

*The
Carolina
Command
&
Commentary*



Issue 112/May 1998

The Carolina Command and Commentary

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Game Starts:

Diplomacy: Have five, need two.

Gunboat: Have four, need three.

Subscriptions: \$.75 per issue, \$1.25 overseas.

Gamefees: \$5 per game for Dip & Gunboat, otherwise free.

Current Standby List: Kent, Holley, Taylor, Wilson, Partridge, Scholl, Conlon, Easton, Milewski, Davis, Whyte

The Carolina Command and Commentary is available from Michael Lowrey, 4322 Water Oak Road, Charlotte, NC 28211. Phone and fax: (704) 366-2311. Call before you fax !!
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Random Notes

Welcome to this, the 112th issue of CCC. Not much really new to report in my life. I'm writing more for the think tank I've written for for the past six years. Most of the stuff I'm working on I find at least moderately interesting, which is good.

An editorial comment: I find it disturbing and, yes, surreal how much attention is still being focused on tracking down very minor Nazi war criminals over 50 years after the fact when a far worse thug Pol Pot can escape justice and die of natural causes in his sleep unpunished. This just highlights two facts about crimes against humanity: as the victors write history, only the losing side in a conflict can be guilty of war crimes and crimes against humanity only really occur in Europe.

Hitler et al are seen as the ultimate in evil; Stalin, who killed more people, is not widely regarded as such. Stalin and his henchmen never were put on trial for the crimes they committed, nor has there even much attention paid by the international media about Pol Pot except at his death. There are now calls for the remaining Khymer Rouge leaders to surrender to an international tribunal without fear of facing death sentences. If evil is evil, recognize it as such, regardless of where it exists or the political consequences of labeling it as such. Let us also adopt uniform standards to punish it.

Jeff Taylor

Saw that yet another version of the Jimi Hendrix catalog has been released. I figured this was yet another attempt to mine his grave, but as I didn't own *Are You Experienced?* I was willing to give it a chance.

This is about the third CD reissue of this landmark work. They finally got it right. The Hendrix family trust got original engineer Eddie Kramer to come back to the original tapes to get what Jimi had heard 30 years before. The tweaks bring more tape hiss, amp buzz, and overall noise, true. But we also get an amazing improvement in the overall space and depth of the sound. No longer are drums and background vocals com-

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Federal Express Comes To Greensboro

In the past weeks, leaders and residents of the Triad area have been excited over the decision of Federal Express to establish a regional cargo operation in Greensboro. The project is valued at \$300 million, and projected to create several hundred jobs. Perhaps more importantly, it comes as a psychological boost for an airport and region that have, more often than not, been overlooked in favor of its larger neighbors to the south and northeast. Many Triad residents are even hoping that Greensboro need no longer live in the shadows, at least in the air, of Charlotte and Raleigh-Durham.

Unfortunately for Greensboro, there is little reason to suspect that Federal Express decision will do much of anything to fill the passenger gates of Greensboro's Piedmont Triad International Airport. This is not as horrible as it may seem. While some airline establishing a major passenger operation in Greensboro would be an advantage, the status quo is certainly quite favorable, with a respectable number of jet flights out (about 50 a day on eight airlines), low fares, and an easy commute by car to Charlotte's US Airways operation.

What the Triad really would like is a major passenger airline hub, where flights from across the region on a given airline converge like spokes on a wheel, to allow passengers to connect more easily to other cities. The obvious example is US Airways's Charlotte operation, with its 300 hundred plus jet departures a day and 7,000 jobs. Aside from the vast direct employment, such a hub greatly aids local business recruitment, as it's easier to get quickly to clients, and creates immediate name recognition for a city and region.

Despite the success with Fed Ex, Greensboro has some disadvantages for passenger airlines. A cargo carrier's needs are quite different from what a passenger airline is looking for in a city. As a mover of priority letters and small packages, Fed Ex needed a serviceable airfield, quick access to interstate highways, a ready supply of workers to sort and load planes, and neighbors who won't object to planes landing and taking off during the middle of the night.

