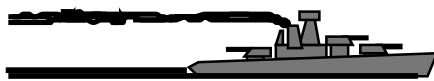
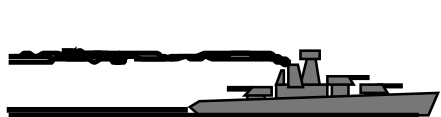


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Winter - 2005



CALENDAR OF MWC EVENTS

March 18-19, 2006:

St. Patricks Day BB Fest, Bomber
Field, Monaville, TX:

Site Host: Doug Hunt,

Dhunt58@houston.rr.com

April 7-9, 2006:

April Ambush Spring Regional, Tom
Triplett Comm. Park, Pooler GA

Site Host: Brian Koehler,

bkoehler@georgiasouthern.edu

\$10 Fee (Trophies?), Drinks and
CO2 provided

April 28-30, 2006:

Farmington Fracas, Hager Lake,
Farmington, MO

Site Host: Kevin Hovis 573-783-8381

mhovis70@hotmail.com. \$15
before Apr. 1, \$20 after. CO2
provided.

May 27-28, 2006:

Mayday Mayhem, Gold Country
Pond, Greenwood, CA

Site Host: Brandon Smith,

Seaviper_2001@yahoo.com

June 10-16, 2006:

MWC Nationals 2006:

Cocoa, FL

Site Host: Rick King, (407) 322-7750
rick.m.king@lmco.com

Preferred Hotel: Ramada Inn Cocoa
Beach, (321) 631-1210, \$59/night
(2 beds)

Backup Hotel: Super 8 Cocoa Beach
(321) 631-1212.

Both motels are owned by the same
person, the battle pond is right
behind the Ramada. Tell them you
are with the Model Boat Group



The out of state visitors chip out of the Icebreaker Motel before the battle.
Note the fine imported pine brought in especially for the battle.

IceBreaker 2005

by Bob Hoernemann



I've always
wanted to host a
large battle in MN.
I found a pond that
would work last
year and started campaigning for
captains from out of state to come
and battle with us. There were
several out of state captains who said

they were coming, then most of them
had a change of plans, sickness,
braces, so the battle was a lot smaller
then I had hoped. Eleven captains
battled at the Ice Breaker but not all
of them were able to make it on the
water at one time. I sent out e-mails
to every newspaper and TV station in
the area. This resulted in a large
article on the front of the second
section of the local paper the
Thursday before the battle. We also



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had a news station stop by and take about an hour of video that turned into 30 seconds of air time. The news paper article brought about 30 spectators to the pond over the weekend. Out of this group we found three potential captains.

I wanted to have a Friday evening battle but schedules did not work out to permit one to happen. Ben Radenbaugh came over to my house (Only minuets from the pond) about 6pm. I had set up tables in the garage so we talked ships and waited for the other battlers to show up. Luis Negron and Kas Gaigalas, both from MI, arrived around 7pm. We talked more ships and everyone took off around 10pm to get ready for Saturday.

Saturday morning Luis, Kas, Ben Morrie Walker and I met at Perkins for breakfast. When we arrived at the pond we had just started to unload when a police officer pulled up. He had seen the article in the paper and wanted to see what we were doing. We showed him the ships and gave him a flyer and he left.

The pond in Chanhassen is very large (400' square) with a 50' long channel that narrows down to a small outlet. It is also a long (100 yard) walk from the parking lot to the pone. We spent almost all of the battles in the corner by the channel.

After the four of us had hauled all of our gear to the pond Lars showed up. Kas had a throttle switch burn out, this gave Lars time to get ready (he had to swap crystals) and make it in the first battle. A lot of people had already made it down to watch us by the time we got going. The fleets were split up as Ben (NC), Luis (Ostfriesland) and Kas (I-boat) vs Morrie (Lutzow), Lars (Bellephone) and me in Warspite. Standard battle for today had Ben trying to get his triples on Lars and I, Lars and I did not want to chase Ben's sterns. Luis has no penetrable area on his ship, so that left Kas as our target. Morrie stayed at the edge

a plunked away like a good cruiser should. The first sortie saw Lars go down early. His pre-battle test of his pump hadn't run any water through it, and the motor was spinning nicely but the pump rotor was not. The Bell sank slowly with a handful of belows. I followed Lars to the bottom. This was a bad day for my pump. I could not keep it clear and kept sinking with all kinds of junk stuck in my pump.

Lars and I both came back in the second sortie unpatched, both hoping our problems were fixed. We were joined by two prospective battlers, Mike and Paul. Mike took my Minneapolis and Paul took Ron's St Louis. Kas had got too close to my haymaker in the first sortie and took some light damage but their fleet looked good to start the sortie. Early on I was passing by Luis and took to shots at his stern. I was standing next to him and said "I think I might have hit your only vulnerable spot back there." After the battle I checked and found two nice holes right where I shot. Once again my pump stream started to look weak so Kas came in for the kill. My haymaker was on target and Kas took some good shots and went down. A few minuets after Kas got his ship out I sank again.

