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**NEWSLETTER
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May 1994 NEWSLETTER

SPRING/SUMMER CALENDAR

May

Northwest Regatta	5/1	Bellevue
North end meeting	5/5	Innis Arden
South end meeting	5/19	Andy's
South end float	5/22	Steel Lake
Anacortes Festival	5/21 & 22	

June

North end meeting	6/2	Innis Arden
North end float	6/5	Bellevue
South end meeting	6/16	Andy's
South end float	6/23	TBD

July

North end meeting	7/7	Innis Arden
North end float	7/10	Bellevue
South end meeting	7/21	Andy's
South end float	7/24*	TBD
Spokane Regatta	7/24	

August

North end meeting	8/4	Innis Arden
North end float	8/7	Bellevue
South end meeting	8/18	Andy's
South end float	8/21	Steel
Burnaby Regatta	8/6&7	

Harbor Days Tug & Workboat float 9/3

NORTHWEST REGATTA

BELLEVUE DOWNTOWN PARK
SUNDAY MAY 1

1994 Regatta Schedule

NORTHWEST REGATTA

BELLEVUE DOWNTOWN PARK
SUNDAY MAY 1
(see map on page 7)

Anacortes Waterfront Festival

May 21 & 22
Contact: Keith Schermerhorn

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

Tidewater Cup Tug Championships
July 24, Spokane, WA
Contact: "Chief" Parker

Burnaby Regatta
August 6 & 7
Fast Electrics on the 6th
Scale boats on the 7th

"Tug & Workboat float" at Harbor Days
Olympia, WA
Saturday, September 3
Contact Jerry Julian or Mike Moor

FYI FYI FYI FYI FYI FYI FYI FYI

There will be a North End meeting on Thursday May 5. Granted everyone will be nearing saturation with R/C boating, the May 5 meeting will be extremely low-key. No formal meeting, no formal "Show & Tell" , possibly no formal coffee. This will be a great time to discuss the good, bad & ugly of the May regatta. See you at 7.

President's Notes

Steve O'Connell

REGATTA PREPARATION

The April meeting was well attended, and the major topic of discussion was the upcoming Northwest Regatta to be held May 1st at the Bellevue Downtown Park. We are working hard to make this our usual great time, but we cannot call it a success if we are missing the prime ingredient and that is YOU. Please bring your boats and support the club.

If you would like to bring a boat just to run and have fun, that's OK, but I think you should enter it and be prepared to wait for your frequency. Remember, this is our annual regatta, not just a funfloat, so frequency preference will go to registered boats first.

Regarding "illegal" radio frequencies, we are not set up to control any channels other than Ham, odd and even 75 MHz, and 27 MHz. If you operate any other channels, you do so at your own risk. Beware of the Hertz Police.

We will again break-up the nav. sizes into three equal groups this year. We will do this at registration, and try to announce the results the captains meeting. Be prepared to give the registration people your radio channel number, NOT your frequency band or your specific frequency. We do not care that you are on the 75 MHz band, or that your frequency is 75.870, we need your channel number, i.e. 62, 72, 80 etc.

One note regarding registration, please be at the pond and ready to sign-in early. Late entrants wanting to register after 11:00 AM will be allowed to do so only at the President's whim. This is because the people that do the registration will be off doing other things by that time, and I won't do it.

We will have a scheduled break from 12:30 until 1:15 mainly to allow the judges to have lunch and pump bilges. Last year we did this

and found getting back to the business of enjoying ourselves was difficult. The only way to stay on schedule is for the participants to help out. Get out on the pond and run when your name or channel is called and we won't have a problem.

We ran about an hour late last year with the awards presentation, and I don't want that to happen this year. To prevent this, we will stick to the schedule, and the judging for all events will close at 3:00 to allow the score keepers to have all of the results ready for 4:00 sharp.