What passenger airlines are after includes large numbers of people who want to fly. City

size, income, and an active business community are prime factors which attract airlines. That's also where the Triad's problems begin. The Greensboro/Winston-Salem/High Point region is North Carolina's third largest urban area. Its population is only about two thirds of Charlotte or Raleigh-Durham's. As a result, the Triad simply cannot support the level of flights Charlotte or Raleigh can.

This is apparent when one looks at the number of flights from various North Carolina cities to major hubs. Here the lesser population of the Triad is telling. American Airlines, for example, offers six flights a weekday from Charlotte to Dallas, eight from Raleigh-Durham — a former American hub — but only two roundtrips between Greensboro and Dallas. Northwest flies five times a day between Detroit and both Charlotte and Raleigh. It also offers two daily round trips between each of these cities and its Minneapolis hub. By contrast, Northwest only offers three flights from Greensboro to Detroit and none to Minneapolis. TWA serves both Charlotte and Raleigh; it does not fly to the Triad.

Indeed, by hub airport standards, the Charlotte metropolitan area's population is considered on the small side; US Airways success there has a lot to do with the operation being established in the early 1980s, in the beginning of the airline industry's move towards hubs. American Airline's Raleigh hub and Continental Airlines operations in Greensboro both ultimately failed; part of the problem was a dearth of local passengers taking up seats on flights. This should not be taken indication of lack of community support but rather lack of people; even today many analysts question whether Midway Airlines can make a go of it in Raleigh, given that city's size.

That said, there are advantages to being in the Triad's position: lower fares and flights and the ability to attract start up carriers like AirTran and Eastwinds. It should come as little surprise that a major hub airport like Charlotte has higher fares for passengers that begin or end their flights there than at nonhubs. This is a virtual given; with one airline dominating the market (US Airways has

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House Rules for Diplomacy

The below listed house rules supersede all previously published house rules.

1. Preference lists for gamestarts will be accepted, but not published. A player can also specify people he/she does not want to play with, but then is not guaranteed a spot in the game.

2. CCC uses the 1982 Avalon Hill Rules. Abbreviations for CCC will consist of the first three letters of a province name. I will accept any abbreviation that is not ambiguous; the following is a list of suggested ones for touchy situations:

Bot — Gulf of Bothnia, Naf — North Africa, Lyo — Gulf of Lyon, Nth — North Sea, Nat — North Atlantic, Nwy — Norway, Nwg — Norwegian Sea, Tyn — Tyrrhenian Sea, Tyl — Tyrolia

The following abbreviations will also be used:

A — Army, F — Fleet, H — Holds, C — Convoys, S — Supports, U — Unordered, d — dislodged, r — retreats to, ann — annihilated, ec — east coast, nc — north coast, sc — south coast, OTM — ordered to move, OTB — off the board, NSO — no such order, NSU — no such unit, NMR — No move received, NRR — No build received, NVR — No vote receive, NRR — No retreat received

3. Summer/Fall and Winter/Spring seasons will always be played together, unless a request for a season separation is made by 33% or more of the players. The GM also reserves the right to make a separation in certain circumstances, but will not automatically separate Winter 1901 from Spring 1902. Conditional orders will always be accepted.

4. Orders for a game should include name of game, date, game season, and country played. I'll use the latest set of orders received and will accept orders by phone or email. Orders will be accepted for future seasons and perpetual orders will be accepted; general orders will not be accepted.

5. Orders which fail will be underlined. A player who NMRs will have a standby player called for

that position. If a second consecutive NMR occurs, a player will forfeit his position, game fee and remaining subscription. There will always be a standby player called; no Civil Disorders will occur in this zine.

