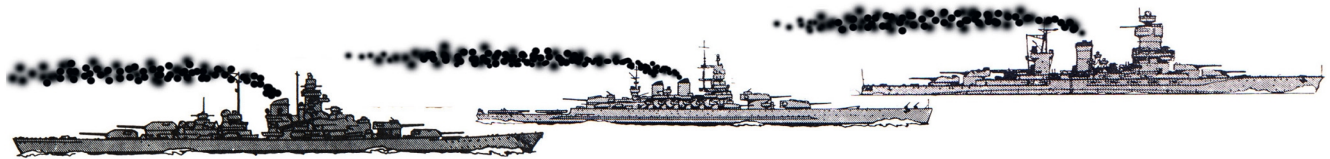


TASK FORCE 144



The Official Newsletter of Model Warship Combat, Inc.

www.mwci.org

Fall – 2008



CALENDAR OF MWC EVENTS

Feb 7, 2009

February SCRAP battle

Prado Lake, Chino, CA
Contact: Ty Supancic 818-469-7838
hms_warspite@gmail.com
Sanctioned.

Feb 21-22, 2009

February Fandango

Port Authority Pond, Sandford FL
Contact: Rick King 407-322-7750
rking157@cfl.rr.com
Sanctioned on Sunday only.

March 14-16, 2009

Brouhaha on the Bayou

962 Magnolia Ridge Road
Boutte LA. 70039
Contact: Wade Koehn
bismarck3@cox.net
Sat, Sun, Mon battle. CO2 and
beverages provided. \$25 fee, \$5
discount if received before Feb 14th.
Sanctioned.

May 23-25, 2009

Tangler at Engler

Thomas Lake, Engler Park,
Farmington, MO
Contact: Kevin Kaminski
kevin@ernesttees.com Sanctioned.

July 19-24, 2009

Nats Colorado

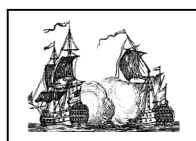
North of Denver, CO
Contact: Randy Stiponovich
sinkazuki@ymail.com
Motel: American motel, \$56 /night plus
tax. Not taking reservations until this
spring, will provide phone number later.
Sanctioned



The I-boat fires on the NC with the West Virginia looking on.

Photo supplied by Steve Reynolds

The September Slugfest Sept. 27, 2008 by Steve Reynolds



In September
a few of us in
Region 4 got
together for a
small event at

Bomberfield in Monaville, Texas
dubbed the September Slugfest.
Bomberfield is an impressive RC
model airport. It is an excellent
facility for RC of all types including
a long model plane runway with
grandstands, a big sandpit battle
scene setup for Tanks and a pond
built like a runway for RC sea
planes. The pond is excellent for
battling because of its consistent
depth of 3 feet and a size of 400 feet
by 100 feet.

Due to the South Texas weather
the amount and quality of water in

the pond can change from battle to
battle. For this battle the water was
lower than normal and weeds that
grow up from the bottom were near
the surface. Fortunately they had
just completed some work on the
pond and cleared some weeds in a
small area that juts out about 30ft
from the otherwise rectangular pond.
This is where most the battling took
place.

I was the first to arrive, but the
gate was locked. So, I took a little
drive around the town of Monaville,
Texas and found that there is not
much to see. A few minutes later
John Stangel showed and we waited
at the gate until Doug showed up and
let us in. He was followed by the
Melton brothers and Brian Lamb.
Johnny Adams showed up late in the
afternoon and took the pictures for
us.

The day started with testing of
the ships. I had brought the Valiant



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out for testing and maybe a battle, so was excited to put it on the water. But, after testing I felt the Valiant was not yet battle ready, so I started getting the I-boat prepared. Everyone was busy getting their ships to speed and testing cannon systems. We started discussing what the fleet make up would be. We had 1 Wisconsin (WI), 2 North Carolina's (NC), 1 West Virginia (WV), 1 Scharnhorst (Scharnhorst), and 1 Invincible (I-boat). It was decided that it would be the UglyNC (Tom), Scharnhorst (John), and I-boat (Steve) against the WI (Brian), the Bad NC (Mike), and the WV (Doug), which is 15 units and 18.5 units respectively. Tom decided that the fleets should be called The Bad and The Ugly because Tom, John, and I all had old shot up, patched hulls and Brian, Mike and Doug all had pretty new, freshly painted hulls. We were going to try get in 3 battles. Once we were comfortable with the ships the battling began.

The first sortie took a while to get moving as the ships sat stern to stern for what seemed like a good 5 minutes. Then the Scharnhorst took to the right flank and broke up the lines. When he did this he took the Wisconsin with him, which sent the sortie into motion. Once the cannons started firing the sortie did not take

long to complete. The I-boat and WV exchanged rounds early the sortie as The Ugly NC had a few nice exchanges of fire with Wisconsin. The Bad NC and the Scharnhorst toiled with other for a bit exchanging some sidemounts and sterns. As the sortie wound down The Bad NC and the I-boat did fire at each other, but it was mostly just finishing off what was left in the cannons. The Wisconsin and the WV made an attempt at clearing their cannons into the Scharnhorst, but I don't think much came of it. There was not much teamwork in this sortie. It was more like 3 one on one's as everyone was getting warmed up. All ships functioned well and the teams looked to be pretty balanced.

In the second sortie it did not take long at all for the firing to begin. The Wisconsin and The Bad NC appeared to be going after the I-boat. They started by trying to trap it against shore and every move that was made the other was there waiting. While they were busy with the I-boat The Ugly NC and the Scharnhorst took the opportunity to give the WV a good sampling of their cannons. The I-boat then took the chase to the WV to try and mix up which boat was engaged with which. It seemed to have worked because the Wisconsin and The Ugly



The Pond at Bomber Field

Photo supplied by Steve Reynolds

NC took right to a nice exchange of sidemounts, while The Bad NC, Scharnhorst, WV and I-boat engaged in some sharing of rounds. Then the WV looked to be in trouble and ended up sinking near shore. Once the WV was out of the water The Bad NC and Wisconsin put their energy toward the Scharnhorst. This gave The Ugly NC and I-boat the ability to pick out good spots to fire with no pressure. The Ugly NC, Scharnhorst and I-boat worked back and forth between the Wisconsin and The Bad NC. Until finally after looking like it might be ok The Bad NC went down, leaving only the Wisconsin. The sortie ended up with all of the attention around the Wisconsin since he was the last on the water. The Wisconsin was fortunate there were not many rounds left for him. We were all surprised by the counts after the battle.