You will find elsewhere in this issue, a work list for the regatta. Please look for the word "OPEN" in areas that you can help with and either contact the member in charge of that area, or see me the morning of the regatta. We should have enough volunteers all during the day to allow everyone to get relieved to run boats and have a look around. We plan to meet at the pond at 7:00 AM to begin the setup.

1994 Northwest Regatta Work List

Set-up- "OPEN" 0700 Sunday morning, all
Registration- R. Hatte, L. Magnabosco
Frequency Control- D. Sackville, A. Paris
Nav Course Judges- J. Harris, A. Delsman, C. Hough, "OPEN", "OPEN"
Scale Judges, Table- Capt. Webb, et. al.
Scale Judge, Water- M. Moor
Computer Scoring- G. Robstadt, "OPEN"
PA System Supply/Setup- G. Canney, L. Magnabosco
Provide **HQ Trailer** or Motor Home- "OPEN"
Table Transportation- "OPEN"
Free Run Harbor Setup- South End Fleet
Programs, Score Sheets- B. Jacobsen & C. Shaw
On-site Media PR- S. O'Connell & B. Young
Take down & Clean up- All

Reminders:

The following members have equipment or responsibility for regatta preparation or hardware:

Cliff Shaw: Rope posts, rope, coffee pot.

Bob Jacobsen: Programs, score sheets, registration forms.

Ross Hatte: Your really cool set of docks

Gordy Canney: Awards, course prop transport, extension cords

Lou Magnabosco: Course props, PA system (speakers & stands), checkbook & cash

Robert Osmond- All Nav Course Preparation

Olympia fleet: Docks, props

All Members: Yourself, your boats & your willing help

From the Editor

Mike Moor

My request for articles for the news letter was answered for the May newsletter. I received an article from **Jerry Julian** and an article from **Eric Potter**. Also, **Steve O'Connell** sent a large envelope full of correspondence. Thank You all very much. Now that gets me through May, somebody send me something for June.

The best news for this editor was getting reports from North End events from **Robert Osmond** and **Gordy Canney**.

Robert offered to take notes at the North End meetings and Gordy volunteered to do the same at the North End floats. This is a great help to me and will also provide better coverage of the events in the newsletter. Thank you guys.

Regatta Notes:

I volunteered for water judging this year for two reasons. One was my interest in operating scale boats "to scale". The other was to be sure I wouldn't have to do frequency control again.

I will have some guidelines printed and distributed at registration which describe what I will be looking for as a judge. As in previous years, operate your boat in a scale manner. This will not be the place for

"jackrabbit starts" or planing tugboats. If your boat has R/C or manual features, operate them. Do anything your boat can do. Also tell me about features which may not be evident, such as a scratch built model, dual speed controls for twin screw boats, etc..... Remember Red, Right, Returning.

Meetings & Floats

April 7

North End Meeting

As reported by Robert Osmond

Attending the April 7th meeting were 35 members one guest. The guest, Cory Brent competes in human powered submarines and has been in four national competitions.

Art Delsman- Brought his collection of model boat and ship magazines for the "free table".

Cliff Shaw- Brought his English H.M.S. M-1 1/72 scale ball bearing shooting submarine and demonstrated his new automatic attitude compensating device for adjusting the sub's stern planes. The device can be set and adjusted with the transmitter.

Bob Jacobsen- Displayed his new "finished, non-running" plastic model of a Sea Quest one man sub. He also showed his German, TYPE 9, U-505 (5 feet long in 1/48 scale). Bob had just competed mounting the studs for the compartment lids and ballast tank. Congratulations on the continued work,, guess the new workshop really helped.

Cliff & Bob- Sold several very good electric motors as well as an automatic bilge pump developed for combat boats.

Robert Osmond- brought his log boomboat with a superstructure and operator. Showed his new mast for the *Warwick* which has two rotating radar's (rotating at different speeds) with o-ring drive and Robbe motor to power it.

Ross Hatte-

- Showed *Wild One 5* which took 1st place on 12 cells at a recent contest. Ross re powered the boat with an Astro 25 with 5 turns of wire on each armature.