6. Errors in the adjudication must be brought to the GM's attention before the next deadline or they stand. The written adjudication takes precedence over the map. A player who has not received the adjudication by 2 weeks after the deadline should contact me to see what happened. The player bears all responsibility for NMRs which occur as a result of the postal service losing the zine or his/her orders.

7. Spring 1901 orders will be due the deadline after the gamestart announcement. This period will be extended by an additional deadline at a single player's request. If a player does not submit orders by the original deadline a standby will be called to submit orders just as in any other season and the deadline will be extended.

8. Proposals to end the game before an 18-center win will be accepted anytime after Spring 1905. One negative vote is enough to kill any proposal, and a NVR will count as a yes. Any result will be allowed, except a concession or draw involving a player who is no longer in the game. I will not publish a player's vote for any reason but will publish the number of votes cast yea or nay. The GM also reserves the right to end a game which has a demonstrable stalemate line or which has not changed supply center distribution in three game-years.

9. Press is encouraged, but cannot be conditional. Black press is prohibited; grey press is allowed. The GM reserves the right to edit press for content or length.

10. Attempted deception of the GM will not be tolerated. It also will not succeed, as I am all-knowing and all powerful...

—MPL

Konrad Adenauer (97W) Spring 1903

<i>England</i>	Kevin Wilson	373 Gateford Dr Ballwin MO 63021
<i>France</i>	Matthew Matz	4805 Cara Ct Chester Springs PA 19425
<i>Germany</i>	Timothy Scholl	2336 B Street Lincoln NE 68502
<i>Italy</i>	David Partridge	15 Elmer Dr Nashua NH 03062
<i>Russia</i>	Pat Conlon	PO Box 1413 Mammoth Lakes CA 93546
<i>Turkey</i>	Doug Hooper	1653 Allens Ferry Rd Smithville TN 37166

Supply Center Chart

<i>England</i>	(5)	bel, edi, lon, lpl, nwy
<i>France</i>	(5)	bre, mar, par, por, spa
<i>Germany</i>	(5)	ber, den, hol, kie, mun
<i>Italy</i>	(7)	nap, rom, ser, tri, tun, ven, vie
<i>Russia</i>	(8)	ank, bud, mos, rum, sev, stp, swe, war
<i>Turkey</i>	(4)	bul, gre, con, smy

GM: Michael Lowrey 4322 Water Oak Road Charlotte NC 28211 (704) 366-2311

Deadline: Fall 1903 orders are due May 27.

Press: ~~France-England:~~ It's rude not to write! Don't worry soon I'll be in London and I can talk to you personally.

Rome-Turkey: But the people are so much friendlier in Turkey! We just had to drop in for a visit.

<i>England</i>	F Lpl-Wal, F Lon S F Nth-Eng, F Nth-Eng, F Nwy-Nth, A Bel S Ger A Mun-Bur
<i>France</i>	A Pic-Par, A Spa-Mar, F Eng-Pic, F Bre S F Eng-Pic, F Mid-Nat
<i>Germany</i>	A Mun-Bur, A Kie-Mun, A Bur-Gas, A Den H, F Hol H
<i>Italy</i>	A Tyl-Boh, A Ven-Tyl, A Rom-Ven, <u>F Tun-Ion, F Ion-Aeg (d. adr. alb. apu. eas. nap. tyn).</u> A Ser S Russian A Rum-Bul, A Vie-Bud
<i>Russia</i>	<u>A Ank-Con, F Bla S A Rum-Bul, A Rum-Bul, A Bud-Rum, A War-Pru, F Bot-Bal, A Swe-Den, A Mos-Stp</u>
<i>Turkey</i>	F Gre-Ion, F Aeg S F Gre-Ion, <u>A Bul-Ser (d. gre. oth).</u> <u>A Con-Ank</u>



Aquitania Turn One

GM: Michael Lowrey 4322 Water Oak Road Charlotte NC 28211 (704) 366-2311

Deadline: Turn two orders are due May 27.