Battle 1 Results

West Virginia (Sunk)	40-1-6	1725
Wisconsin	113-23-41	3755
North Carolina(Sunk)	60-23-45	4625
Invincible	58-8-9	1230
Scharnhorst	33-5-17	1305
North Carolina	36-8-25	1810



The Ugly NC and the Bad NC trade chin slaps Photo supplied by Steve Reynolds

In the second battle the first sortie started pretty fast because it did not start with two lines. Boats from both fleets were spread out. The Ugly NC and I-boat tried to engage the Wisconsin, but the big ship escaped due to speed and good captaining. The Wisconsin executed an excellent move in the open water to get on the Scharnhorst to deliver some of its double sidemounts. The Ugly NC noticed this and moved in to help, but by the time it arrived the

Scharnhorst had already shaken the Wisconsin off. The Bad NC moved in next and was able to get a load of good shots on the Scharnhorst. The Ugly NC lined up its sterns on the Wisconsin forcing it to turn toward shore. While The Ugly NC was trying to work the port sidemount into position the I-boat was able to sneak in and put a load of stern sidemounts into the Wisconsin while getting out seemingly unscathed. The Wisconsin was able to get out of



Strange but True: The Wisconsin becomes a sitting target.

Photo supplied by Steve Reynolds

trouble into the open water. As the battle continued the I-boat was able to get its bow sidemount onto the Wisconsin and finished off the stern sidemount on The Bad NC. The sortie ended with the 2 NC's having rounds left and getting the better of their opponents.

The second sortie started off with the I-boat hitting the Wisconsin with a bow to bow maneuver. The Scharnhorst went down early in the sortie due to a problem that I can't seem to recall. That left The Ugly NC and the I-boat severely outgunned. But, the opportunity was taken to work on the Wisconsin. Focusing all the attention on the Wisconsin created quite the fur ball and this ended up being one of the most active sorties of the day. The Ugly NC ended up sinking close to shore near the end of the sortie. So, that left the I-boat with 3 on 1 to end the sortie. It made for some fun captaining as the big ships had trouble keeping with the maneuverable I-boat. The Ugly thought they had lost that battle for sure but the scores show otherwise. After counting the ships some were surprised the Wisconsin did not sink.

Battle 2 Results

West Virginia	30-2-2	450
Wisconsin	150-23-48	4475
North Carolina	28-7-22	1555
Invincible	26-4-10	860
Scharnhorst (Sunk)	49-1-21	2565
North Carolina (Sunk)	30-3-18	2475

The last battle started quick with The Bad NC getting good stern shots on the Scharnhorst. But, that is all that happened in the first few minutes of the sortie as the ships jockeyed for position. The Wisconsin was able to get along the Scharnhorst and do some damage while the WV, The Bad NC, The Ugly NC, and I-boat continued to work the angles. While the I-boat was trying to get its guns on the Wisconsin, The Bad NC came in aggressively only to find itself in an unfortunate situation involving the I-boat's stern sidemount. The



The Scharnhorst draws the Wisconsin's ire.

Photo supplied by Steve Reynolds

Scharnhorst was working close to shore and ended up drawing The Bad NC in for some stern shots and was not backing down. It came in with a good sidemount pass on the I-boat, but ended up getting a bunch of sterns from The Ugly NC in return. The Wisconsin noticed that the Scharnhorst was sailing very close to shore and drove in very aggressive for some shots and ended up beached. The Ugly NC was there to capitalize and emptied his sterns into the Wisconsin's port side. The Ugly NC ended up having to call 30 second moss and The Bad NC was there to give him some love in return with his starboard sidemount. There was much better teamwork in this sortie.

The final sortie of the day was pretty short as all of the captains seemed tired and a bit reckless on the water so the bb's did not last. Both of the NC's ended up going down, mostly from battling each other. They seemed to have been avoiding each other all day. But, by the end of the day they got a hold of each other pretty good.

Battle 3 Results

West Virginia	19-3-2	365
Wisconsin	148-29-31	3755
North Carolina (Sunk)	52-15-54	4795

Invincible	28-7-9	905
Scharnhorst	58-9-15	1555
North Carolina (Sunk)	34-5-38	3565

The Ugly ended up outscoring The Bad in every battle, but it really did not seem that way on the water. The scores ended up quite interesting with the second battle being the closest due to the Scharnhorst and the North Carolina going down on The Ugly side, but the damage on the Wisconsin alone almost made up for it. The main difference maker in the battles were the below the waterline shots with 251 below shots hit for The Ugly and 162 below shots for The Bad. The other interesting statistic from the battle is the hit percentage. The Bad hit with 11.39% of their bb's and The Ugly hit with 28.25% of their bb's. That is nearly 30% of the bb's hit for The Ugly. Cool!

Final Scores

Results	The Bad	The Ugly
Battle 1	4345	10105
Battle 2	5900	6480
Battle 3	6025	8915
Total	16270	25500

Hit % 11.39% 28.25%





Presidents Column:

Fellow Battlers,

As my last Official act I would like to thank the people who stood out this past year.

Brian Koehler for being Webmaster
Lars Dahl for doing the Task Force
144 newsletter.

J.P. Marino: There is now a chapter
in Illinois

Gerald Roberts for the Tanaka
Trophy

Wade Kohn for making an Amazing
pond

Bryan Finster for being Speed
committee chairman

Randy Stiponovich's wife for
helping with Nats 2009

John Stangel, David Ranier, Clark
Ward, Brian Eliassen, Chris
Kessler, and Rick King for
promoting the hobby.

I am sure I missed someone
somewhere.

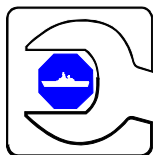
I would also like to thank the
people who supported my efforts
even when I was not at my best.

Happy Holidays
Former President
Ron Horbul



DUAL STERNS ON THE CHEAP

by Ty Supancic



When building my second ship, HMS Warspite, my biggest concern was cannon actuation. See, I'm far too cheap to drop \$50 on a solenoid. Perhaps if I only needed one or two, but everyone said I had to buy four. I know there are cheaper alternatives; some captains are running less expensive 12V solenoids and at least one, Brandon "Outbreak" Smith is running 24V solenoids. But I've always subscribed to the "less is more" philosophy of ship building. For example, I run everything off my ship's main SLA as opposed to having separate receiver batteries (Outbreak runs three separate electrical systems in his Fuso; 6V, 12V and 24V!!!).

