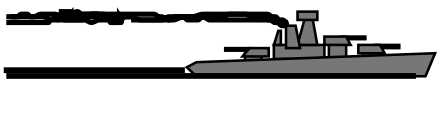
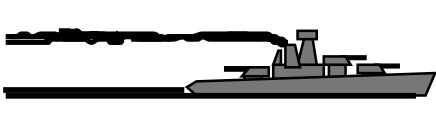
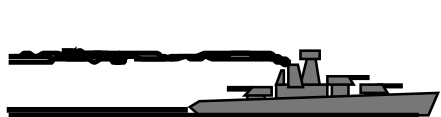


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Winter - 2004



CALENDAR OF MWC EVENTS

May 28- 31, 2005

Fray at Bray's

Siloam Springs, AR

Contact: Kevin Bray, 479-871-5162

brayka@cox-internet.com

June 19-24, 2005

MWC National Championship

Ionian, Michigan

Site Host: Luis Negron, Mark Roe,
Chris & Dave Au. Sanctioned. Fee
pending.

Motel: Pending

NOTE THE DATE is a MONTH earlier
than normal!



Steve's Andrea Doria proudly patrols the Cal-Neva waves.

Photo provided by Brandon Smith

BOD Doin's

Once again the MWC is running the Swampworks Early Bird special. If you renew or a new member joining between now and Jan. 31, you are eligible for the Swampworks Early Bird Drawing to be done by Swampy Milholland himself at an upcoming battle this spring. Prizes include your choice of a Class 5 or less Swampworks hull kit or a \$100 gift certificate good for many other Swampworks goodies. So get those memberships into the club Treasurer before Jan 31 and qualify for this great prize. Hopefully the new Treasurer will post his address for all those renewals...

Kevin Hovis
MWC Secretary

Class of 2004: The Cal-Neva Rookie Season

by Brandon Smith



2004 marked the first battling season for the Cal-Neva Combat Club, as well as for many of our members. What is somewhat surprising, at least to me, is that the large number of rookies managed to maintain a very competitive season and more than a few exciting battles with new ships. It has been known to the greats for some time now that the real key to being an effective battler is reliability. Quite often a much more powerful ship is brought down by a smaller, or less powerful one by the failure of a critical system

at the wrong time. Even at Nats, numerous sinks were caused by fouled pumps or shifting ballast in the middle of a heated furball. Not surprisingly, the combination of a newly constructed ship and a newly constructed Captain work together to make first seasons a tour of the undersea world equal to Jacques Custou's experiences. At least, that was my experience after falling under the guns of a Yamato and a Nagato. We began the season with no less than four warships that were fresh off the ways, a Derfflinger, an Invincible, an Augusta, and a Honolulu. By the second battle the Andrea Doria replaced the Invincible, which was one of our member's first efforts. From day one the vast majority of the time my veteran Hindenburg experienced more problems than the newly built ships joining her for battle.



MWC OFFICERS and Board of Directors

President—John Bruder

8323 Radcliff Drive
Colorado Springs, CO. 80920
719-282-7877
jrbruder@cs.com

V.P.—Steve Reichenbach

PO Box 697
Frisco, TX. 75034
972-668-2499
wtpat2@yahoo.com

Secretary—Kevin Hovis

2295 Highway J
Fredericktown, MO 63645
573-783-8381
james.k.hovis@boeing.com

Treasurer-- Joel Goodman

210 Zebelin Road
Atlanta, GA 30342
404-943-1894
goodmanat1@mindspring.com

Chris Au

20461 Northville Place, Apt. 2219
Northville, MI 48167
chris.au@alcoa.com

Kevin Bray

5006 Courtney Circle
Siloam Springs, AR. 72761
479-238-0313
brayka@cox-internet.com

Patrick Clarke

1300 Scrambler Lane
Edmond, OK. 73003
405-285-2191
captnpat@cox.net

Dana Graham

30039 Avenida Celestial
Rancho Palos Verdes, CA 90275
310-541-8477
danahgraham@cs.com

Richard King

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

Mark Roe

1115 Shenandoah,
Clawson, MI 48017
248-435-0680
Mark.Roe@meritorwabco.com

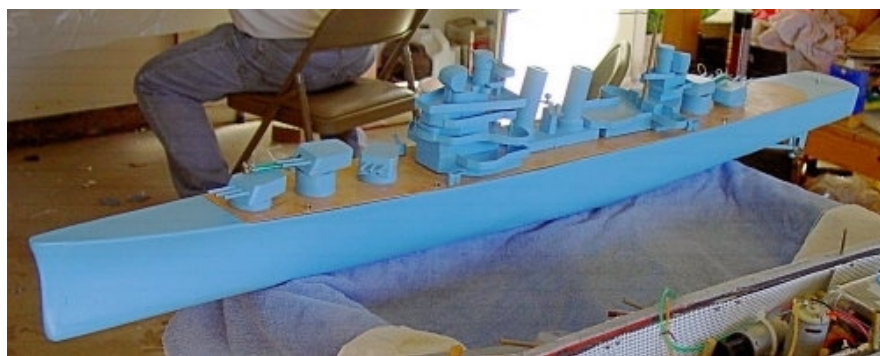


Bret's Derfflinger .