Bob Warspite	64-14-12 2 sinks
Mike Mpls	0-0-0
Paul St Louis	16-5-7
Lars Bellephone	27-2-7 sink
Morrie Lutzow	18-1-5
Total Damage	6150

Ben NC	58-2-10
Kas I-Boat	63-11-15
Luis Ostfriesland	7-1-3
Total Damage	3830

The afternoon battle kept the same basic fleet set up. Curly had arrived from his football game and took over the Minneapolis. Mike had to go play golf. Curly looked good at the control of an Allied ship. He did bring his Posen but did not

have it ready for battle. My wife and two kids came down with some watermelon for lunch. She told us that she had been getting phone calls all morning asking about the battle. She also said that a news station had called and were coming down to film us. I tried to fix my pump problems by putting some more screen in a hole that had developed and cleaning the ship out some more. This did not help as I again sank in the first sortie.

In between sorties the news crew showed up and got ready to film. We went out knowing I would sink again. Lars was also having battery problems and was on a set he knew would not last. In the first exchange of the battle Ben lined up his sterns on the Warspite and I caught a bb in the nose. It was one of those slow motion things where I could see it coming but could not get out of the way. This must have put some fear into our young news reporter as she spent the rest of the battle with her hand and note pad over her face. Ben, with his NC, has mastered the art of prop washing and helped me find the bottom again. Lars then lost control due to low batteries and sank too. Morrie stayed

out too long and started to lose battery power. The other fleet was able to catch up with him and put the Lutzow down too. The battle was again a slaughter for the Flag fleet.

Bob Warspite	65-1-0 2 sinks
Curly Mpls	27-0-5
Paul St Louis	27-1-0
Lars Bellephone	56-10-20 sink
<u>Morrie Lutzow</u>	<u>31-5-6</u>
Total Damage	7535

Ben NC	88-10-11
Kas I-Boat	48-0-4
<u>Luis Ostfriesland</u>	<u>5-5-7</u>
Total Damage	2885

After the battle I was interviewed by the news crew for twenty minutes. I kept mentioning that we were battling again tomorrow and people should come down and watch. We all packed up and headed back to my place and the hotel to get ready for dinner. Lars went to pick up Andy after he was done with work so he could come to dinner too.

We went to Applebees and had a nice meal. For those of you who did not know there were a bunch of people that got together and built an

HMS Tiger for Lars. We wanted to give it to him at NATS, but he was not able to go. I took it home and wanted to give it to him Friday night, hoping he could battle it Saturday. But he had to get Andy from work and could not come over. I then wanted to give it to him after dinner. But Lars said, "Andy's beat and so am I. We're heading home." I told him I just wanted five minutes to show him pictures of this NATS pond I had found. After some prodding he agreed to come over for five minutes. This finally got him in the house and we gave him his new ship. He was speechless. Thanks to all of you that helped put it together.

We were all back at my place when Ben's phone rang and my phone rang. Two people had called to say they had seen us on the news. We had forgotten all about it. It was replayed at 3am so I recorded it to watch in the morning. Of course they did not mention that we were battling again Sunday and they had to put the part where I told them about getting hit in the nose on TV.

Sunday we went to breakfast again and headed to the pond. We did not have as many spectators. Kas



The big ships (Ben and Bob) drove the cruisers under the leaves to ensure everyone went home with holes to patch. Meanwhile Lars' Bellerophon pump crew goes on an early vacation.

Photo supplied by Bob Hoernemann



Cruiser bullies

photo supplied by Bob Hoernemann

had the throttle switch he'd fixed on Saturday start to stick so he opened his box and fixed that before the battle. We changed fleets around to try and make things more even. The first sortie Curly had a bad battery in the Minneapolis and Ben took advantage of his helplessness and sank him. I had cleaned up my ship Saturday night and stayed on top of the water this time. Lars and Paul Erdman made it in time for the second sortie and joined the no flag fleet. My box sidemount decided to stop working and Ben took advantage and came at me on that side. We managed to put Morrie down to even up the cruiser sinks but could not overcome the big damage points on the Minneapolis. At the end of the battle I ran over Lars and sank him, it was not pretty.

Bob Warspite	53-8-16
Curly Mpls	23-2-23 sink
Paul Honolulu	0-0-0
Lars Bellephone	20-4-4
<u>Luis Ostfriesland</u>	<u>6-3-2</u>
Total Damage 4395	

Ben NC	57-4-10
Kas I-Boat	62-5-11
<u>Morrie Lutzow</u>	<u>20-6-9 sink</u>
Total Damage 3965	

Ron made it to the pond just before Luis and Kas had to hit the road so we handed out the trophies and said good bye. The locals stayed to have one more battle. Ben and I took on everyone else. We chased the cruisers around the pond and managed to sink Paul and Lars in the first sortie. In the second sortie we again got Paul and Lars to go down and also added Ron to Davy Jones

locker. After we sank the cruisers I turned on Ben and blasted him a few times. I gave the Warspite to Joe and Alec (A father & son team that are looking at getting a ship.) so they could shoot at some watermelon rinds. We all went over to my place to talk ships for a while and then everyone headed home.