So, in order to get around the cost of solenoids I started thinking about alternative ways to activate dual cannons without any additional systems or Clippard parts. I called Tim Krakowski at the venerable Battler's Connection to discuss placing an order for MAV3s and PAV2s and other confusing parts, when together we set on the simple idea of just having one high torque servo activate two MAV2 poppet valves at once. After much discussion, we became convinced that this low-cost, low-tech experiment was worth trying, and that Warspite was the perfect guinea pig. Thus, the SuperKrack 2000 Cannon Actuator System®™ was born.

After discussing the system with Brian Eliassen, and with his sage guidance, I selected the Futaba S3305 to serve as the SuperKrack 2000 Cannon Actuator System®™'s muscle. The Futaba S3305 is a nice high-torque servo with a stall torque of 124 oz/in., all metal gears, and an

operating speed of 0.20sec/60 degrees at no load (@6V).

Just weeks before Nats, during a build session in Brian's garage, I mounted the servo on its side in the water-tight box. I fashioned a plywood arm and oak-faced paddle to attach to the servo horns in order to actuate the side-by-side MAV-2 poppet valves. The MAV2s are mounted close together to reduce torque on the actuator arm that might result from any difference in resistance between the two valves.

I adjusted the servo trim so that the plywood actuator paddle just rests on the poppet stems so hardly any time or travel is required to activate the cannons. 1/8" hose runs from each valve all the way to Warspite's dual cannons. The theory was that by running only 1/8" hose, the cannons would have the increased CO2 volume usually provided by an accumulator tank. To tweak the cannons individually, I simply detach one of the two Legris quick connects and then tweak the other cannon.

Time did not allow for the testing of Warspite's cannons prior to Nats '08, but I was pleased to learn that they did in fact fire hard and fast all through Nats. Whether or not the 1/8" hose replaces an accumulator tank is the subject of some debate, but there is no debate that Warspite's cannons can rock, and fire plenty hard. They really do fire just as fast as I can press the button (professionally installed by Brian after Nats, thank you very much).

The SuperKrack 2000 Cannon Actuator System®™ has now performed flawlessly in 29 full sorties, having fired (in anger) somewhere in the neighborhood of 2,900 BBs. Not as slick perhaps as a test circuit and solenoids, but the SuperKrack 2000 Cannon Actuator System®™ weighs less, has fewer parts and has less potential for failure.



WHY A ROOKIE SHOULD BUILD A CRUISER AND WHICH ONE TO BUILD

by Tyler Helland



As a Rookie

The three biggest factors in this hobby that determine how effective a captain is

as a battler are in order of importance: captain's ability, ship reliability, and ship choice. This article is meant to address how choosing the right ship for your experience and battle style can help you be a more effective captain.

I am by no means an expert battler or builder, but in my time in the hobby so far I have talked to many experts and seen many very good ships. I started to write down some of the things that the veterans were telling me to try to keep track of everything for my own reference and I noticed there are some things that everyone suggests. It seems that there are some standard ways of thinking and doing things in this hobby. In this article I have attempted to compile some of the information that I have learned so far that I would have liked to have known when I was just starting out. There are some things in this article that are opinion based but like I said, my opinions are the result of talking to many veterans and experiencing several battles.

Before we start, the first thing you have to realize is that as a first time builder, you cannot be an innovator. Take the advice of the people who have done this for years. Do things that have worked consistently for many people for many years.

Why build a cruiser first?

Cruisers can stay out of trouble. At 23 seconds, you will be one of the fastest ships on the water and can run away from someone who should otherwise sink you. Rookies with battleships can't run away from

veterans with battleships. They are forced into confrontation and have a higher likelihood of repeatedly get crushed by more experienced captains with more reliable boats. Furthermore, most cruisers are short and don't stick out of the water too far. A smaller faster target is harder to hit.

Cruisers have stern guns. Stern guns are the most common and most important gun placement in the hobby. As you become an effective cruiser captain, you will be setting yourself up to be an effective battleship captain by learning how to use the most essential gun in this hobby. Stern guns are the most accurate gun and the easiest gun to learn and you get the bonus of staying out of trouble and away from sidemounts. It doesn't take long to learn how to put a hurt on someone and escape unscathed in a cruiser. You will be doing your fleet a great service by putting nearly all of your bb's into an enemy and taking almost none in return. In my opinion, the learning curve of a cruiser allows for earlier gratification and can be a huge factor in how much fun you will have and how much frustration you might avoid as you learn. If you build a battleship first and get crushed every battle for a year or two, it is demoralizing (not to mention more difficult to learn if you are sitting out most of the battle when you were sunk in the beginning of the first sortie) not to say that you absolutely wouldn't have any fun though, it is always fun to play boats, even if you are getting sunk.

Cruisers are low maintenance. You will make a lot of mistakes in the building process. These little mistakes are unavoidable until you have more battling and building experience. Since typical cruisers only have two guns, direct drive motors, a pump, a radio box, and a CO2 bottle, they are easy to maintain as the mistakes you made while building translate into reliability issues on the water. Even if you

don't make many mistakes, things break. I have seen many experienced captains continuously go out to battle with only 1 or 2 guns working on their 5 unit battleship. For a rookie who is still learning how to drive in a straight line and is trying to get used to how their boat handles and performs, this can be rough going.

Cruisers are good secondary ships. Eventually, you may want to move into a bigger boat. Since cruisers are allowed by the rules to reenter the water during Campaign at NATS and because they are so portable, many people keep their rookie cruiser as a secondary boat. Furthermore you have a backup if something is just not working in your battleship for a sortie or two. It is also common for people to bring their otherwise secondary cruiser to NATS as their primary ship to make traveling easier.

Cruisers are a good way to learn the hobby. You probably don't realize it yet, but there are some ships that are really good in our hobby and some ships that are dog meat, that no one should ever build. There is no way to know which ones are good and bad until you have more experience. Beyond that, there are different boats that suit different battling styles better. As you battle your cruiser you will learn what types of ships have what types of roles and which role you want to step into. If you think you want to dive into the action and go toe to toe with someone, you might want to see what types of ships other people have success with as a turn and burn ship. If you find while battling your cruiser that you would just as well sit on the outskirts of the fray, take your shots at opportune times and get out of Dodge, you might want to see what captains have success with different run and gun boats. You need to learn what type of battler you are so you can select a boat and gun set up will work for your personality before you build. Again, the only way to find out is to get experience.

