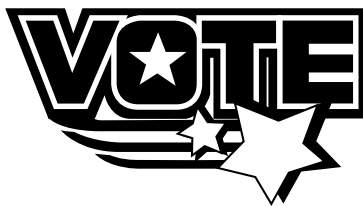
New and better seal on dry-box and most important, a lesson learned.

"STOP chasing a ship on 5, a ship that is only one second slower, it takes forever to catch and will get you into deep water."

Well, the repairs are complete and the ship is ready for deployment in North Carolina. Hopefully, this will help others in, and getting into this hobby.

Heil Fluegel

Kapitan zu See, Peter Kunisch



Folks,

The 2003 polls have closed and here are the final results:

Total returned ballots: 56

Yes votes needed to pass (2/3): 38

Please note, some folks didn't record votes for some of the rules or a BOD candidate. These were not recorded.

01: Give 50% Rudder Bonus To Extremely Large Ships

YES 46 NO 10 Pass

02: Change the Voting Procedures on Ships with Violations

YES 46 NO 10 Pass

03: Clarify Actions when "Ram" is Called

YES 47 NO 9 Pass

04: 27MHz for Warships (except Campaign)

YES 49 NO 6 Pass

05: Clarify Movement while "Man in the Water"

YES 56 NO 0 Pass

06: Document Water Channeling

YES 47 NO 6 Pass

07: Clarify Rudder Measurement

YES 47 NO 9 Pass

08: Clarify Half Units for Small Ships

YES 48 NO 8 Pass

09: Adjust Sink Points/Weight Factor for Small Ships

YES 44 NO 11 Pass

10: Correct "Nationals" Terminology

YES 50 NO 6 Pass

11: Terminate Best Dressed Award

YES 31 NO 23 Fail

12: Define Moss Rule

YES 52 NO 4 Pass

13: Make Split Fleets "Even"

YES 39 NO 17 Pass

14: Ensure Scoresheet Compliance

YES 40 NO 15 Pass

15: Standardize Barrel Length

YES 37 NO 18 Fail

16: Create New Rules for "Submarines"

YES 41 NO 14 Pass

17: Eliminate Campaign

Surrender Tactic YES
44 NO 11 Pass

BOD Candidates

(Note: Plurality required to win, **Winners listed in Bold**)

Region 1:	Kevin Bray	7
	Bob Hoernemann	5
Region 2:	Mark Roe	4
	(unopposed)	
Region 3:	No open seats	
Region 4:	Steve Reichenbach	8
	Brian Lamb	7
	Robert Rucker	2
Region 5:	John Bruder	7
	(unopposed)	

Congratulations to the new BOD members. I'm now going to be very busy getting the rule packet ready for the first of the year.

Also, I'd like to thank all of you who answered the survey questions and provided feedback. Without you and your input, we won't have a club for this fun frivolity we call warship combat. I'll be tabulating the results and reporting to the BOD within the next few weeks.

Thanks!

Kevin Hovis
MWC Secretary



America, the Beautiful

Ediot's Note: This battle report was written for a battle back in May, but it arrived too late for the Summer issue. I later pulled it from the much-delayed Nats issue, as I had to think about material for the winter issue. I think you'll find there's more below than just timely reporting.



Everyone has heard about Bray's Fray, the fun and battling, the teamwork and not so much teamwork of others. Everyone has heard that the Allies outnumbered the Axis in capital ships and battle units (64 to 39.5). Still, the vote was taken to battle by the flag of one's ship. Last count I have was Allied 11 ships with 64 battle units and Axis 11 ships with 39.5 battle units. And..... everyone that had the opportunity to participate knows that we had fun. Needless to say that the battling was fierce, at times downright ferocious. The sinking was so rapid and so

often that we were unable to keep track. Our host Kevin, I believe, sank four times. John Bruder sank two times and oh so many holes, it was a miracle that he stayed afloat for the second sortie. My Graf Spee did not fare better, suffering its first and yes, its second sink at the Fray. Just think about it, we traveled a total of 2749 miles for that! Many others had damage, sank, were retrieved and the battling went on. But once off the water it did not matter if Allied or Axis, we enjoyed the camaraderie and Kevin Bray's fantastic hospitality. The unseasonably cold weather and rain certainly could not dampen our spirits.

For the record at Bray's Fray (I hope I have it right); Eight (8) trophies were awarded for the following:

Best Class:

- 1-3: Bryan Finster IJN Nagami
 - 4: Jeff Lide IJN Kirishimi
 - 5: Ted Brogden HMS Valient
 - 6: Tim Becket USS North Carolina
- Most Feared: Chris Pearce North Carolina

Most Damaged: John Bruder Littoria
Best of Scale: Rick USS Salem
Best Sink: Pete DKM.Graf Spee

As to the winner? Well, we all are. All of us had a superb battle practice and so much more and that brings me to the purpose of my writing (other than having my arm slightly twisted by Kevin).