Ron Mpls	55-5-8 sink
Paul Honolulu	18-7-8 2 sinks
Lars Bellephn	36-4-23 2 sinks
<u>Morrie Lutzow</u>	<u>34-3-2</u>
Total Damage 7655	

Ben NC	33-4-1
<u>Bob Warspite</u>	<u>60-10-7</u>
Total Damage 1680	

Luis got Best of Scale, Morrie got Best of Class 3, Kas got Best of Class 4, I got Best (Only) of Class 5, and Ben took home Best of Class 6 and Most Feared.



The Battlers who braved the ice. From left to right: Morrie, Lars (wet to the armpits like usual), Ron, Curly (kneeling), Kas, Ben, Bob, Luis, and Paul (who always stands alone).

Photo supplied by Bob Hoernemann

September Shoot Out

Tom-Triplett Community Park

Pooler, GA

Sept 03 to Sept 05 2005



Well, Region 3 made a third attempt to hold a battle in Savannah and this time managed to NOT pick a date that would be rained out by a hurricane. (Or so we thought: Hurricane Katrina, although not impacting the coast in this area, had effects felt all across the region and country.) Although the soaring gas prices kept several captains from being able to make the event, there were captains from both Atlanta and Florida. One particular surprise was the arrival of Joel Goodman's beautiful but rarely seen HMS Hood. I believe the Hood made the trip so as to enter service with the Lion and Vanguards also present in the battle. The captains were:

Peter Demetri	USS Des Moines
Rick King	USS Maryland
Joel Goodman	HMS Hood
Brian Koehler	HMS Vanguard
Tim Krakowski	USS South Carolina
Terry Miller	HMS Lion
Clark Ward	HMS 'Enterpriz'

Saturday AM:

The weather was sunny and beautiful. Because there was plenty of time for battles (this was a 3-day event), the first battle Saturday morning was decided to be a "free-for-all" where captains could test their systems and have them ready for team-play during the later battles. Holes were not counted, but a surprise sink happened when Brian's Vanguard pump servo quit rotating its full travel and failed to switch on the pump. With only 4 holes, she filled very slowly and sank in "slow motion".

Saturday PM:

After patching and running down the road for lunch, the teams were divided into flag (Vanguard/Brian, Hood, and Maryland) and no-flag (Vanguard/Clark, Lion, South Carolina, and Des Moines). Clark and Brian's Vanguards, both new and scratch-built, handled well but still showed a few issues that will be their focus before the next event, mainly getting all the cannons feeding reliably. Joel's Hood performed much better than he had expected or remembered it handling, and while Tim's South Carolina was

(Vanguard)

slower and had to wait for the faster ships to bring the battle to him, it also performed well and was greatly respected by the captains of the opposing ships. However, although apparently out numbered, the more veteran experience of the Flag captains helped sway the difference and resulted in the sinking of the South Carolina and victory for the Flag team.

Flag (winner) 3805 pts

Joel (Hood)	48-4-2
Brian (Vanguard)	48-8-1
Rick (Maryland)	42-1-4

No Flag 2055 pts

Tim (South Carolina)	SUNK 55-10-18
Terry (Lion)	18-2-0
Pete (Des Moines)	33-3-2
Clark (Vanguard)	0-0-0

Sunday AM:

As Clark was unable to return on Sunday, the teams were re-shuffled and the morning battle was renamed the 'Anglo-American Conflict'. The three British ships (Vanguard, Hood and Lion) faced off against the three American ships (South Carolina, Maryland, and Des Moines) in another 3-sortie battle. There was a considerable amount of moss churned up from the day before, and the first sortie saw frequent moss checks by most of the ships involved. Furthermore, the motor coupling on the Vanguard kept slipping (single set screw) and hence Vanguard's speed and turning were greatly reduced. During the second sortie Rick (Maryland) noticed the Vanguard's crippled performance and was able to get his haymaker along side Brian and match his every turn as he tried to evade. The third sortie the ships were starting to show duress. The Vanguard's crippled performance had left the Hood open to frequent attack. Hood had taken considerable damage when a lucky bb dented the pump outlet and restricted the flow of water. Subsequently, the Maryland rammed



We're not hitting a thing. Anybody got a bigger gun?

the Lion and holed her above the waterline. While this did not seriously hurt the Lion, the ram shoved Lion into the Hood and cracked the balsa on one of Hood's ribs. Joel chose to continue on, but the total damage was just too much and soon after Hood was seen to slip beneath the surface.