Each ship has strengths and weaknesses that you need to experience in battle before you can select a ship that will work for you. A ship, especially a battleship is too much of a long term investment to build without knowing for sure which one will be the best for you.

Things to think about when selecting a cruiser:

Units/Speed:

The best rookie ships seem to be 23 second 3 unit cruisers. You want to ideally have first and foremost twin stern guns and secondly a full unit pump. 2.5 unit ships only get a half unit pump and generally can't take as much damage, but since they are faster they shouldn't take much. They also have a smaller rudder and won't turn as well, so often times they are better left for vets who are not learning how to avoid getting shot up like a rookie is. Trust me, you will have more fun and learn faster if your boat can take some punishment and stay on the water late in the battle. Though the 2.5 unit cruisers are a little faster at 22 seconds, few enough people have them that a 23 second boat will probably be one of the fastest at almost every fleet battle.

Weight:

The smaller the boat gets, the more difficult it is to build it at or under the allowed weight. 3 unit cruisers are in general big enough to build with novice skills and are actually quite standard across the hobby for all levels. Also, because of the size, some of the smaller cruisers don't really even battle very well at their posted weight. All cruisers are different but as a rule of thumb, try to avoid building a first ship that is under 10 pounds. It is do-able but it can be difficult and is best left for a third or fourth ship. My Minneapolis is allowed to be 11.32 pounds and on a good day, I am a little over weight and don't really have any room to take weight out unless I make it less effective as a warship. I even know of some

Baltimores that had trouble making weight at 14.58 lbs. However, advances in battery power with NiMHs are making it possible to build smaller ships with plenty of juice if you can afford the higher cost.

Shafts:

In general, you want to have a 4 shaft ship if possible. This allows you to add drag disks to the outside two and drive the inner two. Drag disks are a huge advantage in this hobby. It is easier to make speed with drag disks if you use a low tech radio box and direct drive, often eliminating the need for an electronic speed control. Acceleration is better with drag disks because drag increases exponentially with speed (I won't go into the physics right now so just trust me). Turning is better with drag disks because it acts like a little rudder that directs the flow of water in a way to help you turn sharper. For these reasons, it is easier and better to build a four shaft ship than a two shaft ship. Also, three shaft ships are generally not the most ideal situation either. Driving one shaft causes the ship to roll as it drives foreword due to the torque of the motor and it causes the ship to turn slightly when it backs up.

Turning:

The best turning boats in general are shorter, wider, and flatter on the

bottom which gives more surface area for the bottom of the boat to pivot around on top of the water instead of cut through it. The lower length to width ratio, the better you will turn. This is where cruisers really lose. As a class they don't turn well because they are long, pointy, and skinny. Another thing that helps turning is length to rudder area. For example, a destroyer can actually turn quite well considering they have a rudder area that is only a little smaller than cruisers, but their length is half that of cruisers resulting in a ship that turns well. Obviously more rudder is better (twin rudder ships get a bonus) but since most cruisers have only 1 rudder and the rudder area is fixed according to our rules, the only real way to alter this ratio is by building a shorter, fatter cruiser. My Minneapolis is 588 ft (49 inches) long, 62 feet (5.17 inches) wide and has 1 rudder. For a cruiser it turns fairly well. I have seen some cruisers that are like 675 feet long and they generally turn like crap. However there are ways to carefully position the props and rudder to help overcome some of the length disadvantage.

Step Deck:

Because the nearly universally accepted best gun positioning for a 3 unit cruiser is dual stern guns, you



A Nasty little French Torture device

Photo by Curly Barrett

might want to think about how the structure of your boat that will make your guns more effective. Generally, you want stern guns mounted as low to the water as possible so they will hit at a wider variety of ranges. Keep in mind that once a BB fired from a stern gun hits the water, it is essentially ineffective since it will skip off the water and lose a ton of velocity. If you have them mounted low and aimed parallel to the water, you will have the greatest effective range, being able to hit between 2 inches and 6 feet. If you have them mounted too high and aimed parallel, you will never do any damage except to someone's pretty super structure. If you have them mounted high and aimed low, they have a sharper angle and a narrow range that they will hit at. The most ideal set up is to have them mounted as low to the water as possible and as parallel to the water as possible, maybe with a very slight down angle. The BBs will skim just above the water for several feet of effective range giving your target a nice low hole that will be under water when they start driving around (and you might even score some hits on the water line). This is why the step deck cruisers are awesome for gun placement. Also, with a low step deck, you will be less of a target on the water and hardly ever take damage astern of the step, which translates to less damage overall.

Stern Depth and Width:

This kind of goes against the step deck advice but definitely doesn't outweigh it. Because of the size of the rudder servo, gears, and anything else we use to make the rudder turn, some ships (especially cruisers and even some German battleships) are prone to having difficulties fitting the necessary equipment in the stern of the boat comfortably. It is difficult to describe how much room is enough or not enough and you will probably get it to work either way, but it is just one more deterrent to building a really small (in weight, depth, and width) cruiser. Even in

my Minneapolis I had to use a low profile servo and carve away part of the deck and ribs to get it to fit.

Nationality:

The cool thing about building a cruiser is it makes a nice spare boat and campaign boat if you move to a battleship or battlecruiser eventually. With this in mind, it would be nice if it were on the same 'team' as your existing boat or the battleship that you might want to build some day. In my opinion, this is where the Axis kind of get screwed as the Allies probably have better choices for cruisers (especially the Americans) that are all a little better than the Axis ones, but this is my opinion and is arguable. You can also consider building a French cruiser (if you don't mind constantly flying the surrender flag) that can technically fight for either side.

The best class 3, 23 second cruisers:

For the reasons discussed above, the best cruisers in my opinion are:

Axis:

Deutschland (Germany), Zara (Italy), Mogami (Japan) [dual rudders but fairly long]

Allies:

New Orleans (USA),

Northampton (USA), Indianapolis (USA), Any British step deck cruiser that is heavy enough [they are all short], Duquesne (France), Suffern (France)

To add a little bit of validity to my point, despite the wide variety of possible cruisers to build, 6 of 11 of the captains who took a class 3 primary ship to Nats in 2008 fought one of the ships listed above.

Class 3 Cruisers at Nats 2008 as primary ships:

ALLIES:

Northampton*, New Orleans*, Pensacola, Baltimore, Baltimore

AXIS:

Deutschland*, Deutschland*, Mogami*, Mogami*, Admiral Hipper, Admiral Hipper

I hope that this article is insightful for new members who are trying to figure out which boat to build. In the end you have to build a ship that you want to build, that you can be excited about. Regardless of what you decide in the end talk to the veterans in your region. They will be more than happy to talk boats with you. There is no substitute for the advice of experienced captains.



