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NEWSLETTER

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February 1994 Newsletter

WINTER CALENDAR

February 1994

North End Meeting	2/3	Innis Arden
N.W. R/C Model Expo.	Feb. 5th & 6th	
Puyallup Fairgrounds, Expo Hall		
North End float	2/13	Newcastle
South End meeting	2/17	Andy's
South End float	2/20	Wapato

President's Notes

Steve O'Connell

Polar Bear Fun Float

The 1994 Polar Bear is now history and it was probably the best ever. **Cliff Shaw** outdid himself with the course setup this year and it proved to be a real challenge to the go-fast guys.

The details of the regatta are on the following pages of the newsletter but I did want to point out two items that stood out to me.

The original trophy for the go-fast winners was retired this year as there was no more room for winners names. Since **Ross Hatte** had won the trophy more times than any other competitor, it was permanently awarded to him.

The other standout detail of the day was **Scott Baumann's** heroic effort with his little Lindberg Dispatch 9. Scott entered the small tug race and pressed on when other toy-boaters might have given up. (Like when you could barely see the little rascal going around the far course marker.) Well done, Scott.

By the way, the alleged sinking of Scott's tug at the December float must not have happened as the very same tug was seen running at the Polar Bear. If I read the club by-laws correctly (and I'm sure I do), no dead body, no case.... you can't prove a thing.

And another thing, Cliff Shaw's Cracker Box seemed to spend a lot of time up-side down, but in honor of his meritorious service to the club in setting up the course and running the event, Cliff is hereby awarded one "Presidential Bent Prop Award Pardon" to be used as needed in the future.

By the way, who has the goofy little trophy anyway?

Thanks also go to **Lou Magnabosco** and **Gordy** (don't bug me I'm retired) **Canney** for ordering and delivering our Polar Bear awards this year.

January Meeting

Another event well covered elsewhere in this issue but one I need to comment on. It was a great meeting. The attendance was terrific, the show & tells were great and we really had a great time. The yuks just kept rolling.....

Puyallup Show

Just another reminder that the club needs you to come out and support this event. It is our single largest source of new members throughout the year and we really need to do our best to keep the booth manned and interesting. See **Ray Nelson** if you have not already signed up for a time slot or can bring a boat for the booth.

February Funfloat --Newcastle Beach Park

This is a new location and should be a great one. You will be able to drive down to the water for unloading purposes, and even the biggest boats will be able to run, as the park is right on Lake Washington. Watch the weather and dress accordingly, the wind can really howl through this area.

The main running area is quite large and is protected by an "L" shaped dock running into the lake about 130 feet before it doglegs another 100 feet or so.

Bring the small boats, bring the big boats, bring the blow-boats, bring the submarines. This is going to be great.

Driving instructions to Newcastle Beach

The park is just south of I-90 and roughly across from the Coal Creek Area.

from I-405 take exit 9 and head West. Follow the signs North on the frontage road to the park, the park is only about 2 minutes from the exit.

Vantec Speed Controllers

I know I told you we would have an order form in this issue for the next batch of Vantec Speed controllers, but i have not had time to deal with it, and I thought you might want to wait until you spent your wad at Puyallup before ordering a speed control. Look for the order form next month.

Shop of the Month

I have had the honor of touring Bob Jacobsen's new shop, and I have to say, I am inspired. If you will remember, Bob got one of the 9'9" Gato class submarine models last summer and found that it would just not fit in his existing space. Bob did what anyone would do in this case, he hired a bulldozer and had a new shop built. Those of you who dropped by to see it after the last meeting were hopefully as "inspired" as I was to run home and try to do some work in the crummy little dungeons we call shops. Bob has really built a first class model factory with carpeting, proper and manly benches, sink, bathroom,

refrigerator and lots of storage space in cabinets and lofts.

Several of us stopped after the meeting and decided that it was truly worthy of gathering for such manly pursuits as belching, gas-passing and colorful language.