British	1945 pts
Joel (Hood)	SUNK 147-9-7
Brian (Vanguard)	63-11-13
Terry (Lion)	22-2-1

Americans (winner)	4720 pts
Tim (South Carolina)	41-5-8
Rick (Maryland)	43-1-1
Pete (Des Moines)	33-3-2

Sunday PM:

That afternoon the teams were again shuffled to keep the variety, this time pitting the Hood against the Vanguard. The teams were Vanguard, Maryland, and Des Moines against the Hood, Lion, and South Carolina. There was a little less moss this time (having been removed during our frequent 'moss checks' during the morning battle) and the ships were able to perform a little better. However, during the first sortie the South Carolina stripped a drive gear and would need

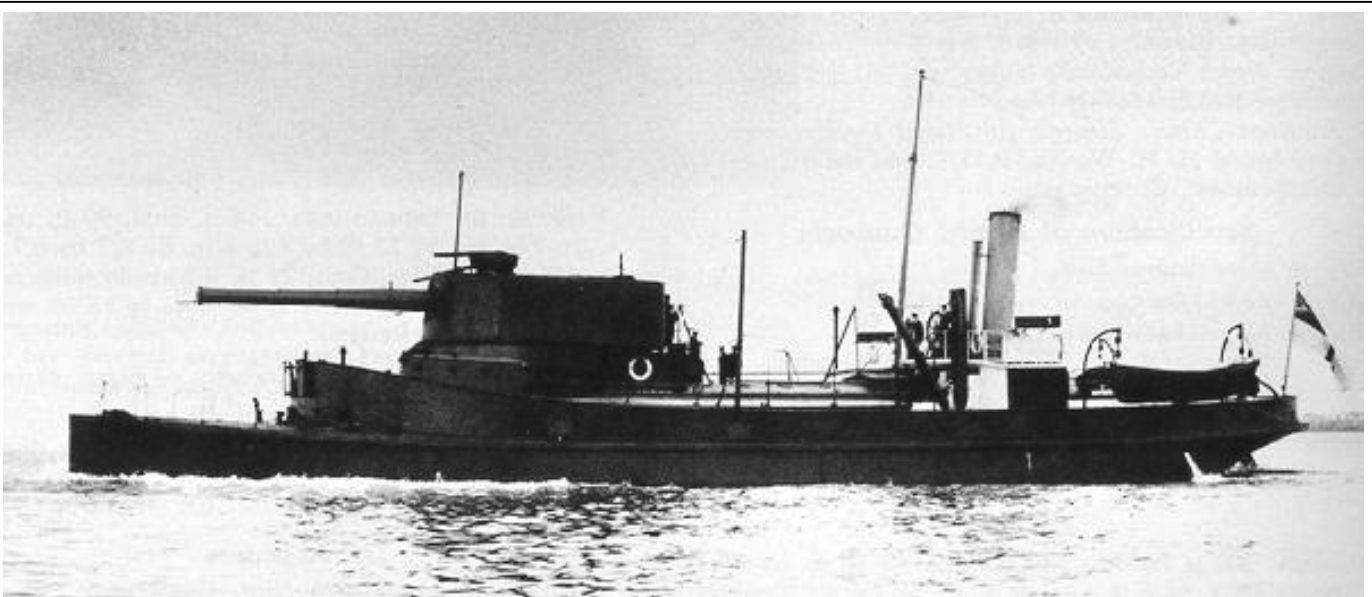
time for repairs, so Tim instead decided to finish the second sortie with the tiny Mogador. In response, Pete decided to sideline his Des Moines and re-enter with the Gearing. A few clouds moved in near the end of the second sortie, and sprinkles delayed the start of the third sortie. Because of the weather it was decided to forgo counting holes and get the ships back to the hotel to dry and patch.

Monday AM:

The last battle of the long weekend and the ships were starting to show their damage, patching can only cover up so much. The teams were divided into Vanguard, Hood, and Des Moines against Maryland, Lion, and Mogador. The first and second sortie saw only limited hits scored on the ships. Vanguard's prop coupling returned to slipping and the Lion showed inconsistent cannon fire. Also, the Mogador ceased firing during the first sortie and it was found that a bb had hit the barrel and completely collapsed it (this was quickly replaced between sorties). Since Rick in his Maryland had managed to remain afloat the entire weekend, a very concerted effort was made during the last two sorties to put her down. While only

limited hits were scored the second sortie, the Maryland was chased consistently in an attempt to run her power down before the last sortie. The third sortie the Vanguard's props both worked and her speed and handling improved. The Hood and Vanguard were able to sandwich the Maryland effectively. Then, while Vanguard broke off to drive off the harassment of the Lion, the Hood and Des Moines were able to finish her off and she sank near the shore in the reeds. Also in the reeds was the Mogador, which the Vanguard managed to pull alongside and hole with a number of side mounts. Then the Hood ordered Vanguard to break, which she did, and the Hood slid in along the Mogador and finished her off. The only remaining ship was the Lion. The Vanguard and Des Moines were out of ammo but were able to very successfully corner and drive into the Hood. However, the Hood did not have enough remaining bb's to finish off the Lion, and the Lion finished the last sortie un-sunk.