Photo provided by Brandon Smith

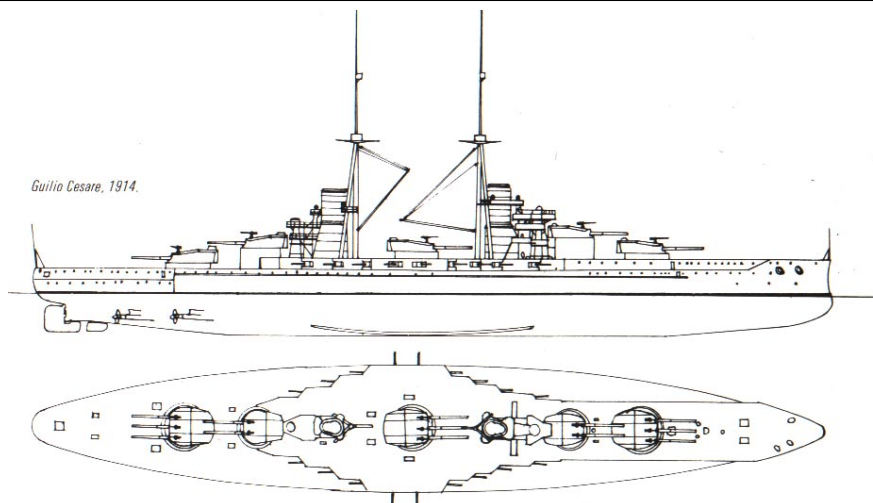
Throughout the season, from May until October, the Derfflinger and Doria were omnipresent on the pond and performed admirably in the hands of their rookie captains. The cruisers Augusta and Honolulu made appearances and performed well when they did battle, showing that the age of the rookie cruiser has not

yet passed on the West Coast. By the end of battling our rookies of 2004 were hardened veterans with lots of patching to do over the winter and many battle tales to tell before the Spring when battle will once again commence in Northern California.



Mike's new blue Honolulu.

Photo provided by Brandon Smith





Ship Maintenance

by Bob Hoernemann

There were 51 sinks at NATS last year during fleet battles. If you look at the number of holes from the scores almost half (23) of the ships should not have sunk. This year there were 66 warship sinks and 41 of them did not take "Fatal" damage. Remember sometimes it is the quality of holes, not the quantity, that sinks a ship. This means that a lot of sinks are from failures of design (Tippy ship, bad water channeling) systems (Pump, drive, rudder), or captains error (Turn on your pump!). Personally, I sank 3 times in 2003 (once in a non scored battle) and did not take nearly enough damage to deserve sinking.

The design of your ship is very important in how it sinks. There are a lot of ships in the hobby that can take a ton of damage and stay afloat. To help yourself stay on top of water you should put your ship in the tub or a pool and fill it with water. Watch how it sinks. If it goes down by the bow or stern or rolls over you should add water channeling or weight to make it sink evenly. This allows you to take more damage. I rolled over and stayed afloat for almost a minute before I sank on Monday NATS 2003. I remember Ty's I-boat driving around with the bow out of the water before sinking. Both of these ships had reserve buoyancy to stay afloat but bad water channeling tipped them over and sank them early. My ship still has a problem with listing. Turns out I put in too much water channeling. Now when it starts to fill up the water goes to the bulges and rolls it to one side or the other. This winter I will be sanding out half of the balsa I put in

down to a " " in the center of the ship, hopefully this helps. This year at NATS two captains had their pumps lift off the bottom of the ship because they were not tied down very well. In order to be effective the pump needs to stay upright and at the bottom of the ship. You also need to make sure you have a good deck seal so you do not take on extra water as you move around. Tim Beckett had to use Vaseline to seal part of his deck this year. Ron and I have installed a gasket in our decks to make a water tight seal. Larry used silicon to seal his deck Friday this year because he was taking on so much water when he turned. After resheeting your ship you should also check for leaks in the seams of the sheets. A small leak can be the equivalent of several bb holes.

My curse this year was battery power, I kept running out of it. I thought that my pump (15 amps) and drive (9.5 amps) may be taking too much power. I have been told that this is "normal" for my ship. These veterans also told that I may be under powered (20 amp hrs not 24) so I should not try and stay out in a battle too long. You should get the biggest batteries you can and know how long they will last. I lose track of time in a battle and think that I have only been fighting for a few minuets (Time flies when you're having fun!) when I have really been out there for a long time. I may start a battle timer to let me know when I should think about leaving.

Once your ship is built you should drive around with your ship almost sinking and see if you can turn, stop, start without sinking. This will help you know how you can move when you are almost sunk. Larry was stopped and pumping last year and started to move forward and went straight to the bottom. At a local battle I remember the same thing happening to Ron. This year Mike Tanzillo was listing and almost sinking for several minuets, but finally went down when he backed

up about 10' and stopped quickly. Moving carefully can help you stay afloat. When you move forward the water rushes to the back of your ship and can drop the stern (Especially step deck ships) and sink you.

Sometimes it is better to stop and pump and take a few more holes then try to run. Bryan Finster took 150-20-64 (Or so) at the Fray this year and stayed afloat. He took most of those holes because he was not moving, but if he moved he would have gone down. At NATS this year Ted drove the Axis nuts by almost sinking in the first sortie and then staying afloat in the second sortie for a long time while they shot him up. Ted just put himself close to shore and moved slightly to try and keep the guns off of him. If he would have run he would have sank quickly.

