

TASK FORCE 144

The Official Newsletter of Model Warship Combat, Inc.

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Winter - 2010



MARCH 19-21 2011 BROUHAHA ON THE BAYOU

BOUTTE, LA

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APRIL 23-25 2011 SE REGIONAL AT IRCWCC OAKBORO, NC

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MAY 28-30 2011 TANGLER AT ENGLER FARMINGTON, MO

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JUNE 19-24, 2011 NATS

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SEPTEMBER 3-5 2011 FALL REGIONAL AT IRCWCC

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We Don't Have an App for That

By Bob Hoernemann

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NATS 2010

Turnaround Tuesday!

By Brandon Smith

At dinner Monday night the Axis brain trust along with the top Axis scientists discussed what to call our bold strategy for victory. Since we had lured the Allies into a false sense of security it was decided to call our master stroke of victory Turnaround Tuesday! As it turns out, the turning around went so well that we didn't stop at 180 degrees; we went for a full 360! Then we fell down. Tuesday morning began with only a slight delay. A brief meeting before battle was held and our strategy would be to battle in the smaller of the two lakes and draw the Allies in and destroy them. The Allies had the same plan except they intended to destroy us! Moments after battle was called the Allies snuck under the bridge. Tyler, Steve R, Peter, Brian Lamb and other sailed boldly into the small pond. At first the axis seemed to just let them pass until the channel near

the bridge was teeming with Allied ships. Undaunted, Steve sailed the I-boat right up beside the closest Axis vessel and began to blast away. Tyler backed down and exchanged a few shots with the Fuso and then all at once the clean lines of battle dissolved into a swirling mass of ships and sidemounts.

Chris Kessler's Bismarck was holed and sank towards the end of the first sortie. Most of the Axis fleet had taken moderate damage and the survivors weren't looking too healthy by the end of sortie one. Both Fusos were pumping as was the Hiei. Dirty's Kongo had gone down sometime in the first sortie but in the confusion of the battle the exact time and place was forgotten.

The second sortie began with all of the Allied ships in the large pond this time. The Axis were in the small pond, further away from the bridge than usual. Steve R.
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Freshman Year

By Johnny Adams

-Continued from Fall
2010-

I missed the next two events I had planned to attend, the Tanlger which included operation Scharney shield and NATS in Minnesota. I worked on the Baden during the summer and made plans for Springfield. I didn't have everything working but had made a lot of progress and finally had a clue. Once again I had a lot of issues with the ship as it was my first outing with the Baden and nearly every system had an issue. I can't believe I brought and used the same problem pump from the Brouhaha without a change but I got some help on building pumps and troubleshooting pumps. It turned out that the

housing was bad so I used a different housing and IT WORKED! Somehow I was able to make a few sorties, enough to sink about six times. Several of those sinks I was ram-rolled so I pumped out and came back in. It was somewhat humorous that I was only at my second battle and had bought many of my parts in 2007 and they were now over two years old so my regulators did work well along with some other items. My palmer hadn't been oiled and after my first sink it acted funny. I was on the water and shooting and it was sending the bb's three feet or so under the water. The bb cannon's report was loud enough someone asked me if my pressure was checked. I had checked it when I started the weekend but I went back to the bench and the regulator was iced up but still working. I checked the pressure and it had been running at 300 psi! I ended up having to scrap that regulator for the weekend and put in a big brass one which required tubing system rework. Overall I had a great weekend and a ton of fun.

The next event was the South Texas Turkey Shoot in Monaville with the Texas and Louisiana guys. I had watched


from the side on the previous two Turkey shoots so I was eager to jump in. My ship did well as I had made many improvements since Missouri and the ship actually performed well. Since the pump problem was solved I was able to drive around and have some fun for the first time without having to skip a sortie and fix something. It was great! I was even able to stay out and drive around with 30 belows and the pump kept up without any problem.