Humbly submitted:
Brian Koehler,
HMS Vanguard

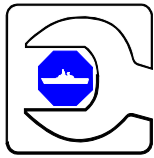


The Next Big Small warship: HMS Drudge

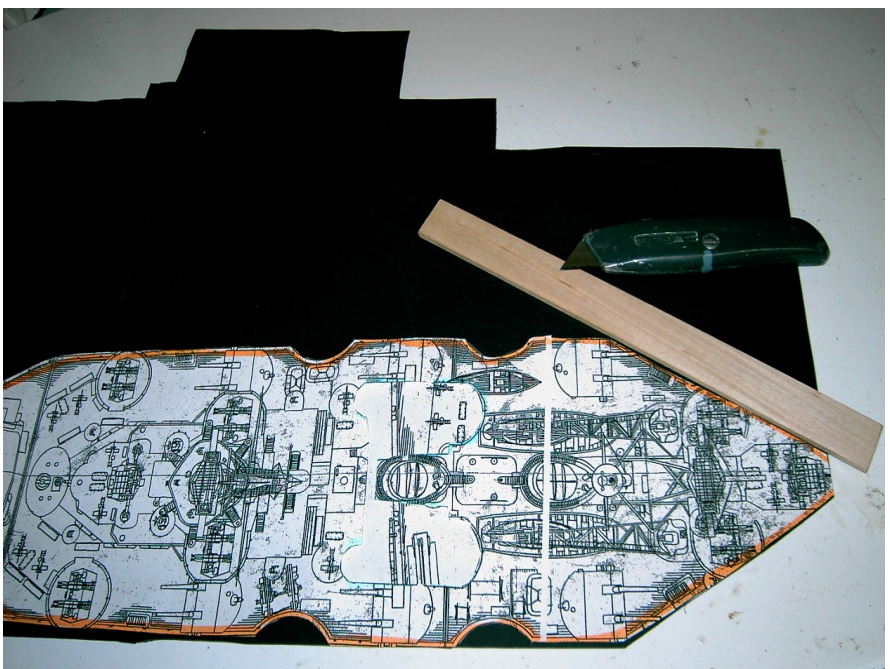
ABS Plastic

“The Miracle Super Structure Material”

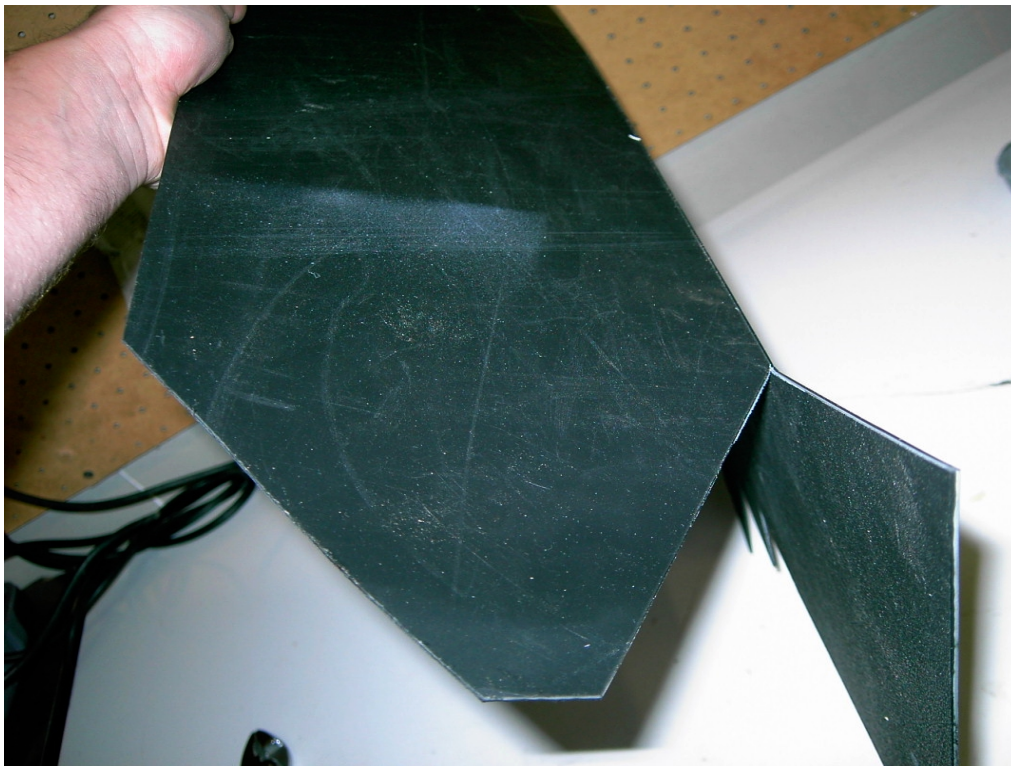
by Bob Hoernemann



Like a lot of battlers I hate making and fixing superstructure. I want something that is light weight, bb proof and easy to work with. ABS plastic has all of this covered and is really cheap too. You can pick up a 4'x 8' sheet of the 1/16" black plastic from a local plastic supplier for only \$25-\$28. This is more than enough to build several ships. John Bruder gave me a left over section from his Barham and I made two CVL hangers decks, two NC super structures and part of the



The 1st deck level pattern taped to the ABS plastic. A sharp knife and a ruler are used to cut it.