In a battle you need to check your pump after every sortie for pieces of balsa, bbs and gunk and get it out of your ship. Check the pump screen; use a double screen, a clogged pump will sink you fast. Most of the reasons I got from the battlers who sunk early were a clogged pump. I have seen battlers using fish filters around their pumps to keep the gunk away from the screen. In 2002 Mike Tanzillo had a small piece of plastic get stuck in his outlet and he sank. Mike Melton had something in his pump during campaign last year and sank next to shore. I was standing next to him afterwards and told him to turn off his pump and turn it back on. This cleared the outlet and a full stream was back. At the Fray this year I had something get in my pump outlet. I turned the pump off and on twice, it came out and I stayed afloat. If your pump outlet is clogged try this, it might help. At NATS I had something clog my pump, but it looked like the outlet was ok. The on/off did not work so I went forward, turned the pump off, stopped and turned it back on. This worked because the momentum of

the water moved the stuff at the bottom of the pump as I stopped and cleared the pump inlet.

The other two responses that I heard a lot were burned out parts (pump motors, pump servos and pump switches) and unseen rams. Older motors die; they always die at NATS, during a battle and never at home in the tub. If your motor is making strange noises, or is drawing motor amps than normal it is time to replace it. One battler said "I sank due to electrical short caused by a faulty micro switch that locked open and heated the wires to the point that current flow stopped. This caused ship to lock in a turn and the Stephens boys were nice enough to help prevent an electrical fire by venting the hull to allow extra water in to cool the wires thus preventing the fire."

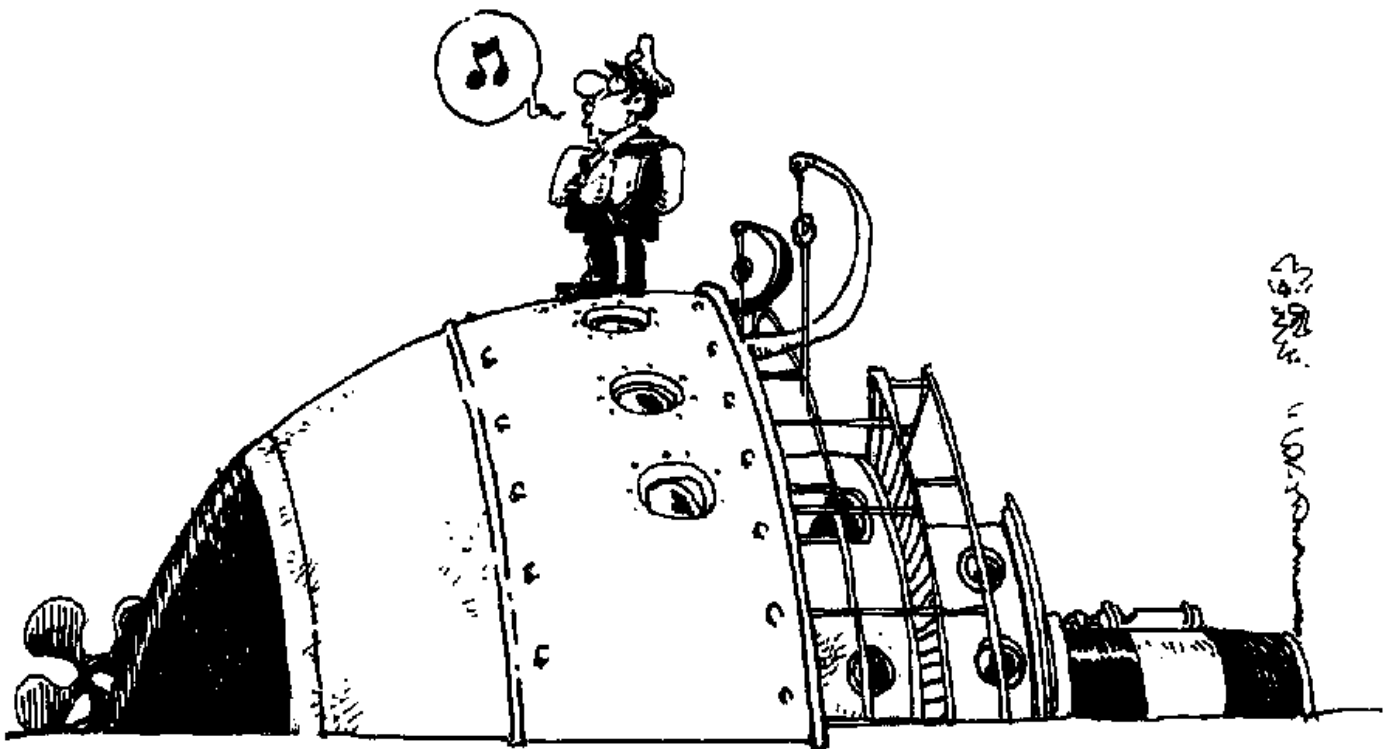
I had two rams holes in my ship Friday this year and did not see either of them (I can't find them on the video either). I had very light damage (3-1-14) but sank because of one large and one small ram hole.

I'm not saying you should call every bump (Weenie Rams) but know what kind of ship hit you and where it hit you. If there is a ram bow under the water (Any WWI ship) or it has a pointed stern (Nagatos) you should check for a hole. One captain said "I was rammed; I called the ram, checked the ram but did not see the hole. I went back out and sank because of the ram. I looked at the hole afterwards and was not happy." Always be careful when trying to help a fleet member. John Bruder's VV ran over Jacob's VDT and sank him. I was almost prop-washed under by Rick King as he tried to keep Josh Bruder away from me.