Pat Conlon	O-JEEZ
David Hood	HICK
Keith Oschman	Galatic Unicorn
David Partridge	Barsoom Project
Kevin Wilson	Heavenly Bodies Development Company II (HBDC2)

1. *Galatic Unicorn* opens the bidding on a Nodule and gets it for 25 (Wa9, Wa8, Wa4, Wa4).
2. *O-JEEZ* passes.
3. *HBDC2* purchases a Water Factory (Wa8, Or3, Or4, Or5) and moves population from ore production to man the new plant.
4. *HICK* purchases a Water Factory (Wa6, Wa6, Or5, Or2, Or1) and moves population from ore production to man the new plant.
5. *Barsoom Project* opens the bidding on a Data Library at 15 (Wa8, Or4, Or3) and wins it.

Factories/Upgrades

<u>Outpost</u>	<u>Factories</u>	<u>Upgrades</u>	<u>VP</u>
<i>Galatic Unicorn</i>	OrF, OrF, WaF	No	5
<i>Barsoom Project</i>	OrF, OrF, WaF	DL	4
<i>HBDC2</i>	OrF, OrF, WaF, WaF		3
<i>HICK</i>	OrF, OrF, WaF, WaF		3
<i>O-JEEZ</i>	OrF, OrF, WaF		3

Purchase Order: Unicorn, Barsoom, HICK, O-JEEZ, HBDC2

Upgrade Cards Available: Data Library (15), 2 Warehouse (25), Heavy Equipment (30), Nodule (25)

Not Yet Delievered: Data Library, Warehouse, 2 Heavy Equipment, Nodule

Notes: Minimum bids are listed in parenthesis.

Your Production Cards:

Eduard Shevardadze (97E) Fall 1906

<i>Austria</i>	Eric Mikulaninec	2529 North Halsted, Apt N-1 Chicago IL 60614
<i>England</i>	Steve Cooley	23927 Ranney House Ct Valencia CA 91355
<i>France</i>	Matthew Matz	4805 Cara Ct Chester Springs PA 19425
<i>Germany</i>	Jim O'Kelley	664 West Irving Park Rd, Unit I6 Chicago IL 60613
<i>Italy</i>	Rob Hensley	1314 Joni Dr Louisville KY 40216
<i>Russia</i>	Randy Davis	5982 South Cedar St Freeland WA 98249
<i>Turkey</i>	Stephen Mayer	9454 Hawksmoor Ln Sarasota FL 34228

Supply Center Chart

<i>Austria</i>	(9)	ank, bud, bul, con, gre, rum, ser, tri, vie	
<i>England</i>	(4)	den, edi, hol, lon, lpl	Even, build one or two
<i>France</i>	(2)	bre, par	
<i>Germany</i>	(7)	bel, ber, den, hol, kie, mun, nwy, swe, war	Remove one
<i>Italy</i>	(8)	mar, nap, por, rom, smy, spa, tun, ven	
<i>Russia</i>	(4)	mos, nwy, sev, stp	Build two
<i>Turkey</i>	(0)	sev	Out!!

GM: Michael Lowrey 4322 Water Oak Road Charlotte NC 28211

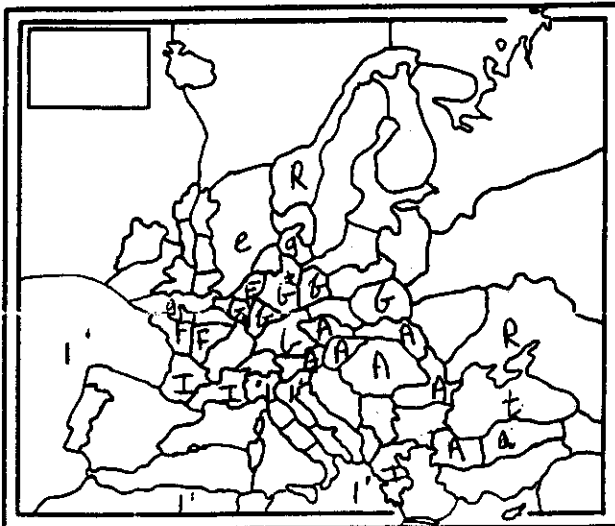
(704) 366-2311

Deadline: Winter 1906/Spring 1907 orders are due May 27.