Nobody is supposed to tell Bob's wife about the calendar inside the right-hand cabinet.

From the Editor

Mike Moor

Draft Numbers, no not like the ones in 1971, like the ones lined up down the stem and stern of a vessel for determining how deep the vessel is in the water.

On full scale boats these numbers are 6" high and from the base of one number to the base the next number is 12".

So if you are building in 1:48 scale (or 1/4" = 1 foot) your draft numbers will be
.1/8" tall and spaced 1/4" apart.

SCALE DISPLACEMENT (WEIGHT)

Here is a little Model Math 101 which can help some of you boat builders verify the designed waterline of your model. I say some because these calculations are based upon various weight configurations on different type vessels.

In some types of vessels like warships, the displacement is given in several different ways: The ship can be full of fuel, ammunition and men, or full of ammunition and only partially crewed and fueled, or partially fueled and crewed and no ammunition. Each of these configurations sports a different displacement. Documentation for displacement may be hard to find.

You know, I can just hear the warship aces in the club saying terrible things about my facts. My point is, the following calculations are only as good as the documentation you have for your model.

So there!

If you are building a sensible vessel like a tugboat find the Displacement at Designed Draft on the drawing. That's probably the hardest part. For example, I will use the *Navigator*, a vessel with which I have become quite familiar.

Required data:

The Displacement at Design Draft: 1,063 tons (long tons 2240 lbs.).

Scale as built: 3/8 in. = 1 ft. or 1:32 scale.

First: Cube 32 = 32,768. If you don't have a cube function on your calculator.
 $32 \times 32 = 1024 \times 32 = 32,768$

Next: Divide 1,063 tons by 32,768 = .03244 tons.

Next: Convert tons to pounds using 2,240 pounds in a ton.
Multiply
 $0.03244 \text{ tons} \times 2240 = 72.66 \text{ pounds}$

So, the *Navigator* should weigh 72.6 pounds at designed waterline.
The *Navigator* weighs 76 pounds, and is slightly heavy forward, so I'm close.

Now if you can find the designed draft of the prototype of your boat. And substituting your scale, you can figure the designed displacement of your model.

Meetings and Floats

January 6 **North End Meeting**
Notes taken by Andy Paris

The January North End Meeting was held at Innis Arden Clubhouse. Attendance was great, 31 members and two guests. Nearly 1/3 of the entire club membership showed up for a club meeting. **Kevin Craft** stopped in to pay a visit, nice to see Kevin once again. Our other guest was the one, the only **Mr. Lee Upshaw**. If you don't know Lee yet, you will soon. Lee owns and operates Warship Hulls Unlimited from Long Beach, CA. There

are rumors Lee is moving to our neck of the woods.

Steve took over the meeting which included some hype for Puyallup. If you are interested in manning our table at the show, contact **Ray (The Scar) Nelson**. The club raised \$23. by auctioning off a Black and Decker Workmate bench vise generously donated by **Cliff Shaw**. Thanks Cliff. Jim Sisley took home the Workmate.

Show & Tell

A lot to look at to be sure.

Ray Nelson talked about his methods for making hulls out of wood, and Lee Upshaw talked about his methods of making hulls out of fiberglass.

Bud Lynn discussed his flat fiberglass panels as a potential new hobby product.

Bob Jacobsen proceeded to buy some. Now that's what I call marketing.

Phil Northrup brought in his model of the *Eneral* with newly added lights. He also brought his Billings fishing boat kit. Phil says he is going to name the boat Sophie Tucker. How many of you guys remember Sophie?

Ron Bray brought in his Dumas motor yacht kit. Ron picked up some pointers on motor installation and drive line from Cliff.

Keith Shermerhorn showed up with a beautiful model of ATR 68 an Auxiliary Rescue Tug, one of two models he is restoring for The Bellingham Cold Storage Company. The 1:48 scale model was built in the 40s. Hey Keith, take some before and after pictures so we can see the improvement. You can also use them for your portfolio.

