



The Bilge Pump

The Official Log of the Northwest R/C Ship Modelers

May, 2011

NORTHWEST REGATTA

DATES OF INTEREST

June

- 2** NWRCSM Meeting
7:00PM, Galaxy Hobby
- 4** Northwest Regatta
Bellevue Pond
- 6** Skagit R/C Group
7 pm PUD, Mt Vernon

July

- 4** Skagit R/C Group
7 pm PUD, Mt Vernon
- 7** NWRCSM Meeting
7:00PM, Galaxy Hobby
- 10** Fun Float— Bellevue
- 23** Tidewater Cup—
Spokane

The Northwest R/C Ship Modelers June Regatta is one of the longest running and largest R/C Regattas on the West Coast. This year will be the 29th running of the Regatta. We have had as many as 25 to 30 skippers and as many as 50 boats. Our entrants come from British Columbia Canada to California and east to Spokane. This Regatta is open to all boats with no restrictions as to size or type. We have skippers of all ages, the youngest competitor was 7 years old.

The Regatta will be **June 4, 2011**, and we encourage anyone with a radio controlled wind, electric or steam powered boat to come and join in the fun. We have voting for the best built boats in several categories and a navigation course for the skippers to test their piloting skills. The voting for best built boat is done by the entrants and is divided into categories for work, pleasure, military and novelty. Each entrant can vote for their favorite in each category. The winners are those that get the most votes.

The first boats, on the navigational course, are scheduled to start at 9 am. We invite everyone to come and either watch or participate. It is a good chance to see how these R/C boats can do everything a full sized boat is capable of doing.

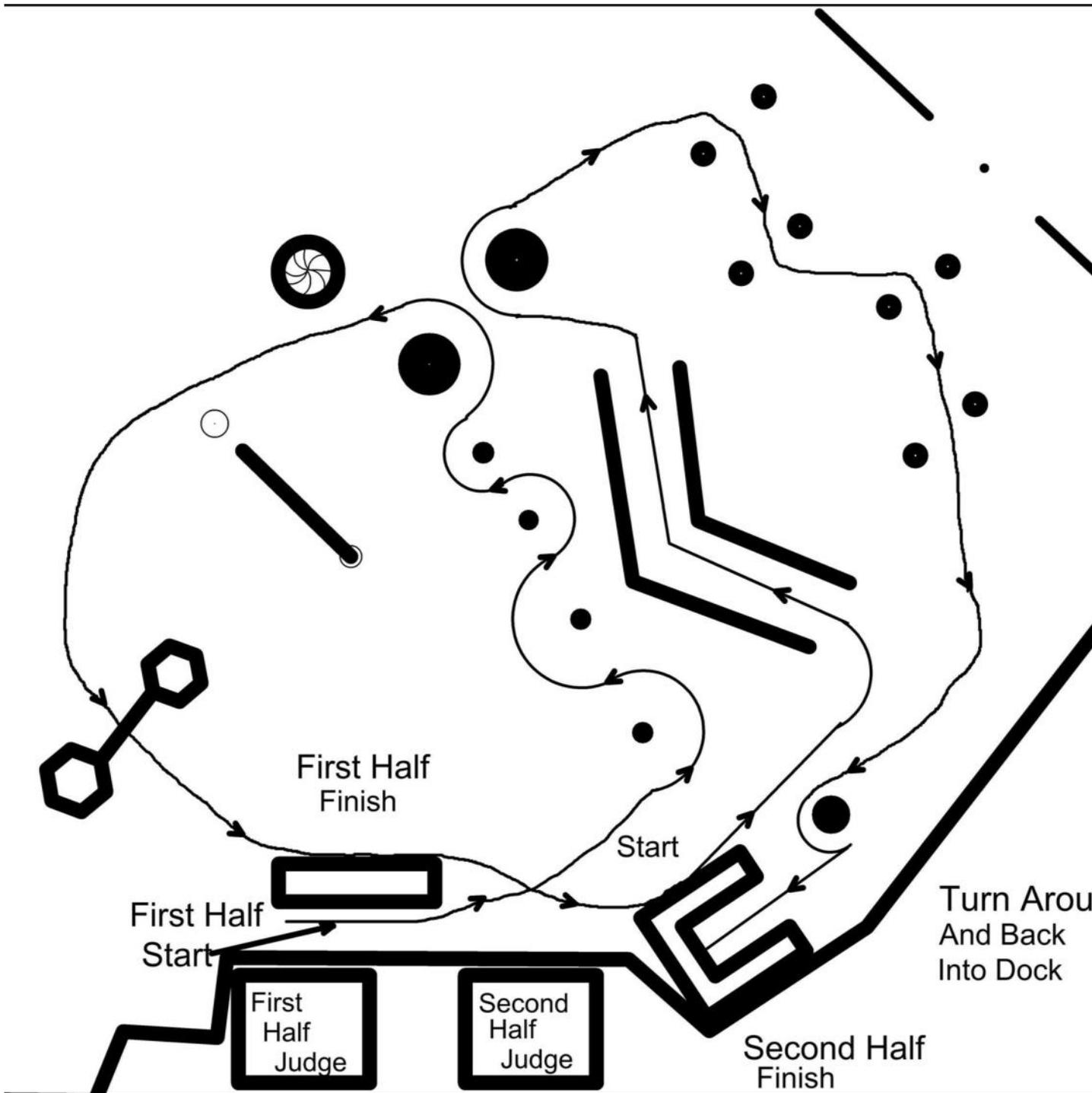
The navigation competition is open to boats of all sizes. The boats are classed by length and judged by how well they navigate the course. The judging is based on how the boat is handled, not on speed. In fact some areas of the course, such as docking, require a very slow speed.