-He also took first in the 7 cell race with another boat.

-Ross was pleased to announce that he has a new "significant other" and is exploring new social frontiers for seniors.

John Straub- Showed his 22" long tugboat *Weymouth* which he scaled up on a photo copy machine from an ad in a magazine. It looks very nice.

Phil Northrup-Showed off his Boat-of-the-Month (Phil has had a new boat every month for the last three months). The new boat is the Revenue Cutter *Snohomish* from 1908, he got the plans from the Coast Guard Museum along with several nice photos.

Keith Schermerhorn-

-Showed the 74 inch hull of the riverboat *Slave* which was used in the 1940s for oil exploration and supply on the McKenzie River.

-The fiberglass hull for the 1800 HP., 50 foot long Seaspan Scout or the Westminster Apache hull. There are 14 full scale prototypes to choose from. The model, short fat little fellow which displaces 30 pounds in a 25 inch hull. Scale 1/2 " to the foot. The hull was built by Ron Burchett.

Joe Reidi- brought his new tug Mary Jean, a scratch built tug (the hull design is based on a modified Russian ice breaker design) and has LARGE props which scale out to 13 feet dia. Joe described the method he devised for routing scuppers, and talked about his plans for a 20 foot barge for his tug to pull around.

Mike Lyon- Brought his finely plumbed *Delta Queen* "Submarine", at least until he moves some weight forward and adds some bouyancy. He ran it before the meeting and it had 1/8 inch of freeboard w/o superstructure. Mike made the boiler and a

beautiful differential which drives the linkage to the sternwheel.

Dennis Lunde- (Pearl Model Ship company) brought some of his new pewter and zinc cast fittings for tugs and ships.

Dennis is also carrying a selection of fiberglass hulls made by Ron Burchett

Chuck Hough- brought an electrical "gee whiz' 2A, 5V voltage regulator for dropping higher voltages for use as a battery eliminator.

James Sisley-presented Steve O'Connell with a red hat with Port / Starboard indicator boards. Jim also recounted one of his marvelous, first hand W.W.II naval battle accounts.

April 10

Bellevue Float

YES!! Spring is indeed here. The skies were mostly cloudless and there was no rain. Although there was a cool breeze throughout the afternoon, light jackets were sufficient.

Why is it our float report usually begins with the weather?

This float was, for the most part uneventful, fun but uneventful. Not even a near miss from the German Navy.

Of significance to me was the assistance of Gordy Canney taking notes and roll of skippers and boats. This will make for a more comprehensive report. Thanks Gordy.

So, Here is who was "on the pond" and the boats they brought in no particular order:

Bruno Faccini	Chris Craft
Mel Sulze	Smit Rotterdam
Cliff Shaw	Viking Lady
Dick Sackville	Tug
Robert Osmond	Numerous
Ray Nelson	Paterson
Burt Maxwell	Oceanic Freighter

Scott Bauman & Son	DE and minitug
Josh Perry	Gulf Coast Trawler
Joe Reidi	Tug "Mary Jean"
Art Delsman	No boat (back seat driving)
Dave Kentala	Sailboat
Fred Carpenter	?
Brian Andersen	Oscar Class sub
Mike Moor	Naupaka
Andy Paris	Prinz Eugen
Dave Smith	Tug (in-work)
Steve O'Connell	No boat
Duane Samson	No boat
Gordy Canney	Shelly Foss

We had a few visitors present including:
 Robert Osmond's family and
 Mr. Jack Lea & Son from Mesa AZ. Jack is
 in the brotherhood of R/C boaters and will
 have some items for next months FOR SALE
 ads.

Bruno took the time to show me his Port &
 Starboard socks. They were even on the
 proper feet. A talented and colorful bunch
 we are.