Don't HOOT! The pretty salad dressing SHOOTs!

Photo by Curly Barrett

WHEN A ROOKIE SHOULD NOT BUILD A CRUISER.

by Bob Hoernemann



The general opinion in the hobby is that rookies should build cruisers as their first ship. In most

cases this is correct and there are many reasons that this idea works. For a few rookies moving right into a battlecruiser or battleship is the correct thing to do. A rookie builder with lots of veteran battlers in the area will be able to pick up the building know how to make a big ship work right. Even without veterans to help out some guys have the building skills to take on a battleship right away. No rookie is going to have good battling skills right away; jumping right into a sidemount ship will speed up the overall learning curve. Besides battleships are just more fun, if cruisers where the most fun ship to have most of the people would have them. If you are a rookie captain here are some of the things you should think about before jumping right into a big ship.

I live in an area (MN) that has a lot of battlers. We have guys who are really good at historical, tactical, wood working, wiring, guns, air, drive systems; you name it someone within an hour of me knows how it should be done. If they don't know

they know who in the country to ask. This was not the case several years ago when I started battling. The ships in MN where poorly built. We would go to regionals & NATS and get crushed. But slowly we learned, more people with new skills joined the group and improved the knowledge base. If you are a rookie in this area and are willing to listen to the vets you can move into a BB or BC for your first ship. The biggest problem rookies have with their ships is incorrect construction. In a cruiser this is not as noticeable on the water. As long as the rookie's ship can move he'll be able to outrun the BBs trying to sink him. In most cases they won't even bother to chase him around. A poorly built BB/BC is in big trouble on the water. Each mistake in construction is magnified because the rookie can't run away and must stand and fight. Poorly built drive systems break down leaving the ship dead in the water or unable to turn. Perhaps the shafts or rudders were not installed in the correct locations. While they may always work the ship will not turn or accelerate as well as it could. Poorly built guns do not scare other captains. Rookies already have a low chance of hitting with their shots. It's even lower when the guns fire softly, slowly, spurt, are aimed incorrectly or don't fire at all. Bad guns are an open invitation to captains to chase your stern, typically

a bad idea, and sink you. Having someone nearby to give advice at each step prevents most of the problems you are going to have. There is nothing like being able to meet and have people look at your progress, then give you the next steps to work on before the next meeting. If you are a rookie with a couple of vets in the area make sure and ask for advice on every step. Look at their ships and take their good ideas and put them in your ship. Without a ship to look at most people will not know where to start the construction process. There are some good articles on the web to help out. I made a How to DVD to help rookies build their ship, kind of like having a vet in your computer.

Even with veterans around you still need to be able to build the ship yourself. Most vets will not build it for you. All of them will help do small parts; some will even wire a radio box or build you some guns. Getting a completely built ship out of a long time battler is not going to happen. Even buying a used ship rarely means it is ready to battle right out of the box. People don't sell top of the line ships too often. Having good "Handyman" skills is a big help to getting your ship ready quickly and correctly. Some skills with wood working are needed. More skill is needed to build a wood hull then a fiberglass hull. You should be able to measure twice and cut once.

Having a scroll saw, band saw and belt sander are helpful. I'm not a very good wood worker but I know how to wire things together. You need a good high wattage soldering iron. You have to know how to solder too. It's not just heating the wire and putting the solder on the tip of the iron. If you don't know what pretinning is you need to find out. Poorly



Battleship versus Cruiser = Sidemounts versus Twin Sterns

Photo by Curly

wired connections fall apart and when they do you will sink soon after. Color coding your wires and connectors so you don't plug things in wrong and can troubleshoot a problem is a must. Keeping your wires neat in the radio box and in the ship not only looks good but prevents shorts and accidental unpluggings. You'll have to know how to solder copper plumbing pipes to make accumulation tanks and drive shafts. You should have some experience with RC boats, cars or planes. The understanding of how you can use a servo to activate a switch to make a motor run will not be a big leap if you have done it before. If you already have most of the skills you will have an easier time building your ship and can make it a bigger one.

There is no doubt about it having sidemounts is fun. Stern guns make lots of holes, but the holes stern guns make rarely sink a ship. Sinking ships is why we all go out to battle. After shooting ships up with his stern guns and seeing other sidemount ships sink each other a rookie will want to get into the action too. There is a large learning curve to your guns skills. Even a veteran battler changing ships needs a lot of stick time before they know where their guns hit. For your first ship you will have a low hit percentage. Having only stern guns in a cruiser, the easiest guns to learn, will shorten your learning curve and make you a better battler faster. Since you don't have to expose your sides you'll also take less damage and not sink very much. But you'll also never sink another ship, that's not as fun. Someone who has played a lot of video games or has done other RC hobbies will have the hand eye coordination needed to drive a ship without running into other ships or the shore. Knowing how your ship moves will help in getting your guns on target and keeping your ship out of another ship's gun range. I've seen a lot of older guys, who never

played video games; have a hard time picking up driving skills. A lot of the younger guys pick it up pretty easy because they have been into video games since about the same time they learned to walk. If you have the driving skills for a car or plane you can get right into a bigger ship.

You have the skills to build and you have the skills to battle, now you just need to pick out a ship. The more local help you have and the better your skills the bigger the ship you can start with. No one should every start out with an Iowa, Yamato or Vanguard. These ships are just too big for even the veteran captains. All of them have lots of freeboard for other ships to shoot at, they don't maneuver too well, they have lots of systems to keep running and are really heavy to lift in and out of the water. Starting with a ship other people have is also a good idea. You can easily get layout information from people that have already made mistakes.

Trying to start out with a ship no one runs means you'll have to make mistakes to get everything put together right. This will increase your learning curve, keeping you off the water. Stick to the ships other people are using. Those ships are being used because they are good, save the strange ship for your

second or third one. Odds are you'll realize that it is not the ship you thought it would be.

If you happen to be part of a father and son team you'll be better off getting one ship and building it first. You can learn on your first build and can share battling time. After the first ship is done get to work on the second one and the build will go a lot faster and easier. Trying to get two ships on the water takes a long time. You keep making the same mistakes and have to fix them twice. One project at a time works out much better. The same thing applies to some sets of brothers that get into this hobby. At least with brothers there are two people to do the work.