So my freshman year ended and I was such a different captain from when I started. The most important lesson I learned was to just bring the ship and make it to the battle. The guys will help you and if it can't be fixed on the spot you can get some great advice on what to do with it. I found that everyone sinks, even the guys that started the hobby and even their tried and true equipment will develop mechanical problems. I learned to have more patience and enjoy the building aspect of the hobby. I learned that there are two sides to the hobby; the building side which is a contest in itself and of course the other side of the

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Freshman Year -Continued-

hobby is battling. Can I out-build the other guy? Now that I have built the ship can I out-manuever the other guy? I also learned that you should listen to the veterans and try to keep it simple.

I had a great time and what started as a year of frustration and dread ended up as a year of excitement and left me begging for more. I was asked after the Brouhaha if I would return for another battle (was my weekend that bad?) and I said YES! I did return; look for the sophomore year in the next issue. 

Turnaround Tuseday! -Continued-

and Tyler led the allied charge. The North Carolinas swept in and tripled Jeff's Mutsu with gusto. Gerald and one of the Bray's traded a withering exchange until one of the camo painted North Carolinas joined in. My Fusu sank with relatively light damage, the victim of a North Carolina trifecta at the hands of Bob, Ron and Tim. Not long after Lief's Fusu was torn apart by a massive salvo of triples and Warspite sidemounts. Gerald's

Turnaround Tuseday! -Continued-

Hiei went down after fighting against three and four Allied ships at once, giving them as much as he was taking and then some! DW managed to pour some fire into a North Carolina with his cruiser before sinking. Dallas put on a great show, taking on several battleships. Don raked the VDT with his sidemount, then Steve R. came through and popped off a few rounds into the German battlecruiser. Paul tried his best to shake the attackers away from his little brother but in the end the VDT rolled on her side and sank gracefully.

Later inspection revealed her hull was the consistency of Swiss cheese. Crackers anyone?

Not content to be the only German left afloat, Stangel decided to have the Westfalen sink as well after being chased by several Allied fast battleships. That left only Paul, Jeff and Randy. The froggie cruiser quickly exited the battle. The Kirishima was surrounded and pounded, eventually sinking under the onslaught. The Mutsu escaped but Turnaround Tuesday seemed to have worked differently than planned.

We Don't Have an App for That -Continued-

It's said that a picture is worth a thousand words. This photo is from NATS 2010 in Houston, Texas. It was taken by someone using my camera on Tuesday morning. At first glance it looks like any other photo of John Stangle getting his little Westfalen out of the water after it sank but there is more to it than that. You see John has, or had, an iphone. This morning John forgot he had his iphone before battle. If you look closely at John's left leg you can see the iphone in his pocket. It got a little wet. I've been told most iphones don't like to get wet and this was no exception. John opened it up and coated it with alcohol to let it dry out. He thought it was dead and put it in his tool box. After several weeks John got it out again and tried to charge it and the charging light came on. When he turned it on it came back to life. It didn't come back to much of a life though; the screen does not work well and the battery only lasts about thirty minutes but he can still use it as a phone.



Survey Results

By The BOD

The 2010 rules ballot also had a survey for the members of the club. The results of the survey and a summary of the comments are included in this article along with some BOD notes to address the concerns of the members. If you have any issues please bring them to your local BOD representative.

1) How did you discover the hobby?

Friend: 5, Internet: 9

Magazine: 13, Other: 3

YouTube was listed in two of the comments.

BOD: YouTube is an excellent recruiting tool. If you have an account please link to the MWC account. If you can make videos please do so; you can post them to your own account or send them to Brian Koehler. Please make sure your videos are appropriate for promoting the hobby.

2) What is the single biggest problem facing the MWC today?

Recruiting new members and keeping old members was noted fifteen times. Issues with rules were noted six times. There were several notes about interpretation and a few notes about penetrable areas of ships.

Finding a pond to battle on was noted three times. Campaign was noted once without any specific issue. Placing Axis or Allied interest before the interest of the MWC was noted.

BOD: Every member must be a recruiter for the club. You never know where you will find the next battler. When you talk to people make sure and mention your hobby. If people are interested they will ask questions. Keeping members is even more important than finding new ones. If you notice a current member is drifting away talk to them and make sure they maintain their interest.

The new casement rules should reduce the variation in ship rib and stringer placement. Know the rules and help other captains learn them. If you have an issue bring it to the event CD so he can take a look at it or bring it to your BOD representative. Never let yourself be bothered by something you think is not right without talking it over with other members and coming to a solution.