Someone once said that getting there is half the fun. Georgi and I experienced that first hand. We also cherished the hospitality of an MWC member that we met at the Texas Nats 2002. Robert Rucker had heard that we would be traveling days early of the Fray and "If you're in the Oklahoma City area, stay a bit, I have a room for you and will show you around." He really meant it. We headed out early Monday morning, out of the Sunshine State Florida and into Alabama. The green fields and forests, the miles of land not touched by suburban spread and without houses is most pleasing to see. The road and land appears uninterrupted and that by itself is so grand, for the



The happy warrior with one of his first sinks in a previous battle

Photo by Georgi Kunisch

seemingly unending land is difficult to envision for someone never having experienced this. Back in 1956, the transport ship, the "General W.C.Langfitt" slowly sailed into New York harbor, the Statue of Liberty was in the near distance and hours later I first set foot on American soil. I was an immigrant in a new and amazingly different country. Being raised in war-torn Germany, a relative small nation, I was totally unprepared for what was ahead. The grand expanse of this country and the generosity of its people are something you have to experience to fully comprehend. This trip to Bray's Fray did just that and much, much more. Traveling thru Alabama, crossing the mighty Mississippi river into that state, thru Tennessee and Oklahoma on to Oklahoma City and being able to see

all the enormous expanse of America is truly a gift.

The hospitality of Robert and Beth Rucker was indeed exceptional. After a shower, dinner and rest, the next day Robert showed us to an auto shop for minor repair. Most important, he took us to "Wilds Mill", the place and lake of a bygone National competition. It is a fantastic place with the only water powered grain mill and with such rustic beauty. He also took us on a tour of "Red Rock Canyon", a small, out of the way valley for camping, hiking and or simply admiring nature's beauty. It is also a splendid place for taking pictures. Oklahoma is the land of the Cherokee Nation and we had the pleasure to experience our first taste of native cuisine, a marvelous Buffalo Burger. After a couple of days in Oklahoma

City we continued our journey on to Arkansas and Bray's Fray. Mind, this was the first time for us in Arkansas, Tennessee and Oklahoma and the vastness of America is indeed exhilarating. On occasion we sing about the "amber fields of grain" but you must go to Oklahoma and see them. You will then indeed know what "America the Beautiful" is all about. Oh yes, I forgot to mention, at no time did we have to stop at a border crossing, show ID or travel papers or register at the local police station. We slept in our little turtle house at a rest stop along the way with no questions asked. How is that for freedom.

God bless our Troops, God Bless America.

Best from Tampa, Florida,

Peter and Georgi



Peter's hardworking photographer comes out from behind the camera

Photo by Peter Kunisch

HOW TO MAKE A FIBERGLASS DECK

by Lou Meszaros



The hull is made of fiberglass, so why not the deck? This was a question I had been trying to answer for a

year or so. I would place a wood deck in my boat only to have it warp after a few battles (or some call them sinkings.) This is my attempt to make a deck as durable and good looking as a hull from our suppliers.

First order the material from McMaster-Carr:

For the sub deck I still went with the aircraft grade plywood that was already in the hull, but you can use either the deck material or order the 1/8 fiberglass sheet. To join the fiberglass to the hull I used West System Epoxy and micro balloons, this combination provided for a very strong joint. Here's how it went together:

This is assuming the sub deck is already in place.

Step 1. Mark the deck where you are going to put the access panels

Step 2. Cut out each part so there is 1/8 or more gap on each side of the deck, this will be filled in with epoxy later. Use your Dremel tool with the fiberglass cut off wheel and make sure you have a mask on. After cutting out a panel, mark a line (1/4 inch or so) wherever the deck will touch the fiberglass hull.

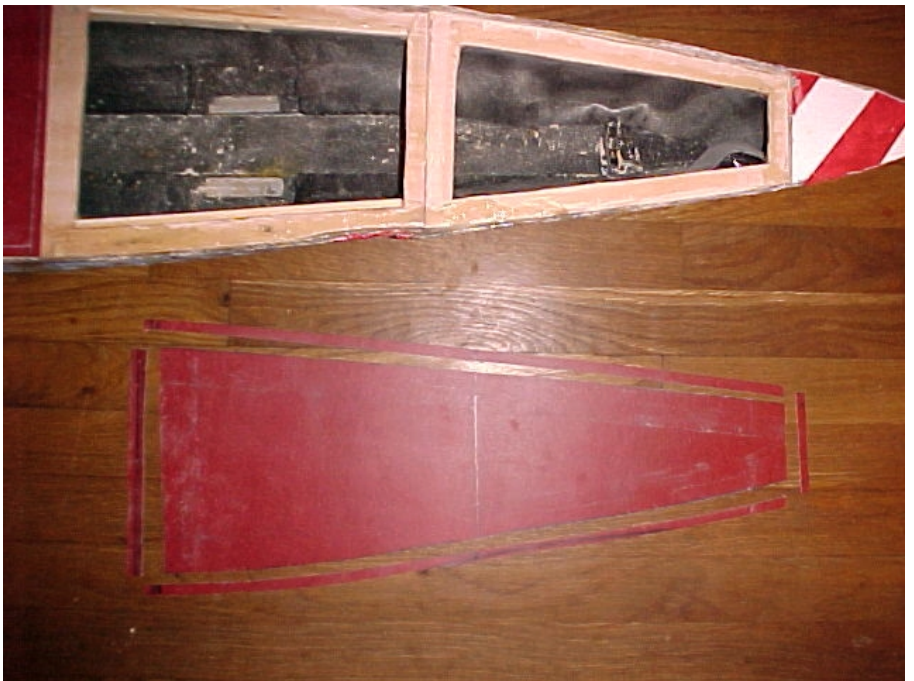
Step 3. Cut off the outside edges, making sure you used line markers so you know to reassemble the unit on the sub deck.