The key is to pick something and get started. Don't hang around looking too long or you'll miss battles while you're thinking about it. Get a hull, get some help and start putting it together.



Crossing the T. Fifty shots of fun and then you're done.

Photo by Curly

PPB BATTLE

SEPTEMBER 27 AND 28, 2008

by Tyler Helland



On the way home from battling 10 sorties at the Fall Fray in Springfield MO, Bob, Steve, and I were pumped up and decided that the next local battle should be a two day event. As summer comes to a close, we all realize that it won't be long until our battling season is done for the long winter as the ponds freeze over. But for now, let's battle hard.

I had a commitment on Friday night so decided to make the 3 hour drive from Duluth to Chanhassen the morning of the battle. When I awoke at 5:30 to hit the road for the 9am projected start time I realized that I was in the middle of a dream about battling. In it I was taunting Ron for some reason and he didn't take too kindly to it so he drove his NC up and sank my new Derfflinger. You should have seen the look on his face later that day when I said "Ron I had a dream about you last night."

Saturday morning it rained on and off the whole drive down. When I got to the pond it was chilly, foggy, and looked like rain. I couldn't wait to get started. I could barely contain my excitement when I turned on to the park road that leads down to the pond. When I got there Bob and Andy were already set up and getting their boats ready. I crowded under the tent with the two of them until Paul came with another one and extra table space. As we were getting our boats ready John W (who is in the middle of building a Tourville) showed up. Bob has had the Bike for a while now and several of the newer captains who are in our local club have battled it before their boats were ready (including myself). Today it was John's turn to ride the Bike

The first sortie was Axis versus Allies with Bob (Washington), Andy (Baltimore), John (Bike) vs Tyler (Derfflinger) and Paul (Rivadavia). I don't remember too much about what happened but I do remember that Bob and I went right for each other and Andy did a nice job working around us and backing down on me when the time was right. Since I have a new ship and want to use it, I found that a common theme for me this weekend was getting myself in trouble behind Bob's triple sterns while trying to get a shot lined up with my sidemounts. It's probably not a good habit to fall into but I had to shoot at someone and knew it was pointless to chase the cruisers around. I remember Paul having some kind of gun problems, I think with his haymaker. At some point in the battle he got stuck behind some trip sterns that opened up his freeboard fairly nicely. Shortly after the onslaught, the Rivadavia went down with 52-4-3.

We decided that we were going to go for the patented Port Polar Bear style battle where we go as many sorties as we can, patch only when we sink, and see how far our batteries can take us. As Paul patched and tried to work on his stern sidemount Peter Geary (a prospective captain) showed up. Since I had the Minneapolis nearly battle ready, I decided to borrow a regulator and bottle from Shelby's Moltke so we could have another ship on the water. Until I come up with something more creative, I think I will call it the Bike 2. At about the same time, Ron came down with the NC. Since we were getting crushed, we decided to keep the Bike2 on the Allies and take Ron on the Axis side.

Sortie two was Bob (Washington), Andy (Baltimore), John (Bike), and Peter (Bike2) versus Tyler (Derfflinger), Paul (Rivadavia), and Ron (North Carolina). Right after battle started, I was having gun/CO2 problems. I think the test switch was being

pushed and held open by the messy wiring inside my boat. I grabbed my boat to go refill CO2 and try to move the wires around so it wouldn't happen again. By the time I got back, there had been some maneuvering and shooting but I'm not sure what. The Bike went down because of some kind of pump switch issue that slowly sank her with nearly no damage. As the Bike was retrieved by Paul, I was able to get back into the battle in just time to hear Bob taunting Ron to come in and play sidemounts with him. I thought that I'd help fulfill Bob's wishes. The action I was involved in during the rest of the sortie seemed to be Ron, Paul and I going after Bob as Andy and the loaner cruisers worked to peck at us while we occasionally would chase them off to keep them honest. Towards the end of the battle I started to appreciate how many abuses I had. I wasn't pumping all that hard until I started moving. A few times I was trying to get into a shooting position and almost sank. Bob's prop washing probably didn't help. When the pump stream got strong, I tried to stay put and on a few occasions I nearly sank. If the pump outlet was flush with the deck instead of a little raised I probably would have but to everyone's amazement (including my own) I was able to pump out several times in a row. Eventually after a few cycles of this I realized my time on the top of the water chasing people was probably limited. I just wanted to get rid of as much ammo as I could before I went down. Ron, Paul and I managed to get 76-18-60 into Bob before he slowly slipped away. Ron and Paul decided to chase the cruisers but since I was hurting too much I called 5. About a minute later while I was just sitting still and pumping, I went down with a score of 75-3-17.

We all reloaded, refilled, patched only if we needed and we headed out again. Same fleets as before except everyone but Ron had fresh skin or

little damage. Knowing this, the Allies went right for him and hit him hard early. Ron sank with 50-9-27 before too much shooting could happen. We tried floating him but he had too much quality damage (for some ships that is a large quantity but this is the NC that took 71-22-81 at NATS this year). He did get a few more sidemounts into Bob before he went down the second time though. Paul and I tried to keep Bob under pressure but the three Allied cruisers swooping in and out of the fray made it tough to get great shots on him. There were a few times that Bob and I went my A turret to his B turret for some good exchanges. A few times I got under or behind his B turret to get some good shots but he was too good at keeping my haymaker away from him. This defense must go back to his Warspite days remembering how the lucky few people that were able to keep away from his haymaker frustrated him. As the sortie wore down, all of the Allies went on 5. Paul had some bbs left and I had my haymaker, but I could never maneuver enough to get shots off. Bob and Andy didn't even run from me, they just kept prop washing and turning away from my guns and almost putting me down time and time again. I guess it shows me what they think of my sidemount skills. Of course I didn't want to give up the fight with ammo left but I probably should have. I nearly sank a dozen times and was able to keep the prop washing off me just enough to stay on top of the water. Paul wasn't so lucky though. He went down with 47-7-5.