Bob Jacobsen brought in a 1:72 scale Gato sub and a 1:48 scale tug previously purchased from Lee Upshaw.

Kevin Craft related a very interesting story about his visit to the SSBN Henry M. Jackson. Kevin was able to talk his way into the attention of the Captain, who took great interest in Kevin's model of an Ohio class

sub. Kevin showed off a chummy pic of he and his high ranking buddy the Captain. Sub commanders seem to find each other in a crowd.

We took a step back in time with Jim Sisley who brought in a vintage R/C boat with receiver and transmitter. The electronics used tube technology and the transmitter required a 6 volt car battery to run. The good old days?.....I don't think so.

After the formal meeting Bob Jacobsen invited the crew over to his house to see his new work shop, an able site for new construction or ship repair.

January 5 North End Float The Polar Bear

The boats are back on the benches, the batteries are on the chargers, and skippers can rest their stick fingers till May. The 1994 Polar Bear Regatta is over.

If you aren't to picky, you could say the weather cooperated. What started out as a cold wet Sunday morning turned into a cold damp Sunday morning and the races were on.

Competition included two classes of tugboats and one class of go-fasts.

Go-Fast Line up:

Jerry Dunlap, Dunlap 05 Ski Cruiser
7 cell nicad battery pack
Trinity motor w/ x427 prop

Dick Crowe, MRP Vee Sport
7 cell nicad battery pack
Modified motor w/ x435 prop

Ross Hatte, Hatte Cracker Box
6 cell nicad battery pack
Slot machine motor w/ x432 prop

Cliff Shaw, Cracker Box
6 cell nicad battery pack
Slot machine motor w/ x432 prop

The tugs were divided into two classes by size. Four tugs were entered in the Large tug division, and six tugs entered in the small tug division.

Once again **Cliff Shaw** set up both the tug and the go-fast course, AND spent a big part of the day up to his waders in water rightsetting upset go-fasts. Cliff, your efforts are acknowledged and appreciated.

The go-fast course included 3 laps in a long oval surrounding a series of gates. The first and last lap go around the oval and the second lap must navigate through the gates. This combination course is unique to Northwest R/C Ship Modelers.

Some pretty fancy boat handling took place. Speeding around in a relatively small pond with concrete sides could have dramatic consequences with the slightest loss of concentration.

This years winner was **Dick Crowe**.

The tug course was a simple lap around the perimeter of the pond, with turning buoys outside of the fast course. Tugs started stern-to the bulkhead by the side channel and raced clockwise leaving buoys to starboard and crossing the finish.

An interesting note, the winning tugs lap time from both classes were only 1/2 second apart.

Large tug winner is **John Benthien** and the small tug winner is **Mike Moor**.

RACE RESULTS

Go-Fast Boats

1st Place:	Dick Crowe	48.7 seconds
2nd Place:	Jerry Dunlap	49.7 seconds
3rd Place:	Ross Hatte	62.5 seconds
4th Place:	Cliff Shaw	DNF

Tugboats

Large Tugs

1st Place:	Russell Foss, John Benthien
2nd Place:	Shelly Foss, Gordy Canney
3rd Place:	Navigator, Mike Moor
4th Place:	Elwha, Burt Maxwell

Small Tugs

1st Place: Naupaka, Mike Moor
 2nd Place: Mr. Mike, Steve O'Connell
 3rd Place: Seguin, Ray Nelson
 4th Place: Seguin, Gene Lemmon
 5th Place: Banckert, Chuck Hough
 6th Place: No name Scott Baumann

John Benthien's Russell Foss completed the course in 1:47:96, Mike Moor's Naupaka finished in 1:48:38, a difference of only 42 hundredths of a second... He waterlined me.

Without a doubt **Scott Baumann** deserves the *Heart full of Soul* award for even entering his minitug. Lou missed his lap time cause his calendar only went to the 9th.