New Proposals: AEEGIR draw

Notes: England builds one for each retreat otb. Press is on page 9.

<i>Austria</i>	A Tyl S A Gal-Boh, A Vie S A Gal-Boh, A Gal-Boh, A Bud S A Ukr-Gal, A Ukr-Gal, A Ser-Rum, <u>A Con-Bul</u> , <u>F Ank-Bla</u>
<i>England</i>	F Nth C A Lon-Hol, A Lon-Hol, <u>F Bel S A Lon-Holn (d. pic. otb)</u> , <u>F Kie S A Lon-Hol (d. bal. hol. otb)</u>
<i>France</i>	A Bre S A Par, A Par S A Bre
<i>Germany</i>	A Bur-Bel, F Eng S A Bur-Bel, A Sil-Ber, A Mun-Kie, A Ruh S A Mun-Kie, A Boh-Mun, F Swe-Den, <u>A War S Russian</u> <u>A Mos (otm)</u>
<i>Italy</i>	<u>F Mid-Bre</u> , A Gas S F Mid-Bre, A Mar S A Gas, F Pie S A Mar, <u>F Naf-Mid</u> , <u>A Gre-Bul</u> , F Aeg-Ion, F Ven H
<i>Russia</i>	A Stp-Nwy, A Mos-Sev
<i>Turkey</i>	NMR! F Bla U (H)



Lord Mountbatten (98B) Spring 1901

<i>Austria</i>	Eddy Laforge	2602 W. Jackson St, Apt. 3	Tupelo MS 38801
<i>England</i>	Kurt Krueger	2616 Garfield Ave So #304	Minneapolis MN 55408
<i>France</i>	Kevin Welch	P.O. Box 2195 Madison	WI 53701
<i>Germany</i>	Sean O'Donnell	126 S. Park	Oberlin OH 44074
<i>Italy</i>	Mathew Matz	4805 Cara Ct	Chester Springs PA 19425
<i>Russia</i>	Randy Davis	5982 South Cedar St	Freeland WA 98249
<i>Turkey</i>	Rob Hensley	1314 Joni Dr	Louisville KY 40216

GM: Michael Lowrey 4322 Water Oak Road Charlotte NC 28211 (704) 366-2311

Deadline: Fall 1901 orders are due May 27.

Notes: Note the new deadline.

Press: Munchen-Board: Am I the only teenager?

MPL-Munchen: I wound image so...

Turkey-Germany: "Easy boy, easy...."

Italy: My brand new email address is bentleyfin@aol.com. Good luck to all!

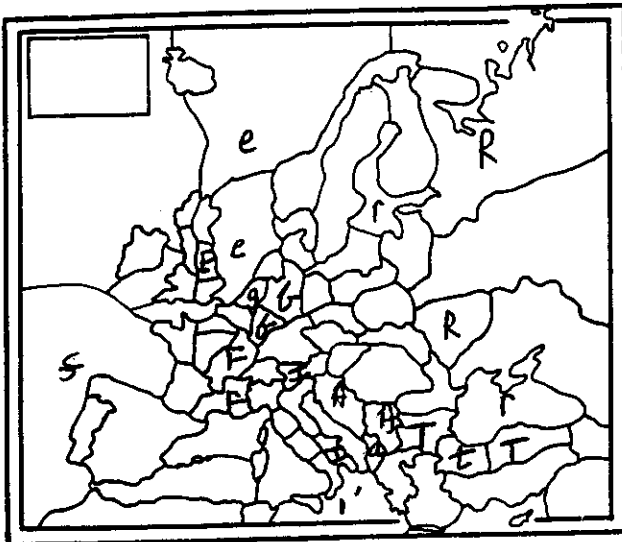
Germany-World: Hello how are you. (HALLO wie gehts?)