When we went out for the last time, Bob and Ron didn't feel like shooting at each other any more so they teamed up against the rest of us for a NC's versus all battle. Bob and Ron thought that since Andy hadn't taken much damage so far, they

would chase him around for a while, which was tough for Ron since he had thrown a prop at some point and was running on only one for the entire weekend. Andy kept running big circles hitting and then moving on without getting in much trouble. Paul's 28 second Rivadavia was too slow to keep up with the chase and my wounded Derfflinger wouldn't go more than 50 feet without threatening to sink. We would try to take good angles and a few times we were able to get some good shots in, especially since Bob had target fixation syndrome and refused to shoot back at anyone but Andy. At some point the Bike got in the way of the pursuit and earned a few holes, at least enough to sink with a bad pump switch. Eventually they either got sick of chasing Andy or thought that they had put enough holes in him for the time being and they found other targets. Bob and I tangled for about 40 straight haymaker versus A turret shots. It is tough to say who won since I was already sitting low with plenty of damage but I managed to pump out so it didn't seem that bad. I went back for more but soon after

went down with a score of 64-11-36. I was fairly pleased I took that much damage but I could have probably done without so much stern gun chasing. Next on the NC's hit list was the Rivadavia. She found the receiving end of a 49-1-7 stern gun volley and went down soon after with a beautiful sink. Unfortunately for Bob, it was such a beautiful sink that he couldn't take his eyes off of it to see his Washington driving itself under in reverse. Bob sank himself (with a little help from the rest of us) with a score of 38-11-38.

It was a good long day of battling and we decided to call it quits for the day. It seemed like the guests who were driving the Bike and Bike 2 had a good time and I know that the "regulars" had a great time. I had fun getting to know my new boat even more. Bob had fun shooting at me. Ron had fun shooting at Bob. Andy had fun staying out of trouble and finding his good shots (I'm pretty sure he came out ahead on the day as he only took 21-1-0 all day and certainly put more than that into the rest of us). And Paul was ecstatic with his perfect



Fighting without a superstructure is just asking for trouble.

record of 4 sinks in 4 sorties on the day. We packed up and headed for home. Bob and I had work to do. I patched the Washington, Derfflinger, Minneapolis, and the bike. Bob repaired the Bike's pump switch and rudder box that had taken on some water during the day but kept working (this is why you dig the water box a little deeper than it needs to be and waterproof the servos to be able to finish the day of battling even with a compromised dry box). And then he added push buttons to my radio. I couldn't wait to hit the water the next morning with an enhanced rate of fire. We watched some of the video one of the onlookers had filmed of the battle and before I knew it, it was time for bed.

Sunday morning, Bob and I headed down to the pond for a 9am start time. It was a slow going morning as battlers trickled down. Andy came down third followed by Paul and Shelby and eventually Peter (who of course hadn't patched since the last battle). John W also showed up again and Robbie (a perspective captain) came out and was pumped to know we were going to let him ride the Bike 2. Since we were had worked everything out the night before and were just sitting around waiting for everyone to get ready, Bob and I did a bunch of pump tests. We timed how long it took our boats to pump out on level ground with one gallon of water dumped into it. We tested the Washington and Derfflinger (which were both about 28 seconds for the gallon) the Minneapolis, Baltimore, and the Bike (which were closer to 50 seconds for the gallon) and the Montcalm (which was around 75 seconds for the gallon). Andy also was doing some pond side tests when he discovered that he was skipping every couple of shots from one of his stern guns off his deck, so he had to adjust his guns.

When we finally hit the water, we decided to once again battle Axis versus Allies. This is a rare thing for the Minnesota group because up until

very recently we were a very Allied heavy group. Fleets were Tyler (Derfflinger), Peter (TMGBC), Shelby (Moltke), and Paul (Rivadavia) versus Bob (Washington), Andy (Baltimore), John (Bike), and Robbie (Bike 2). The plan Peter and I worked out was to try to corner Bob and either make him eat haymakers or triple sterns but as we all know, even the best plans are just plans until you can actualize them, which didn't exactly happen. I was once again feeling a little too giddy to play with my new boat and its new push buttons. I ended up chasing triple sterns on a few occasions and taking a ton of aboves, what a bad habit. It didn't take too much more maneuvering for me to sink with a Swiss cheese bow. I floated the boat again and figured I could stay on top of the water if I didn't chase but sank again after another minute. Peter soon called 5 which left Shelby and Paul all alone to deal with Bob and the cruisers, although Peter did try and selflessly block for them and in the process absorbed a little more damage.

After the first sortie I patched aboves only and counted at least 50 of them, all in the front 4 inches or so. When I was patching Ron and Jason showed up. It was already close to noon so we hustled to get everyone on the water for sortie 2. When we were getting close Lars came down. Since he knew we were so antsy he agreed to let us start without him and let him come out as soon as he was ready.

Since it worked for us on Saturday, we went Axis and Ron versus Allies. Fleets were Tyler (Derfflinger), Peter (TMGBC), Shelby (Moltke), Paul (Rivadavia), Jason (PE), and Ron (NC) against Bob (Washington), Andy (Baltimore), Lars (Tiger), John (Bike), and Robbie (Bike 2). Early in the sortie the Bike 2 couldn't take any more as she had been trapped by sidemounts a couple of times in the first sortie. Peter was right on the

edge of sinking; with a couple of new holes TMGBC went down as the Bike 2 was being retrieved. Unfortunately he still had mostly full magazines. When Bob was distracted and shooting at Paul, Ron managed to sneak in under his B sidemount and get some nice shots off, which was felt by Bob's pump in a hurry. Ron kept after Bob for the rest of the sortie while I engaged with him when I wasn't trying to keep the cruisers off of Ron or putting holes in the Bike because the loaner captain was talking too much trash for Ron and my liking. When Lars hit the water, I was about the only one who had any bb's left for him so we went after each other. Ron gave him crap for coming out when no one had any ammo left. A few times when Lars's guns spurted he claimed it was his 'magic fingers' that could push the button that fast. We tangled until I emptied my magazines and called 5. He still had some ammo left but he and Andy couldn't pin me down long enough to shoot me up too bad. It's tough to judge since I had some damage to start with but I think our exchange was close to a tie, we both had our moments.