They say as you grow older, the first thing to
 go is your memory. I wouldn't know, but I bet
 the next time Cliff heads out the door for a
 float he will be sure the boat batteries are
 loaded on the truck.
 Oh well, Cliff and I were the only two boats
 on 74, so I got a lot of running time.

April 21 South End Meeting

April 24 South End Float

Because this issue of the newsletter must hit
 the presses early, the South End events will
 not have happened before I mail off the
 master. I'm sure they will be great.

BOOK REVIEWS

ATTA-BOY

Cliff Shaw once again receives the A/B for
 selflessly risking life and transmitter by diving
 into a lake to save another competitor's boat.

My candidates for Atta-Boy go to **Gordy
 Canney & Robert Osmond** for helping
 report club events to the newsletter editor.

BENT PROP AWARD

Chuck Hough got it for getting his *Bankert*
 sucked under by the prop wash from John
 Benthien's *Russell Foss*.

FOREIGN SHORES

Are you looking for something a little
 different. A boat that nobody else has. How
 about the Russian Missile Cruiser "Slava". Or
 float a tug said to be the most powerful in the
 world, the SB-131 formerly a huge Russian
 ocean going tug, recently sold to Greece. Or
 the sporty Russian Missile corvette
 "Nanuchka".
 Have you picked up the thread linking these
 vessels. Right , RUSSIA.

The GMS Model Building Firm of St.
 Petersburg (I don't mean Florida) has
 drawings and fiberglass hulls. Although the
 scale is metric, either 1:100 or 1:50, its close

enough. Besides any model builder worth
 his CA can modify plans to the scale he/she
 wants to build.
 I'm going to fax GMS and get some info, I'll
 let you know. We'll see if this "Glasnost"
 business really works.

BOAT OF THE MONTH

LEADING LADY
 built by Jerry Julian

Continued from last week, Jerry Julian's
 detailed model fishing boat.

House and Deck Detail

The stand alone tower was then designed and built from aircraft plywood with an epoxy finish. The radar rotates and is driven from a shaft up the tower and an o-ring driving a pulley beneath the radar unit. A reduction electric motor at the bottom of the shaft drives the assembly.

I found the tower structure amplified the sound of the radar motor. To eliminate the noise, I disassembled the tower and isolated moving parts with silicone sealer.

Further detail on the tower included antennas made from piano wire, a "tuna tower" fabricated from styrene, step rings up the side of the tower for access to the upper structure, and a strobe light on the masthead. The strobe separates the tall mast and antenna array from low flying scout aircraft.

Although I hoped to have an articulated stern ramp the systems I tried did not fulfill my expectations so the ramp was installed in the extended position.

Railings and ladders were fabricated from brazing rod.

The decks were finished with a product called "Firm Foot" by Forrest Paint Company. This is an epoxy spray with a micro grit in just the right scale for scale boat non-skid.

All booms were formed from either plastic or brass tubing. Winches were turned from aluminum stock and winch housings were formed from styrene.

Twin exhaust housings were formed from copper tubing and styrene/Plexiglas assemblies.

The hatch cover was designed with speakers built on the bottom side. Electronic sounds will include horn, engine and foghorn.

Final installation of the electronics is taking place and features a 7-channel Futaba radio with an 8-channel expander from MCD. This will give a total of fourteen channels if needed. This radio will also be used with my Columbia River towboat when it is completed.

With a little luck this model will be ready for the Northwest regatta. Even though I consider myself a fast builder, this model is approaching 1200 hours. Ω

A DIFFERENT MEETING

We are still looking into a meeting aboard the Turner Joy in Bremerton. The meeting will probably be on a Thursday evening, coinciding with a South End meeting night. We are inquiring about having the meeting in June.

Due to busy tourist crowds, week ends seem to have been eliminated.

The plan still includes an informal meeting in the mess hall or quarter deck of the TJ.

Newsletter contribution Thanks
this month go to:

Robert Osmond
Gordy Canney
Andrei Gorbunov
and once again, Steve O'Connell

Fair winds and calm seas