After scouring the plastic three times just bend and it breaks in a clean line

Even the most powerful gun leaves only a small dimple when shot repeatedly at point blank range.

It is also really easy to work with. For my NC super structure I cut out patterns of the deck levels from the print and traced them out on the plastic to maximize the use of the material. Then I simply cut it out with a razor blade and a ruler. After three scouring lines you can bend the plastic and break it off. For small or round pieces you can trim them with a scissors or use a sander. On an NC many of the vertical surfaces are the same height. I cut long sections at this height to use as needed with the

Minneapolis with it.

This is not something they carry at Home Depot. John Bruder found the Plastic Depot close to him. I found Crown Plastic here in Plymouth. Both of these stores are geared towards supplying industrial manufacturers. I also found 1'x 1'

sections of ABS on E-Bay. It was \$6 a sheet, not as economical or as practical as the big sheets.

This plastic is lighter than five ply plywood. It does not need to be sealed and for those of you who are really lazy (Or looking for a black ship) it does not even need paint.

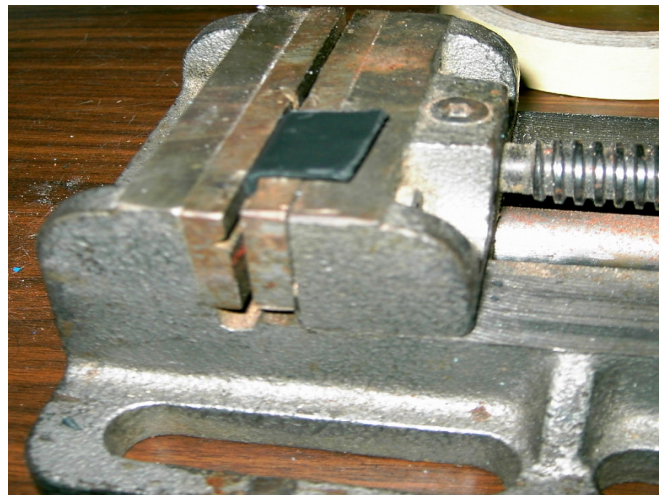
deck levels. For corners and the round gun cut outs I bent the plastic into shape. This eliminated several joints that would need to be glued.

Once I had all of the parts cut out I started gluing. There is a smooth side and a rough side. Keep that in mind when you are cutting and

gluing. To have the best look you'll need to keep the same side out. Kevin Bray and John Bruder both use CA glue and some balsa wood to make the joints. The CA glue can come apart during battle. Kevin & John have never had anything completely fall off, but do need to glue parts back together once in a while. I used some glue meant for electrical PVC conduit. Cantex 99 worked the best out of the 3 brands I tried. It "melts" the plastic together

plastic is heated it is easily broken by my bb guns.

When all your parts are glued together you can paint it. I'm going to use grey spray paint. Pat Clarke was using dope to seal some of the



An "L" bracket after it is heated and bent.



The bottom of the first deck. You can see the "L" bracket I will use to bolt this to the deck. You can also see some "L" brackets glued into place holding the vertical section to the deck.