3) What would you like to see added or changed within the MWC?

Better advertising of the

hobby was noted four times. An official Facebook page was a specific request. Fixing the rules in general, fixing specific rules and the rule process were noted eight times. Having more battles was noted four times; this includes more events and more sorties per day. No changes needed was noted three times.

BOD: We do have an unofficial Facebook page but we need to make this better known to the membership and the public. The BOD will take steps to accomplish this.

4) What is the best thing about MWC?

Battles were noted seven times. The people and friends were noted twenty times.

BOD: Many people have said that you get into this hobby for the ships and the battles and stay in it for the friends you've made. No one would play with people they can't stand. Make sure you behave in a way so others will want to spend time with you.

5) What grade would you give the BOD for its performance this year and why?

A+: 4, A: 4, A-: 1

B+: 2, B: 6, C: 3

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Survey Results

-Continued-

There were several comments wondering what the BOD does. Others commented that not hearing from the BOD is a good thing since it could mean there are fewer problems. A few people like the new voting system. Several people were not happy it took so long.

BOD: If you want to know what the BOD does you should join it. The BOD runs the club, collects dues and pays bills for insurance, NATS and TF144. When issues come up the BOD tries to deal with them in the best way possible. Most years it is not a lot of work unless you are the secretary or the treasurer. Brian E. put together the new voting system but it was delayed due to some major health issues Brian had; for this the BOD apologizes. We think that the new system is a great improvement and will make things go faster next year and in the future.

6) Do you have any comments or concerns about the insurance policy?

Seven people commented that they liked the current policy. Eleven people wrote they had no comments or concerns. Two people commented that

we should change to NAMBA.

BOD: In 2005 and 2006 we looked in detail at our insurance provider, NAMBA and one other company. Our insurance provider offered the best policy of the three.

7) Do you have any comments or concerns about the website?

Twice it was noted that a forum should be added to replace the e-mailing list. Nine people thought the website was great. A couple of people wrote that the local sites needed to be updated. Several people wanted the MWC site updated more often with cool battle photos and a Youtube link on the front page. One person wanted the old ship list back. One former score keeper wanted to put the NATS scores on the web page 'live at NATS' to allow participants to check scores right away instead of requiring hours spent on Friday night trying to remember if someone on Monday battled or not.

BOD: The website is the first contact most people have with the club. It needs to be easy to use and must have cool content to capture people's interest. The website was

created and is maintained by volunteers; if you have an idea volunteer and put it in action!

If you run one of the local websites make sure it is current. When you do update it let the rest of the club know about it. Score keeping at NATS is not easy. Make the score keeper's job easier by turning in your forms on time and checking your score after the battle is over. Take the time to patch the score keeper's ship so he or she can enter scores between battles.

8) Do you have any comments or concerns about the e-mail lists?

Many people did not have a comment. Four people liked the e-mail lists. There were several comments that thought the rules list was a good idea and kept the rules talk out of the general mail box. Seven people didn't like the non-boat topics.

BOD: The e-mail list is our main forum to talk to others around the country. While it is meant to communicate boat things it is also used to keep in touch with our friends. It seems that the first few e-mails in a string are boat related and then turn to baseball, Smurfs or endless

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President's Column

By Chris Pearce

'Banzis'. It is good e-mail etiquette to change the subject line when the subject of the e-mail changes.

9) Do you have any comments or concerns about the subcommittees?

Many people asked what the committees do and commented that they should be disbanded if they aren't accomplishing anything. Several people thought the casement committee and the campaign committee did a good job.

BOD: Every year at the NATS BOD meeting we review the committees and remove committees and members that are inactive. We add new members to committees as needed also. The one committee that should be the most active but is not is the recruitment committee. If you are the local area recruiter or scheduler you should also be active in this committee.

10) Any other suggestions or comments concerning the MWC or hobby in general?