One of the biggest things you can do is make sure your drive/turning system is in good shape. A moving target is hard to hit (Only 15% of bbs penetrate a hull) but a stationary target is going to take a pounding. Several people lost part or all of their drive system and sat there waiting to be sunk. Tim Becket lost his drive motor and took a pounding on Friday (169-19-51).

Because of the excellent damage control in his Bismarck he didn't sink, disappointing many people at the shoreline.

Do not be afraid to ask a vet to help you improve your ship. Vets do not be afraid to give advice (In a constructive way). Last year I asked several people to look at my ship early in the week. I did not get much advice because they did not want to be critical of my ship. But on Friday after NATS was over I had an hour long session looking at all the problems I had. If this would have happened Sunday I do not think I would have sunk all week. I told them to be critical, they were. I made a LONG list of things to fix and fixed them this winter. Now I have a ship that is much better and can take a lot more damage. I asked again this year and have more things to change this winter. Maybe next year I'll make my goal of not sinking in the first sortie.



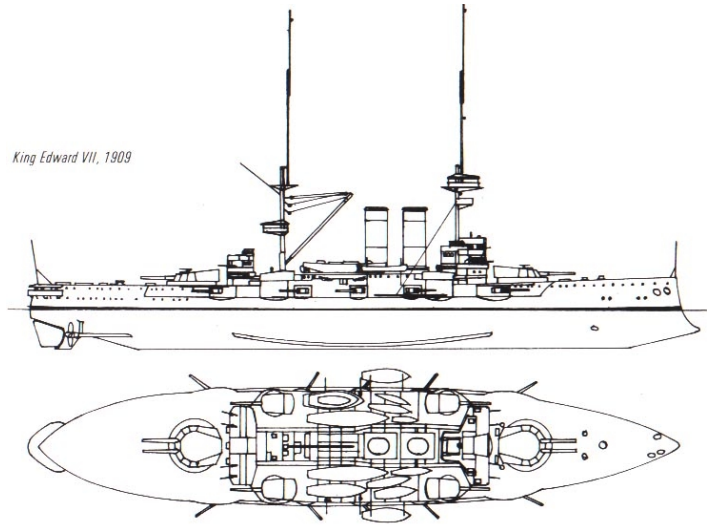
The Ideal for a Model Warship Combat Captain.

The Second Generation Super Deluxe Battery Charger and Gravimetric Distortion Generator.