Turkey-World: The golden hair that Zelda wears... Is hers, who would have thought it.

She says, 'tis true, and true she says, for I was with her when she bought it!

Let's not delay again, okay boys?! Lest I have time to think of more bad poetry.

<i>Austria</i>	F Tri-Alb, A Bud-Ser, A Vie-Tri
<i>England</i>	A Lpl-Yor, F Edi-Nwg, F Lon-Nth
<i>France</i>	A Par-Bur, A Mar S A Par-Bur, F Bre-Mid
<i>Germany</i>	A Ber-Kie, F Kie-Hol, A Mun-Ruh
<i>Italy</i>	A Ven-Tyl, A Rom-Apu, F Nap-Ion
<i>Russia</i>	A War-Ukr, F Sev-Bla, F Stp (sc)-Bot, A Mos-Stp
<i>Turkey</i>	A Con-Bul, F Ank-Con, A Smy-Ank



Dispatches From the Front

Eduard Shevardadze

Channel-London/North Sea: You're talking to yourself again. Next thing you know, you'll be digging through garbage cans, wearing old drapes, and sleeping in your own urine. Just like Italy.

Germany-England: Clap. Clap. Clap. I bet you used to knock over Risk boards in the middle of games, too.

London-Berlin: Actually, I like my chances of surviving better this way. You may be right; you may have even attacked me.

London-St. Pete: Forgive me for not following up. I hope you went for it. Nay, I pray you did.

Moscow-Berlin: Yeah, I remember St. Pete. I also remember Sweden and Warsaw.

Moscow-London: All is well. I'm not much for six-ways either, but might consider it.

London-Rome: Stop dancing in Paris and get on with it man!

Italy-France: I got tired of waiting.....

Germany-Austria: A little fall of rain can hardly hurt me now.

Russia-Turkey: I hope I didn't knock you out, but if so, I look forward to playing with you again.

France-All: Will someone hurry up and win this game!!!!

Bonefish Turn Eleven Revisited

Pat Conlon	Plays F7	Buys 3 Imperial
Ed Rothenheber	Plays A3	NMR! Passes
David Hood	Plays D3	Buys 3 American
Vince "The Drill" Lutterbie	Plays I5	Buys 3 Worldwide

	<u>A</u>	<u>C</u>	<u>F</u>	<u>I</u>	<u>L</u>	<u>T</u>	<u>W</u>	<u>£</u>
Size	2	4	33	2	3	-	2	—
Price	300	600	1000	400	300	-	300	—
Bank	18	5	4	14	11	17	17	—
P. Conlon	1	7	9	5	-	1	-	250
D. Hood	3	6	-	-	5	7	8	4500
V. Lutterbie	1	-	3	4	9	-	3	11150
E. Rothenheber	2	7	10	2	-	-	-	800

GM: Michael Lowrey 4322 Water Oak Road Charlotte NC 28211 (704) 366-2311

Deadline: Turn thirteen orders are due May 27.

Order: Rothenheber (Partridge), Hood, Lutterbie, Conlon

Notes: Would David Partridge standby for the NMRing Ed Rothenheber? Vince merges Tower into Festival. Vince sells his 10 shares. Pat trades for a festival share and holds on to the extra share. David's moves will follow.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
A	x		x			C	C		A		W	W
B				F		C	C		A			
C	F	F	F	F	F					L	L	
D	F	F	F	F	F					L		x
E		F			F	F						
F			F			F	F					x
G	F	F	F			F	F		I	I		
H			F	F		F	F					
I	x		F	F	F	F	F	F	F			x

Your Tiles:

Random Notes

Continued from page 2

pressed into a tinny box. The radical changes in guitar tone that Jimi had sought are brought front and center. He actually wanted his guitar to sound like a living thing, not just a dry instrument.