The tugs also participated in a bollard pull with Steve O'Connell's new electronic "gee whiz" fish scale. **Burt Maxwell** walked off with the tuff tug award with a bollard pull of 4 pounds.

PULL TEST RESULTS (in pounds)

Elwha,	Burt Maxwell	4.0
Russell Foss,	John Benthien	3.2
Naupaka,	Mike Moor	3.0
Navigator,	Mike Moor	2.7
Shelly Foss,	Gordy Canney	2.0
Mr. Mike,	Steve O'Connell	.9
Banckert,	Chuck Hough	.3
Seguin,	Gene Lemmon	.3

January 20 South End Meeting

Mike Moor's House

Despite heavy fog, fifteen folks showed up from various locations throughout the south sound area.

The Winter-Spring calendar was verified and the 94 regatta schedule was discussed.

Andy Paris will be arranging our Invitational funfloat at Five Mile Lake and John Benthien will follow up on the Anacortes Waterfront Festival Show in May (date to be announced).

The Harbor Days regatta in Olympia was discussed. Do we do funfloat again or have

a regatta. It will be decided by volunteerism by club members.

To finish the meeting we watched videos. **Brad Young** brought a short video of some very nice R/C airplanes built and flown by his Father. The other video, brought by **John Benthien** was a re recording of some vintage (1930s) footage of workboats on Puget Sound and in Southeast Alaska. Great stuff and with a nice musical sound track.

January 23 South End Float

Lake Fenwick

Rain and Cold, I didn't go.

SPECIAL EVENT

THE THIRTEENTH ANNUAL, NORTHWEST RADIO CONTROL MODEL EXPOSITION for 1994

February 5th & 6th

Sat. 9 AM to 6 PM, and Sun. 10 AM to 5 PM.

REGATTAS

Are you ready, 1994 is here and we have some regattas to go to. I want to pass along these dates early so you guys can get dibbs on the weekends before your *significant other* schedules a camping trip or family reunion. Unfortunately most dates haven't been determined.

1994 regatta schedule

Northwest Regatta, **Date pending**
Bellevue Downtown Park Pond

Anacortes Waterfront Festival
Date pending

The Crowley Cup,
Spreckels Lake, San Francisco CA
Sunday June 12

Tidewater Cup Tug Championships
July 24, Spokane WA

Northwest Tugboat Regatta at Harbor Days
Saturday September 3

GOOD IDEAS

HELP!

The Eastside bunch is currently assembling a "Hobby Shop Directory" pertaining to R/C modeling. Help complete this list by sending details of your favorite hobby shop or specialty supplier to one of the addresses below. Include location, phone #, description of stock available, business hours etc. We are focusing on Washington State, however if you know of something special that's long distance, include it.

Bring your list to the February North End meeting or send it to:

Gary Robstad
10653 Avondale Road
Reymond, Wa 98052-2805

Bruno Faccini
P.O. Box 82427
Kenmore, WA 98028-0427

Gordon Canney
4102 227th Place
Mt. Lake Terrace, WA 98043

ATTA-BOY

Another easy call by your Newsletter Editor.
For continued service above and beyond:

Cliff Shaw

Specifically for all of the work to get the Polar Bear afloat, but also for the good spirit and helpful attitude Cliff displays.
Here's to you Captain Shaw.

BENT PROP AWARD

First of all, where is the stinki'n thing. Would whomever has it, please give it up. Besides the monetary value of the award itself, all of us poor saps who earn the thing should at least be able to let it collect our dust for a month.

I am a little confused about this award, even though it has collected dust at my house several times. Seems to me a T-bone roll over and a sinking deserve *bent prop*

recognition. Lets call it Propeller-Gate, and as a responsible journalist I would be remiss overlook this incident because of the high office involved. I think that if we could find the award it should spend some time at the O'Connells and at the Baumann's.

And so it goes!