Peter patched up and we went out again for sortie 3, this time with Lars joining us from the get go and Kim M (another perspective captain) taking over the Bike. The Bike 2 had to sit out because of some kind of solenoid problem that we couldn't figure out. This was a busy sortie. Early in the battle Shelby's SMS Sparkles was looking low and it was obvious she was going down. It was one of the longest sinks I have ever seen. She sat next to shore pumping with decks nearly awash for at least 3 minutes before the pump was finally overwhelmed (47-5-3). The main action in this sortie was similar to the rest of the weekend with the Axis and Ron fleet concentrating on Bob while trying to keep the cruisers honest and keeping our eyes open for Lars sneaking in. There were a lot of

good exchanges between all of the boats. Later, since I had been shooting at Bob all weekend, I thought it was time for my Derfflinger to once again play with its only known natural predator, the Tiger. At one point we were driving parallel to shore and I pulled up on his starboard side to shoot my haymaker in return for his bow sidemount. As we were driving at about the same speed I could see my haymaker hitting right on the waterline for about 5 shots in a row where it was blowing out a huge hole. It is really cool to see damage happening before your eyes. With this hole and some others (I think Peter was shooting at him earlier) Lars sank 45-11-28 with a large blow out on the water line and another large blow out above amidships. It was about this point in the battle that Bob decided to dedicate the rest of his day to chasing Jason's PE. Jason had been to battles all summer, not always having a completely functional ship. There had been a few times throughout the battling season that his ship would be sitting somewhere out of control or up next to shore on five and we left him alone. Bob figured that since we spared him before and now his ship was working, he was fair game. Bob chased him up and down the pond. Jason kept running around, not letting Bob and Andy (who joined in the chase) get him in a really terrible place and trying to lead Bob and Andy back into Ron, Peter, and my guns. As they were chasing Jason, Ron and I managed to get some good attack angles on Bob and put some damage into him. Unfortunately Jason had taken some damage throughout the skirmish. When I was cheering him on I told him "Jason, you have them right where you want him." He had to stop and pump a few times but in the end survived his five.

Between sorties as some patched and Andy had to call it quits so we decided to switch the fleets around

again. Somehow we decided to go with Ron (USS Nancy), Peter (TMGBC), Paul (Rivadavia), Shelby (Moltke), and Jason (PE) against Bob (Washington), Tyler (Derfflinger), Lars (Tiger), and Kim (Bike). Bob decided to chase Jason some more. Very early in the battle Lars sank because he didn't have his pump on. We couldn't figure out why he would need to have it on since he just patched but I guess after a season of battling the hull skin doesn't resist the seepage like it should. We floated him and started battle again. Peter and I decided to face off the WWI and WWII German battle cruisers. At one point he didn't respect my single stern gun and just sat there taking about 20 rounds. This was another time where we could see damage happening before our very eyes as a small hole in his bow slowly became a big hole in his bow. Peter said "It's not fair, I can't tell which end is the stern." Isn't it obvious Peter? The pointy end is the stern. This was the first time I exchanged fire with Peter in my new boat. Eventually he sank 50-3-45, though I don't give much of credit to myself since he had a bunch of damage from an earlier sortie. It was also the first time I got to exchange fire with Paul and Ron in my Derfflinger. It seems like I learn something new about myself as a battler each time I face a new opponent. The Bike went down after a few more shots from Ron's NC but we were able to refloat it, I don't think the guest captain had turned the pump on. A little while later Paul sank (64-5-6) and when he went out to get his boat he tripped over it, forcing his big toe to make a giant below in the bow. Too bad he had a cut on his toe to prove it, otherwise someone would have loved to claim a nice tight sidemount grouping. The sortie ended with the Washington, Tiger, and Derfflinger chasing Ron around the pond. Just before he could announce he was off his five he sank.

By now most people were ready to be done but I thought I needed one more sortie to make my weekend complete. I talked Jason and Peter into going out again and Bob decided to take the Frog for a whirl (mostly so he could hunt Jason with a speed advantage). The free for all saw Bob chasing Jason some more and Peter and I tangling some more. My pump stream started looking wimpy and I ended up sinking after Peter called 5. I quick reloaded and put my boat back on the water. Somehow in the end Jason and I were the last two on the water screwing around and he was letting me shoot at him to see what type of damage he could take. Again, my pump stream started looking weak and I went down. Just as Jason was about to claim victory, he sank too. I guess my class 4 sink against his class 3 sink probably makes him the victor anyway. The PE settled on the bottom after 19-7-63 (that's 63 belows but he had a nasty list so a bunch of those were not really under water and he was letting me shoot him with side mounts while he sat still).

Finally everyone had had enough. The weekend was a blast. The fleets switched around a lot and when you do 5 sortie battles the sinks and points get hard to keep track of, but I think the winner was everyone who came out and had fun. It was a long, exciting weekend that saw for some of us 10 sorties. My Derfflinger has now seen 20 sorties since I launched her on the 13th of September (that's the equivalent of 2 weeks of Nats fleet battle). Driving back the 3 hours to Duluth my mind raced thinking about how much fun I had over the weekend and sadly how it wouldn't be long before we will have to put the boats on the shelf until the ice melts (or at least until the ice is thin enough to chip off the pond) next spring.



MWCI Membership Application Form

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

(returning
members)
MWC #

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

Address: _____

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

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

E-mail Address: _____

Would you like your e-mail address added to our club E-mail message list? (Circle one) Yes or No

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

Which form of ballot would you prefer for rules and elections? (Circle one) Mail in or 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. My signature below indicates that I've read and understand this Statement of Accountability.

Signatures: _____ **Date:** _____
_____ **Date:** _____
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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 the club's membership! Send \$15 and the address of your choice to Brian Lamb at the address above.

Ode to Mark Roe By Tim Krakowski

I've nearly completed my
forward run.

**BLAM BLAM BLAM BLAM BLAM
BLAM BLAM BLAM**

The Axis are winning,
Is that why you're grinning?
My escorts seem to have gone.

**BLAM BLAM BLAM BLAM
BLAM BLAM BLAM BLAM**

Hey there, Mark Roe.
Take that VDT and go!

If your VDT comes any
closer...**BLAM BLAM BLAM BLAM**

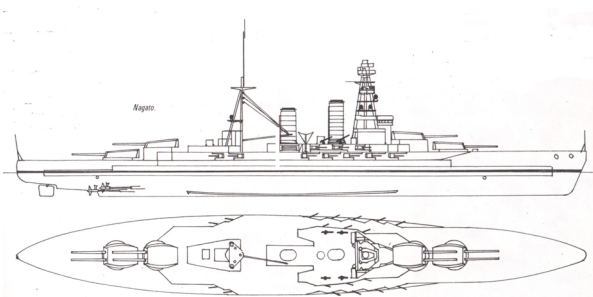
I guess I'll stay at the
forward base. ⚓



PHOTO BY TIM KRAKOWSKI

TASK FORCE 144

1486 Oakdale Ave.
West St. Paul, MN 55118



*In this life and death struggle, I cannot understand how anyone can think of allowing any weapon which could be used
against the enemy to rust in its sheath. To strike at every opening is the only way to victory
—Captain Adolf von Trotha. captain of SMS Kaiser in a letter to Admiral Tirpitz. 31 March 1915*