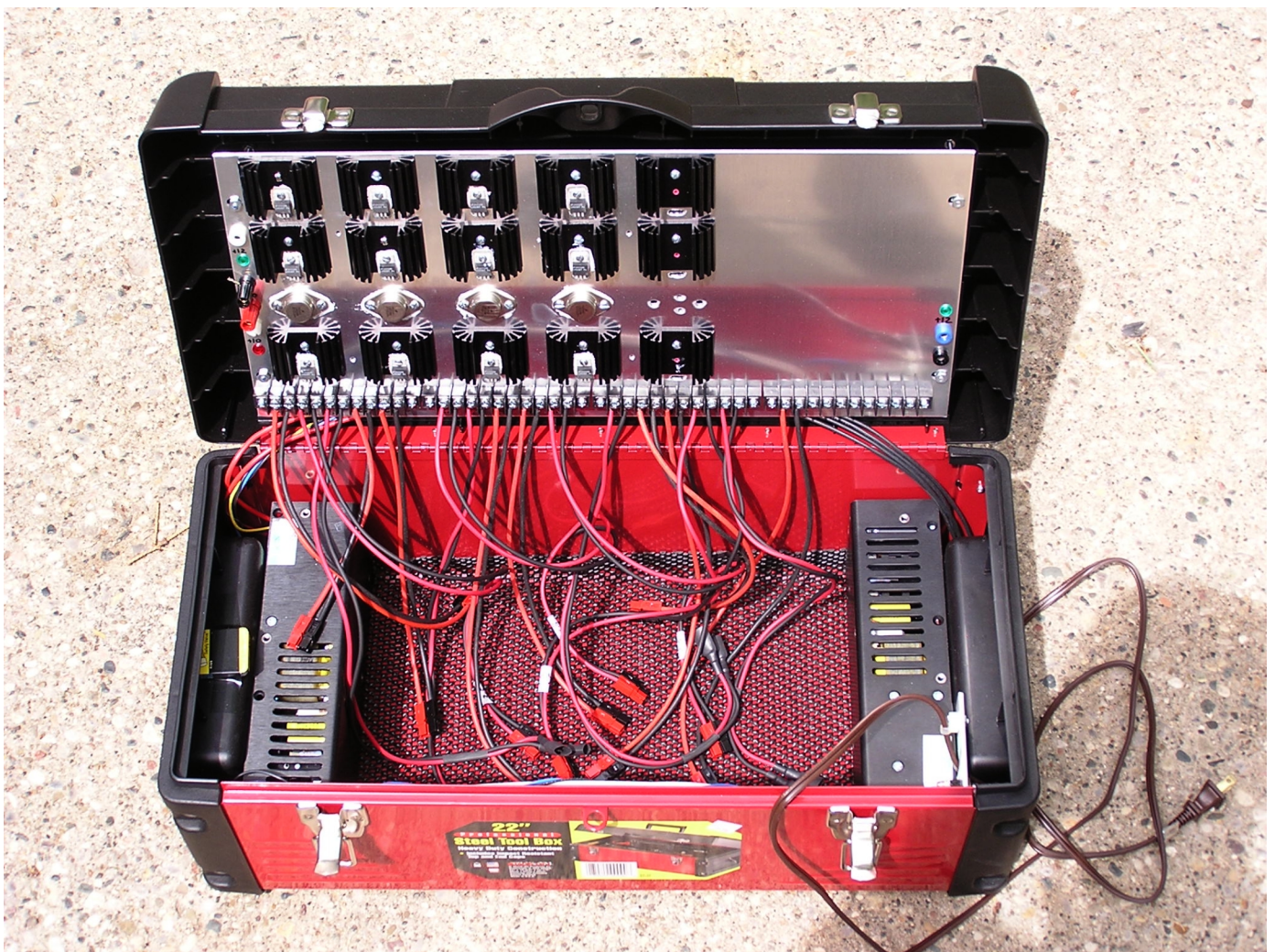
by Mark Roe



King Edward VII, 1909

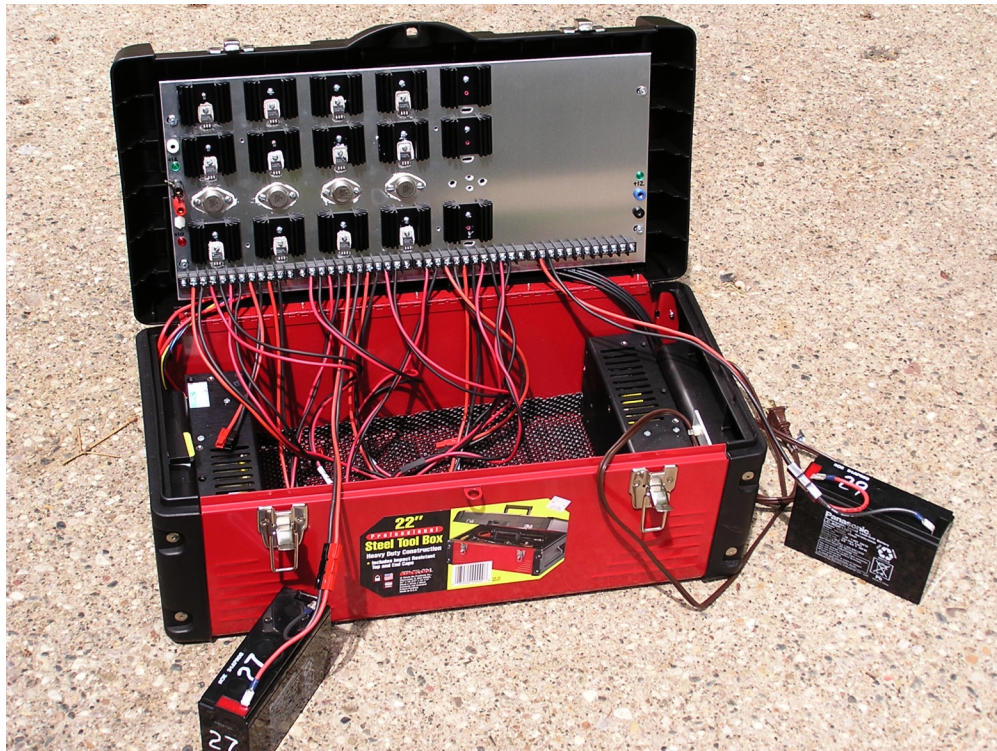


For you Allies, this is filler.
Axis can feel free to draw in shell holes and major explosions.



Build it.

Since the Deluxe Light Weight Warship Excursion Cart was such a success, why not make a new battery charger system to go along with it? Go get another tool box and poof. 16 independent, current limited, voltage regulated, battery charging circuits. Predrilled for four additional circuits. Plenty of room to add NiMH if I get that ambitious.



Charge it.

8 circuits at 4.0 amps, four circuits at 2.5 amps, four circuits at 1.2 amps. All powered by two 5 volt 40 amp switching power supplies. It also has two auxiliary +12v 2.5 amps outputs. Just in case I figure out how to make one of those 8.8 gigawatt Flux Capacitors.



Carry it.

Room for eight 12Ahr batteries. Much more smash proof case than my previous charger. Designed to hold up to those long NATs trips in an overloaded minivan. Yes this does work. Yes it does power up without blowing the house breakers. Yes I do think it distorts gravity. Because when I set it down my arm feels like it wants to float away.

Photos provided by Mark Roe

The Bray Fray Latte'

by Steve Reichenbach



The cool wisp of early October air greeted battlers from Texas, Oklahoma, Arkansas and Minnesota. Kevin Bray's place was the destination for battlers at a fun fall event. Admiral Bob was first to arrive, with Warspite and Minneapolis in tow. Next up was me and Brian Lamb with Maryland, Houston, and the Frog. We pulled up with an RV in tow, which Kevin helped us park a few feet from the traditional pit area – his garage. By the time Barnett's famous ice cream came up, Bryan Finster arrived. Dinner at the local A&W included root beer floats, fish, and burgers – and a perfect ship's bell to ring on the way out.