There were a lot of comments on membership numbers. The data we have on membership is as: 2004: 104, 2005: 93, 2006: 82, 2007: 86, 2008: 90

(estimate), 2009: 92, 2010: 95



Happy New Year to all the builders and battlers out there! I hope that Santa brought you some nice boat goodies and your projects are going well in the workshop and will soon be on the lake. Each new year brings new opportunities and new challenges; it's no different for the MWCI. We recently sent out a survey to the members along with the rules ballot and I'd like to discuss some of the survey results here. Before we get to that delightful task I would first like to discuss something near and dear to our hearts, safety.

As most of you know we recently had a safety incident at a battle when a ship's CO2 line burst. Normally this is a minor issue and many captains just replace the hose and get on with things. Unfortunately, at the suggestion of another battler, a tougher hose was installed and when this hose failed the results were dramatic and catastrophic for the ship. The 250 PSI hose rule is intended to give the gas system in a ship a safe and

mode of failure to relieve an overpressure situation. In future situations, when a ship bursts a hose, it should be taken more seriously. In this case, a problem with the ship's regulator was not diagnosed and replacing the hose with something stronger only resulted in a bigger bang. I think that we should make it standard procedure when a ship blows a hose the first thing that you do before replacing the hose is to test the regulator and ensure that it is operating correctly. Only after the regulator is tested and fixed or replaced should the hose be replaced and the ship allowed back on the water.

On to more fun things; the survey! From what I saw the survey seemed to indicate that most people are reasonably happy with the direction the hobby is heading and our current situation. There were some concerns though and I would like to take a few moments to address some of them.

One of the primary concerns among the members was the difficulty of attracting and retaining members. Having been in the hobby a long

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Presidents Column –Continued–

time, this is something that hits close to home for me as I have seen a lot of battlers come and go. To a certain extent that is the nature of any hobby or group activity, especially when the economy is tough. People's interest and participation wax and wane and over time familiar faces become less familiar while other new faces become familiar friends. It is almost a 'circle of life' kind of thing. However it is something we should be concerned about as we would like to have a healthy, growing hobby so that we can enjoy playing with our boats in good company for many years into the future. Another was the perception that there are multiple interpretations or variations of the rules, often depending upon how clever someone is at interpreting them. Rather than taking on each of these topics in detail I would rather remind everyone of a small statement at the beginning of our bylaws.

"The primary object and goal of the MWC is to promote the hobby of radio controlled semi-scale naval warship combat in a safe manner within an atmosphere of good sportsmanship and gentlemanly behavior." I've already shared my thoughts with you on the safety issue. I'd like to spend a little time on the rest of the statement. First I'd like to ask all of you a question: Where's the fun in that? Who took the fun out of it? I don't know or remember, but I'd swear that at some point one of our primary goals was to have fun. Did we forget somewhere along the way? Did someone steal it from us? I don't know. I suspect it was an oversight by the folks who crafted the original bylaws. Either way, I suggest that the BOD should do something about it because obviously we need more fun in the hobby. ☺

As a related question one must ask, "What is fun?" I know, I know, "To drive your enemy before you and hear the lamentations of their women ..." Yeah, yeah, stuff like that. But really, within the context of the hobby, what is fun? Driving 1,000 miles to have a ferocious, bloodthirsty battle with a couple of dozen other folks? Tinkering with your boat's technology on the workbench? Building a nice, reasonably scale representation of one of your favorite ships, be it named after your city or state, or one your Grandfather served on? Having a tasty dinner with the gang after a hard day at the lake? There are many different types of battlers, and many different ways to enjoy the hobby and to have fun with it. Ideally we as the MWC would do a good job of catering to all types of battlers and interests so that as many people as possible could have fun and enjoy the hobby together. I'd like to pose the question to the members, 'What is fun?' What do you think is fun, both for yourself and for other battlers? Do you think that we, as the MWCI do the best job that we can in helping our various members have the maximum amount of fun possible?

I think that the answer to many of the questions and concerns in the survey revolves around this: the more fun we have in the workshop, on the lake and in the restaurants after the battle the more we build up the hobby and make it enjoyable for people and people who are enjoying the hobby tend to return. As others have said before you join the hobby for the ships and stay for the people. Let's resolve to start this new year on the right foot and help make the MWC a fun group of people to play with and to stay with.

2010 MWC President – Chris

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"A ship in port is safe, but that's not what ships are built for." - Grace Hopper