BOAT OF THE MONTH

The Battleship Texas

Built by Robert Osmond

'Unique' best describes **Robert Osmond's** model of the old Dreadnought battleship "Texas". Robert's whimsical departure from the typical *realism in scale* most modelers seek is a pleasant change.

The following is Robert's description of his model of the **Texas**.

I built my battleship Texas to resemble tin plate toy boats built in the early part of this century in the United States and Europe. The *British Model Boats* magazine had an article a couple years back with the plans for a toy battleship. I took these and enlarged them 175% for basic layout and dimensions of the hull. I really like the ram bows of the period, so the one on my boat is even more exaggerated than the plan showed. I designed the superstructure with stylized armored crows nest / fire control. The flat smoke shapes are similar to the shape of the top of the windup keys for a Fleishmann (a German toy company) toy boat of that period. The hull is balsa planked over balsa frames that were then glassed using epoxy resin. The deck is styrene covered balsa. The superstructure is made from sheet styrene. The gun turrets are short sections of plumbing PVC pipe and the barrels are brass tubing. The motor is a direct drive *Cliff & Bob* motor although I bought mine in Dallas as surplus in 1984. The propeller is a three bladed small Dumas bronze one which I purchased at *Don's Hobbies* in the University Village. I use an old Vantec (here is' another

one Steve) to control the power from the six-cell nicad pack. The Texas runs at a good speed has run for over three hours at two consecutive regattas without needing to be charged.

There are not many tinfoil toy battleships left. This is because of several factors: They were steel and designed to be played with in the water. They were toys and children have a tendency to destroy toys. Then when they had been played with, providing they came back from the pond at all they would rust and could be dented. With the toys in this condition, the parents would throw them away. The most detailed of these toys were very expensive, for example a new *Marklin* battleship sold for 300 gold francs in 1910. The same toy recently sold in London for 3,600 pounds. ☺

Good story Robert, thanks for the article. If you have seen Robert's Texas bobbing around the pond you know what a delightful, different little boat it is.

PRODUCT REVIEW

This article would be better titled a Place Review. this article was submitted by **John Benthien**.

Electronic Dimensions
424 Puyallup Ave.
Tacoma, WA 98421
Phone: (206) 272-1061

Electronic Dimensions is located near the Tacoma Dome on Puyallup Ave. A good land mark is the big sign for a local eatery/drinkery called *Alfreds*.

E.D. is within a block of Alfreds and can be spotted by the door with 424 painted on it or an occasional sandwich board with the store's name. Marketing at its best?

Upon entering E.D. you will find it is a place of character. Glen Galati, the owner buys and dismantles surplus military equipment. There is stuff everywhere, with a "showroom" in front and a much larger room in back where the dismantling takes place.

My best advise is to just look around till you find something. If you don't find what you want, ask. This may or may not help, as Glen has so much stuff he isn't sure just what he does have.

Some items I found include:

Small speakers, terminal blocks, gear reduction motors, 6 to 30 VDC motors and micro switches. Although prices seemed reasonable, they generally aren't negotiable. It's probably a good idea to call ahead to make sure Glen is open and that the sandwich board hasn't blown over.

WANT ADS

Structural Fiberglass Panels

This is a new product for our hobby. available in different sizes, thickness and texture. Can be used for fabrication of bulkhead and deck structure, or what ever.

For prices and availability contact:

Bud Lynn (206) 756-0316

THANKS

Newsletter contribution Thanks
this month go to:

John Benthien, Bruno Faccini, Andy Paris
Cliff Shaw and Steve O'Connell.

Extra thanks to **Gerold Ebel** for sending me the booklet of model building tips. I had one planned for this edition, but ran out of room.

Last month I gave **Bruno Faccini** well deserved credit for a newsletter item. His item, a modeling cartoon didn't make the presses due to some fancy mail mutilation by the U.S.P.S. The rest of the newsletter was reprinted, but because his cartoon was cut and paste, it was history. sorry Bruno, keep trying.

Fair winds and calm seas