Step 4. Place the removable panel on the boat, and push the outside pieces back in place. Notice that the cut line is perfect, as the two sides were cut at the same time. After this dry fit, mark where the removable panel sits and take everything off the sub deck.

Step 5. Now use the epoxy and coat the sub deck staying away from the drawn line (you don't want the



Step 1: Mark the deck access panels.



Step 3: Cut out the outside edges.



Step 4: Mark where the removable deck will be.

removable portion to get glued). Place the removable deck back on the sub deck and slide the sides back on. Let this sit over night.

Step 6. Now mix the epoxy with micro balloons and fill in the gap between the panel and outside edge of the hull. Let this dry and sand the

top flush. You now have a strong, durable fiberglass deck.



Step6: Fill the gaps.

Article Photos by Lou Meszaros

Model Warship Combat Membership Application Form 2004

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)? _____

Task Force 144: Send me Hardcopy (default): _____ I will download E-copy off website: _____

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

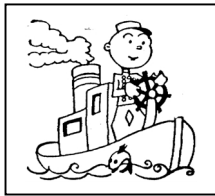
(Junior members [under 16 years of age] can only be a Primary member when there is no adults who are members within the household.)

Please make checks payable to: Model Warship Combat, Inc.

Mail to: Joel Goodman 210 Zebelin Road Atlanta, GA 30342

The President's Column:

by Lars



Well the term is over and it's the usual time for words of wisdom from the departing (or

escaping) high office holder. I just want to say, "Not going to do it."

This has been a tough year, both personally and as the head of the BOD. Personally, I went through three projects at work. The first two went belly-up and both times I was certain a layoff would follow. The last has some staying power but they are working me harder and longer than I've ever worked on this job, leaving time for little else. As for the MWC, well, "Not going to do it..."

Instead, I remember a get together in September, out at Port Polar Bear's usual battling spot. The sun was shining, the first sortie was over and we were slowly preparing

for the second.. The back and forth chatter was a little more lively than usual, because Curly was there. The smell of dope was in the air as minor rams were patched. The place was littered with pop cans as the day was warm and the cooler was loaded. An occasional bee buzzed through the work shed, sampling the dregs from the abandoned aluminum containers. At the Dahl table Andy and Grant were telling an on-looker about their thrashing on Wednesday at Nats.

Then Curly gave me a nudge. Our gracious, bare-footed host had walked away from his boat, and sort of shuffled out the back of the work shed. Curly and I weren't sure, but we thought we'd caught the sound of muffled coughs.

"We better check on him," said Curly. We discovered that our host was having difficulties. Blinking and struggling for breath, our host gasped out his predicament.

"I swallowed a screw," he said. "And it's stuck in my throat." Well, the pointy end was causing him great pain, but he was still managing to

breath, so Curly and I waited instead of mugging him with Heimlichs.

Eventually the screw worked its way down to a less painful position. "I was taking the deck off my ship and I put the screw in my mouth. Then I stepped over here and I stepped on that dead bee only I didn't know it was dead and so I gasped and that sucked the screw right up into my throat," he said.

Our host was soon back and fighting his ship again, suffering more from our verbal barbs than from the Bellerophon's unsteady guns.

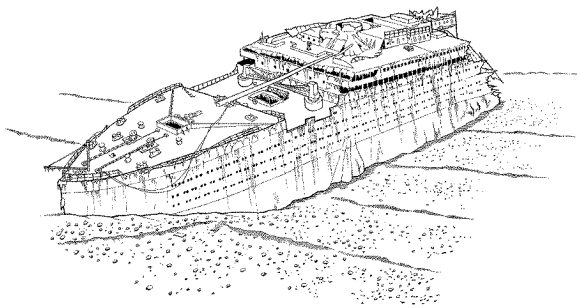
In years to come when I think back on this year, I hope I remember that screw, as it symbolizes the whole year for me. Unexpected, fluky, and surprisingly painful for all, and it will likely 'stick' with me for longer than I want. But, like that plastic screw, eventually 'this too shall pass.'

And as always, the best medicine is always a healthy dose of battling.



TASK FORCE 144

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The winds and waves are always on the side of the ablest navigators.
- Edward Gibbon, Decline and Fall of the Roman Empire