For those of you who are new to the hobby, or have not had the opportunity to attend "a Fray", you are missing a huge treat. For many years now, Kevin has hosted the best events west of the Mississippi. In fact, with so many Texans showing up, it's more like far north-east Texas than north-west Arkansas. Kevin has always been a super host, from the first Fray in Owasso, to events in Tulsa and now Arkansas. Imagine always having a garage to pit in, a place to sleep, CO2, and even a custom-built battle pond! Kevin does a lot to make the hobby special, and we all owe him a huge THANKS!

After dinner, I was busy hacking up my stern guns to replace the copper magazines with flex mags. A scale was produced, and we found that flex mags are 0.03 pounds lighter than unprotected copper. Pat arrived the next morning, and mentioned that in addition, it's less weight up high, which means improved stability. Of course, I like the free access to the tee, to remove any obstructions with a drill bit. Soon, flex mags appeared on the

Frog, and later on one of the Moltke guns.

As my teenage daughter would say.... Flex mags ROCK!

Later that night, Jeff Lide arrived with a Jap cruiser. Just like my ship's battery, Jeff is a little off-center. Shortly after he arrived, we were passing around a 1/144 scale Elvis, completely detailed with leather jacket and chest hair. The next morning, Jeff was wired, with his "battle juices flowing", pontificating on the benefits of keeping your CO2 bottle warm (don't try this at home, kids!)

With the cool morning air, Bob shared his cold climate tweaking skills learned from Port Polar Bear. The Houston was ready to go, so while others were getting ships ready, Jeff and Bob and I got started with Battle 1. Sorties 1 and 3 were a three-for-all, with the second sortie being a one-on-one for Jeff and Bob. In the end, the US cruiser proved it is crusty and well experienced.

Battle 1:

Minneapolis	46-0-0 = 460
Sakawa	61-3-2 = 785
Houston (Steve)	30-13-3 = 775

The next Saturday morning battle saw the heavy hitters on the

water. The water was thick and brown, just like coffee. Pump streams turned white NATS shirts into beige. Pat called "30 second moss" about 3 times each sortie, and we all learned some new vocabulary.

VOCABULARY

Leafenbow (adjective) – A condition where the forward speed of the ship is slowed by a large group of leaves gathered on the bow of the ship. Sounds like a medical condition that causes irritation.

Mecca (verb) – This is what a Japanese captain does. For example, "I will mecca zee enemy bow before zee rising sun!"

Screwazeedown (verb) – What a German captain does when the deck seal needs to be fastened securely.

Rippedoutait (adjective) – Describes a component that the captain didn't like at all, for example a regulator that misbehaved was "rippedoutait".

Frog (noun) – A ship that shoots at any other boat when it might seem fun to do so. Also a captain who can't decide what fleet to be on, even



The Fray Captains: From left to right, Patrick Clarke, Bryan Finster, Steve Reichenbach, Brian Lamb, Jeff Lide, Kevin Bray, and Bob Hoernemann.

Photo provided by Bob Hoernemann

during the battle. A pirate.

Massaft (adjective) – Condition where a boat changes direction from reverse to forward, and the muddy water inside suddenly shifts towards the stern.

Captain Nippy (noun) – Not sure where this really came from, but Jeff really enjoyed this name in the cool morning air.

Captain Cosmoline (noun) – Bryan Finster, or any other captain who collects guns that are heavily coated with a preservative.

Big Bobber (noun) – A device used to measure the depth of a pond. Attach a heavy sinker to a fishing line, then a “big bobber” every foot for 6 feet from the sinker. Cast into the water, and measure the depth.

The unusually low rainfall in the area resulted in record low water levels for this fall’s Fray. The pond was an unusual red red RED color, from the clay in the bottom of the pond. What is usually a rewarding sink, with the added pleasure of watching the other guy get his shorts wet, was reduced to muddy shirts and wet socks. As pump streams lit up, the white NATS shirts began to turn beige with the muddy water spraying out of pump outlets. Bob was the first in the water, to retrieve the Warspite off the bottom; a victim of a three-way. Battle 2 ended after 2 sorties, with Jeff coming in pretty late.

Battle 2:

Warspite	16-5-11
Nagato	45-18-20
Houston (Pat)	14-2-8
Sakawa	1-0-0

With 5 sorties under our belts, Pat got out some of the best meat a German can make. Beef patties, Brats, Sausages and Spicy Sausages



The Houston and her attacker cut through the Arkansas clay infested waters.

Photo provided by Bob Hoernemann

were cooked on the grill, and served with buns, fixins, chips, drinks, and brownies. The group sat in the most excellent weather, and really enjoyed one of the best picnics ever. After lunch, conversation drifted to NATS video, football, guns, campaign, and other topics.

The third battle was the first real team action. Bob, Jeff and I took on Kevin’s resurrected Moltke and Pat’s powerful Houston. Bob and Kevin ended up trading sidemounts most of the time. They enjoyed it so much, they followed up the battle with a one-on-one.

Battle 4 started with Jeff and I vs. Bob and Pat. In the first sortie,

Bob and Pat had their way with us, and my Houston got off the water with a lot of holes. Sortie 2 saw a 3-way, with lots of carnage. In the third sortie, Brian Lamb got his refinished Dupliex back on the water.

Brian’s Frog had experienced a nasty fall from a shelf to the garage concrete floor. Last I saw her, the Frog was nearly split in two by the fall, and was really a mess. After some repair work, Brian had her back together again, and in fine shape with a new hull skin. I suppose the new light grey skin looked quite appetizing, but being French, nobody could figure out what team Brian should be on. In the



Admiral Bob experiments with swappable superstructures.

end, it was Allies vs Axis vs the Frog. Pat's Houston has "nasty guns" that nicely perforated the Frog's new hull skin.