The original running order of the tracks was also restored, which conveys the flow of emotions Jimi was trying to get across. It also reminds just how ambitious such an effort was for a first recording. Of course, "Red House" is back to close the album even though initial US releases in '67 deleted it because only the British liked blues, according to the record execs.

Now I'm confronted with having to go out and buy a new copy of *Electric Ladyland*, which I guess was their plan all along. But at least a truer version of the music is out there. Makes you realize just how little of Jimi we've heard.

David Partridge

Sorry to hear you are going to run down to a fold, but can't blame you. You've had a long run, and based on my own subzine pubbing, I can see how it could wear you down. CCC was one of the very first szines I subbed to, and I've enjoyed it a lot. Nobody else runs Destroyer Captain, even if I can't get anyone to play anymore! I'm sorry to miss the Acquire game, I was looking forward to that as well.

Now that you won't have the pubbing to do, hope you'll consider playing in a few games. Be nice to see you across the board some time.

»Thanks for the kind words. Over the past few months, I've realized that publishing, though it is something I enjoy, is also something that I am just tired of doing on a monthly basis.

I would compare this to painting miniatures; both are activities I like. The nice thing about painting 15mm American Rev guys is that I can do it when I want to. If I feel like painting, I paint. If I don't, I won't. If I don't paint for three months, so be it. With a zine I have a commitment to others, I don't have the option of putting it out when I feel like it. It's something I need to do about monthly; the games in it are the zine's reason d'etre.

—MPL

Greensboro Hub

Continued from page 3

over 90 percent of the flights from Charlotte), there is not that much competition. Many carriers choose to not even get in the cage with this 800 pound gorilla when there are easier pickings elsewhere like Greensboro or Raleigh. In the 20 years since airline deregulation, only two low fare carriers have ever flown to Charlotte, and then only briefly. People's Express served Charlotte in the mid-1980s before going bankrupt while ValuJet (now AirTran) flew to Charlotte twice for short spells before leaving the market.

Seasoned flyers have come to realize that it's often cheaper to fly out of Greensboro, Raleigh, or Greenville, S.C. than Charlotte. Indeed, that is even true on US Airways which will usually fly you from Greensboro (say) to Miami with a change of planes in Charlotte for less than they would charge for a Charlotte - Miami flight.

Even by often-pricy hub standards, Charlotte is a very expensive place to fly from. A recent General Accounting Office study notes that air fares from Charlotte are a mere 88 percent higher than the average, distance-adjusted fares at hubs where one airline carriers more than 75 percent of the traffic. When adjusted for flight length, Charlotte's fares are the highest of any large airport in the country.

For Triad natives then, there are truly advantages to not being a major aviation center. Which is something to consider the next time one is changing planes in Charlotte...

—Michael Lowrey

World DipCon VIII/

DipCon XXXI/

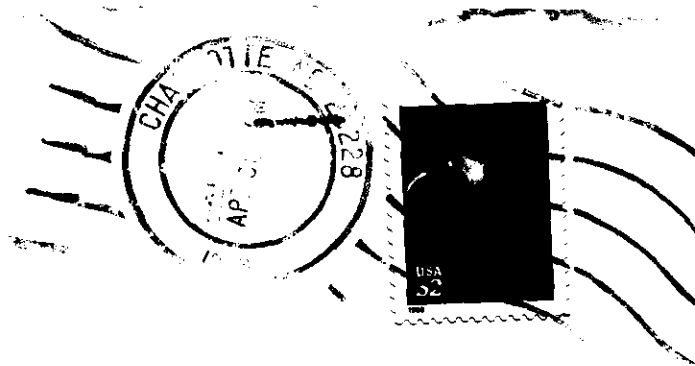
DixieCon XII

May 22 - 24, 1998

Chapel Hill, N.C.

Be There!

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