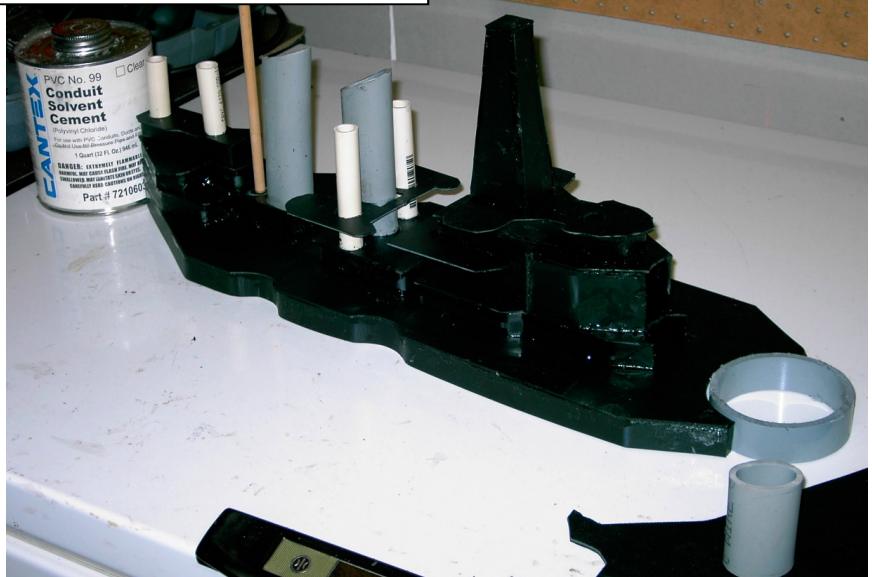
Photos by Bob Hoernemann

making a joint that is difficult to break. I tested this joint with my guns and did not see any loss in the bb proof qualities of the plastic. At each joint I took some scrap pieces of ABS and heated them with a torch and bent them to a corner in a small vise. I also heated them up in my oven, but this was not as easy as using the torch. I put some of the glue at the edges of each piece to help make a more solid joint. The glue needs a minute and some pressure to set and about an hour to get to full strength.

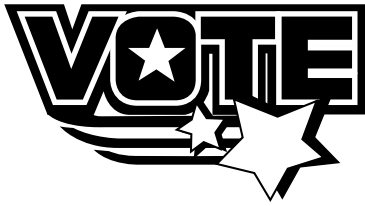
When I first got the ABS plastic I thought about heating and bending all of the corners. But when the

wood he used at the joints and the dope melted the plastic a little.

Randy covers the ribs of his fiberglass hulls with it. This protects the ribs from cracking. You could make an entire hull out of it. It would be a lot cheaper than plywood and it would not need to be sealed.



The nearly finished NC ton sides.



MWC 2005 Election Results

Total Ballots Sent: 50
Total Ballots Returned: 33
Votes Required to Pass: 22

Results:

Rule Proposal 2005.05:

TITLE: Superstructure definition.

PROPOSAL: Change **Article II**

Section A Subsection 1. C to read:

Superstructure surfaces may be constructed of any material. That portion of the ship above the line of the fore castle deck is considered superstructure. Additional portions of a ship may also be superstructure if a deck step is present. SHIPS THAT WOULD BE AFFECTED

(According to Author): None

AUTHOR'S REASONING FOR

RULE CHANGE: Currently we have not even a vague definition of what is superstructure, this is a start. Note also that your dictionary will define: Superstructure - structure consisting of the part of a ship above the main deck. "Main deck" is a bit vague as different navies considered various levels to be the "main deck". So using the highest deck in the bow- the fore castle deck, seems to be a good method.

The effect of this would be that ships don't "step up" from the forecastle deck, and can only "step down" or remain flush. It would also be helpful to define where a deck



Pick One: 1) No I don't know where the new crewman's seabag is.
2) We deliver in 30 minutes or less, or it's FREE!
3) This ship runs on methane.

step occurs, but that is difficult. **Rule**

Count: Yes: 23 ; No: 10

Rule Passes

BOD Election:

Region 1:

Bob Hoernemann: 6

Ron Horbul: 5

Curly Barrett: 1 (write in)

Both Bob and Ron will serve, Bob's term ends 2007, Ron's 2008

Region 3:

Brian Koehler: 2

Pete Demitri 6

Pete Demitri will serve, term ending 2008

Region 4:

Brian Lamb: 2

Steve Reynolds: 7

Wade Koehn 3

Steve Reynolds will serve, term ending 2008

BOD Insurance Question:

Require each member to acquire

NAMBA: 10 votes

Keep the present MWC insurance:

22 votes

(1 abstention)

Since "require each member to acquire NAMBA" failed to garner 22 votes, the status quo is recommended to be maintained.

I'd like to thank all the members who exercised their voting rights and congratulate the new BOD members and wish them good luck. I also would like to thank the kind words several of you sent along with your ballots.

Kevin Hovis
MWC Sec'y.

Some ships which are confusing to some people:

<http://www.steelnavy.com/WSWStrasbourg.htm>

<http://www.steelnavy.com/TamiyaMogamiMS.htm>

<http://www.steelnavy.com/MinekazeToneTvWyk.htm>

Oddly enough the Houston and San Francisco always get a hard hanger with no confusion...

<http://www.steelnavy.com/BWNHoustonQT.htm>



MODEL WARSHIP COMBAT, INC

2006 Nats Entry Form

Each person attending the MWC Nationals MUST be a current member in good standing of the MWC as of May 15.

The membership application is available on-line for downloading. **No Nats fees will be accepted after May 27.**

In the space provided below, please list any alternative channels you could move to in order to ease frequency usage.

Additional t-shirts are available. Please contact the treasurer for more information

For radio channels, please remember that Allies use even numbered channels and Axis are to use odd.

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channels(s): _____

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channels(s): _____

Captain: _____

Address: _____

City: _____ State: _____ Zip: _____

Fleet (circle): Allied Axis Shirt Size (circle): S M L XL XXL XXXL

Primary Ship Name: _____ Ship Class: _____

Secondary Ship Name: _____ Ship Class: _____

Radio Channel: _____ Alternative Channels(s): _____

Entry Fee: \$ _____ (# Captains x \$125 *banquet fee included!)