In sortie 4, the Houston went back in for more despite missing a prop blade. As darkness approached, the Frog and Houston went stern-to-stern. Kevin's ducks looked on, patiently waiting to reclaim the pond for the night.

Battle 4:

Houston (Pat)	72-9-2
Warspite	60-1-0
Sakawa	50-1-1
Houston (Steve)	40-9-2
Moltke	26-9-21

To round off the day, Bob treated Bryan to a one-on-one. The Warspite nicely perforated the Nagato several times. The Nagato's stern guns found their mark, as Bob sank with a clogged pump inlet.

Nagato	95-18-20
Warspite	21-3-8

That night, the group went to Calahans for steak and good conversation. Another few hours in the garage, and it was the end of a perfect day.

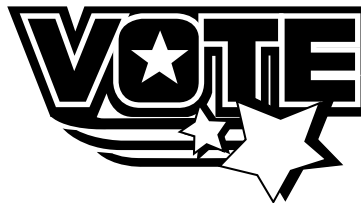
To celebrate Bryan Finster's birthday, Sunday morning was a flurry of battle activity, as captains worked to get in as much battling as possible before noon departures. Bryan returned with the Agano, a small Jap cruiser with excellent stern guns. It was the largest battle of the weekend, as six ships hit the water.

The weekend was a huge encouragement for me, and a great time for all. Kevin is a great guy for letting us all invade like we did. It was revitalizing for me to get a boat on the water again after several months. We had a great time, with great folks. As soon as we find a place, I'm looking forward to hosting an event in Texas!



An excess of Ship junk & junk food results in a contented host

Photo provided by Bob Hoernemann



The job counting hanging chads and questionable ballots is complete. Here are the results:

Total Number Eligible Voters:	56
Total Returned Ballots:	45
Total Yes Votes required to Pass a proposal:(2/3)	30

Rule 2004.01: "Best Dress Award"
YES 35 NO 10 Rule Passed

Rule 2004.02: "Adjust Sink Points for Large Battleships":
YES 37 NO 8 Rule Passed

Rule 2004.04: "Upgrade WW2 Scharnhorst class BC to Class 6":
YES 13 NO 32 Rule Failed

Rule 2004.05: "Outlaw electronic vision aids":
YES 30 NO 15 Rule Passed

Rule 2004.06: "Revise Name of MWC Sportsmanship Award":

YES 38 NO 6 (one abstention) Rule Passed

Rule 2004.07: "Give penalty to speeding ships":

YES 20 NO 25 Rule Failed

Rule 2004.08: "Secondary turret cannon mounting":

YES 33 NO 12 Rule Passed

Rule 2004.09: "Pre-Allocate Axis / Allied Frequencies for the National Championships":

YES 30 NO 15 Rule Passed

Rule 2004.10: "Upgrade Large Battlecruisers":

YES 27 NO 18 Rule Failed

Also, Luis Gomez, Tim Krakowski, and Ty Supancic received Yes votes and no No votes to affirm their election to the BOD. Luis got 5 votes, Tim 10, Ty 6.

Thanks to all of you who participated in the rule vote. The rules will be updated and ready for your 2005 membership packet.

Kevin Hovis
MWC Sec'y



Where there's smoke, there's a story.... (a long, oddly boring story...) by Lars



*"Something must be left to chance,
nothing is sure in a sea fight above
all" – Admiral Nelson, Oct 9, 1805.*

Of course, Admiral Nelson fought before the use of electricity was common onboard.

Within our hobby, there is nothing quite like a ship on fire, especially when it is on the water. It is a sign that we are fighting in the real world. Things happen to our 'toys' that could never be programmed into a video game. Design flaws, defective workmanship, maintenance, and/or damage control, downright stupidity, and of course just plain bad luck all play factors in every ship fire.

As many of the Nats attendees know, I had a few problems at Nats. Losing power was only one of them. Eventually the power loss was traced to the heavy duty main power switch, which is mounted outside the watertight box. I'd never had this switch fail before. It's been used on the my other ships for years, and this one had been on the Bell since she was built in 1999. Not bad service, considering the number of dunkings the Bell has had. I replaced it late Wednesday, after night battle, and my power problems disappeared. The ship's power was faultless the rest of Nats, and throughout the first sortie of the first battle back at Port Polar Bear, after Nats.

Then, with the Warspite on the ropes, and attempting to hide in the rocks, I brought the Bell in for the kill. Shots were hitting, but the rocks made it difficult. An incorrect movement of the control stick sent the Bell into forward, and she

rammed a rock with her bow. The rock was slanted like a ski-jump platform. The Bell climbed the rock, then slid to the side. Her stern went under. Bob H. started crowing about the unexpected sink. "Typical," was my first thought.

Then, as I worked my way across the rocks to recover the ship, fine wisps of light gray smoke started emanating from her half-submerged hull. When I reached her, I pushed the ship the rest of the way under, extinguishing the meltdown.

Post sink examination showed that the fire had been a short circuit. The new power switch was toast, after only four sorties of use. The cause of the fire was a brass nut from the main motor connections, inside the watertight box, coming to rest on the main power connections coming into the box.