Extra T-shirts: \$ _____ (# shirts x \$15) List Sizes: _____

Total Fee Enclosed: \$ _____

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

Mail check and payment to: Tim Krakowski
1479 Brookcliff Drive
Marietta, GA 30062

Don't forget to also sign-up on the MWCI webpage! (www.mwci.org/cgi-bin/eventlist.cgi)

MWCI Membership Application Form

Age 16 or older
before Jan 1st of
current year (Y/N)? MWC #

c
Primary Member: _____
Secondary Member: _____
Additional Members: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone Number: _____ **Year Applying For:** _____

E-mail Address: _____

Version of Task Force 144 you would like to receive (Circle One): Hardcopy Electronic

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 judgement of the MWC Board of Directors I fail to uphold these principles, I may be subject to disciplinary action up to and including being dismissed from the membership of the MWC. I agree that, should my application for membership be accepted, my 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:** _____
_____ **Date:** _____

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

Membership Dues: Adult Primary Member: \$60.00*
Junior Primary Member: \$40.00*
Adult Secondary Member : \$40.00*
Junior Secondary Member : \$30.00*

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

* New MWC members can deduct 50% from their membership fees when joining the MWC after July of the current year.

Please make checks payable to: **Model Warship Combat, Inc.**
Mail to: Tim Krakowski
1479 Brookcliff Dr.
Marietta, GA 30062

Badly Advertised MWC Fact:

Back in the Summer of 2001 the MWC BOD approved the sale of **TASK FORCE 144** to the Public. You can sign up your friends, relatives, or favorite hobby shop to receive their own issues of the Task Force 144 Newsletter. Perfect for the rookie battler who wants to stay informed but won't battle for a year, this is an ideal way to increase your club's membership! Send \$15 and the address of your choice to Tim Krawkowski at the address above.



It's time for a breather

by Lars


It is with some reluctance that I announce that I'm stepping down from the position of TF 144 Ediot. Back in the fall of 2001 the previous editor, my good buddy Curly Barrett, had to give up the job, and told the MWC President, "Don't give it to Lars."

The President ignored Curly and the next day the job was mine. I took it with the understanding that Curly could have the job back anytime he wanted.

I've enjoyed this job, it is

definitely different than just writing. If I had the free time for it that I had back in 2002-2003, I'd keep at it. Unfortunately due to a number of factors, my free time has been reduced to very little, and unpredictable at that. I'm finding it difficult to work on the newsletter, and I have barely touched the warships in months. It's a choice, between the newsletter or the ships, and so it is an easy choice.

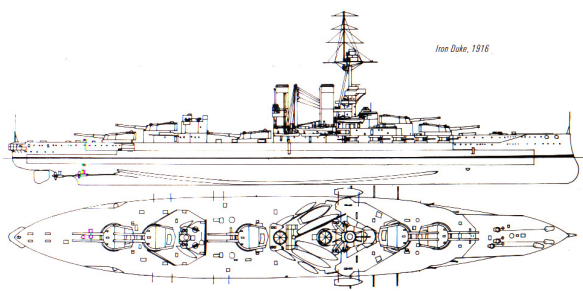
Fortunately, Pete Demetri has answered my cry for help and offered to take over the helm. I'm passing the baton, at least temporarily (thus making it a tradition), to Pete. I'm sure he'll bring new life and new viewpoints to this newsletter. When we talked it over, he was discussing several ideas. I'm sure he'll do great, especially if the members of this hobby support him as well as they've supported me. I authorize all of you wonderful writers, photographers, inventors and braggarts to send him your best tips, strategies, pictures, drawings, and jokes.

Please remember that a newsletter is only as good as it's contributors. I've been given plenty of compliments for my work on this newsletter, but I found it easy to arrange great articles and spectacular pictures nicely on a page. The compliments I always thought should go to the authors, photographers, and inventors. I can't remember all my helpers, but I'd like to thank as many as I can remember and have space for here: Thanks to Curly, Fluegel, Dawn Lamb, Steve Reichenbach, Chris Pearce, Brandon Smith, Bob Hoernemann, Peter and Georgi Kunisch, John and Joshua Bruder, Brian Eliassen, Finster, Trista Smith, Mark Roe, Graham Kozak, Robert Stalnaker, Mike Melton, Steve Reynolds, Robert Rucker, Tom Jass, Luis Negron, Lou Meszaros, Gerald Roberts, Ted Brogden, Joel Goodman, Kevin Bray, Tim Krakowski, Tim Beckett, Rick King, Kevin Hovis, Chris Kessler, Brian Koehler, Pete Demetri, Randy Stiponovich, Lee McKinzie, and Mike Melton's brother. 

TASK FORCE 144

17 Lanvale St.

Port Wentworth, GA 31407



My Rule is: if you meet the weakest vessel, attack; if it is a vessel equal to yours, attack; and if it is stronger than yours, also attack...

-Admiral Stepan O. Makarov (1849-1904)