This may sound like a simple design flaw, but I would claim otherwise. The odds are totally against this fire ever happening. Let me explain.

I build my watertight boxes from plywood, and pass most of the electrical connections into and out of the box using brass screws screwed into the side of the box. Brass nuts hold the wires in place, completing the electrical connection, and allowing easy removal when switches and servos go bad. This has worked great for me for years. Occasionally a nut works loose, but I'm aware of this, and check them often, especially after all the power problems I had early at Nats. Odds of this nut coming loose without my discovering it was 10 to 1, or more.

Even more odd was the fact that despite the nut coming loose, power was maintained to the motors throughout the entire sortie. Odds? 10 to 1 at least, I'd estimate.

The odds of nut coming to rest on the main connection are even worse. The main connection, where the short was, is about 4 inches from where it came loose. It simply did not just 'jump' there. And how did it

come to not melt things down before the ski-jump incident? I can only come up with one possible string of events to fit the facts.

Well, the main connections are also the main branch, as power goes to the throttle, the pump, and the radio. One of the wires loops near the roof of the box. Turning the box upside down, the nut would slide and 'lodge' between this wire and the clear lexan cover. The odds that the wire would be in just the right position so that the nut could 'lodge' must be about 1 in 10. Turning the box back, and then knocking it, the dislodged nut came to rest on the main connection in about 1 of 5 attempts when I was trying to get it to lodge there. Now, the only time I had the box upside down was in the motel after the last battle at Nats. I wanted to drain it without taking it apart. That was the only time the nut could have become lodged against the wire. (estimate a 1 in 4 chance of doing so). Then the nut stayed there when the ship was righted, all the way home in the truck, and was unloaded and reloaded and knocked about with the usual handling. The chances of the nut staying there for all of that, only to dislodge at the ski-ramp when she was tilted at just the right angle? 1 in 1000, I'd guess.

Now, I can remember during construction of the watertight box, looking at the main power connections and wondering if I needed to worry about a stray nut coming to rest on them long enough to cause a melt-down. I did ensure they were separated enough on the outside to allow a stray bb to pass. I nixed the odds as being too astronomical to consider, however.

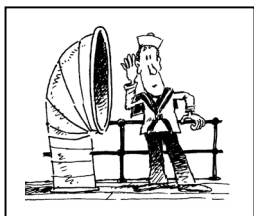
Now, however, I compute the odds to be: $0.1 * 0.1 * 0.1 * 0.2 * 0.25 * 0.001$, which equals 0.00000005 or 1 in 20 million.

No wonder I felt like I'd just won the lottery.



Rumor Control Central

by Bryan Finster



Bob Hoernemann. and I were curious about the "concussion" thing we'd been hearing

about. So in true Fluegel fashion, we set up a test to see if CO2 pushing water could cause super damage.

Using my gutted Nagato, we carefully positioned Bob's ship so we could hit the (very small) portions of virgin Nagato hull. Several shots were fired under various conditions and the results were quite enlightening.

For all tests, un-patched hullskin was used.

Test 1:

We'd heard that CO2 can push a

column of water and damage the hull. Placing the muzzle of Bob's haymaker slightly under water and near the target area, a shot was fired with no BB. No damage was found.

Test 2:

For control purposes, a shot was fired to hit between ribs, above the waterline to check for normal damage. The hole was concentric and BB sized (a credit to my Balsa vendor).

Test 3:

Several rounds were fired at different locations with the haymaker aimed below the waterline, but with the muzzle well above the water. In all cases, the holes resembled the control shot from test 2.

Test 4:

This was very similar to test 3, but with the muzzle just touching the water. The splash from the CO2 was impressive, but the holes were identical.

Test 5 (Concussion Carnage):

Finally, we showed what a properly tweaked cannon can do when fired into wood with the muzzle under water pushing a water column ahead of the BB. The combined mass of BB and water would rip out the guts of the target ship and cause the pump stream to light off with great gusto...or perhaps not. As before, the damage was the same as the control shot taken above the water line. Nice small holes.

The conclusion we reached was that water splashes are impressive, but contribute not one bit to damage. Guns hanging WAAYYY past the gunwale can cause several things (ram damage, bent barrels, etc.) but have no affect on legal BB holes.

SEA STORY BUSTED.

The Moral:

Never assume. Always test.



Model Warship Combat Membership Application Form 2005

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 2005 (Y/N)? _____

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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.

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

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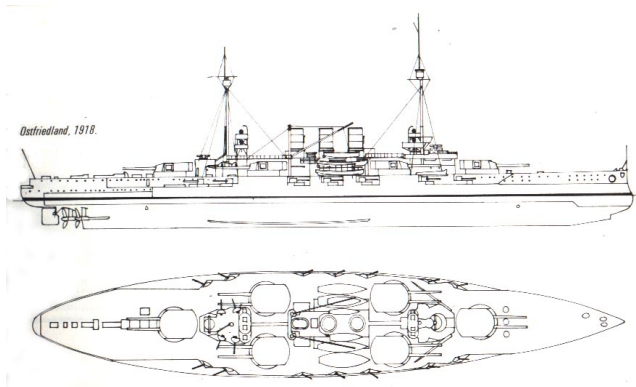
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An actual postcard from the history files.

TASK FORCE 144

1486 Oakdale Ave.
West St. Paul, MN 55118



"But how many ships do you reckon my presence is worth?"
- King Antigonas II Gonatas (c. 319-239 BC)