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The course is designed to test the various skills necessary for operating a real boat. We have sections where you are required to maneuver around buoys and through narrow passages.

The navigation course is drawn below. It is divided into two halves. This allows for two boats to be on the water at the same time. We have the opportunity to run more boats this way and it offers a better viewing experience for the spectators.



The 2011 June Regatta Courses

FROM THE QUARTER DECK



As I write this we are finally seeing our first taste of spring. We know that summer can't be far behind. With Spring and Summer come our events and outings. Our biggest event is the annual June Regatta. I have a complete description and course layout in another article in this volume of the newsletter. We invite everyone to come and participate or watch. It is a wonderful event with lots of action. It is a chance to see what these boats can really do. The Regatta is open to everyone, members and non-members alike. So if you have a boat and want to test your skills we invite you to enter.

One event occurring before the Regatta is the Tugboat races on the Seattle waterfront, Pier 66, on May 14. As I said last month Kevin Klocke is planning to have the pond we used at the Hobby Expo available. We are hoping for good weather so we can have a good turnout and entertain the people attending the races.

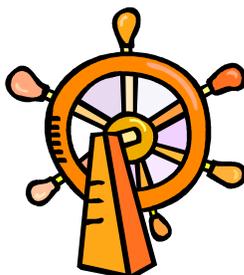
The Anacortes Waterfront Festival is scheduled for May 21 and 22. Our friends in the Skagit area support this festival and run their boats in the Marina as part of the festival. As always they invite anyone interested in boating to attend. The running is in salt water but it is a sheltered marina.

Our May Fun Float is our final chance to tune up your piloting skills on the pond before the Regatta. The Bellevue pond is available everyday for individuals. The weather has been so cold that many of us have had very little run time so we desperately need the practice. You can practice on any lake or pond. I took my new boat out on Lake Goodwin when my son and I went fishing yesterday. The battery went dead very quickly, and the boat leaked. So, if I want to run it in the Regatta, I need to do some work. I am sure all of you either have a new boat or one that you have not run all winter so it is best to at least test it before the Regatta to avoid failures on the course.

We are still trying to get Raffle prizes. If you have a kit or model that you can't seem to find the time to complete, it would make a fine Raffle prize. Also, if any of you know any businesses that deal in model boats or are a source of parts, please ask them if they would like to donate a prize. All prize donations will be recognized in the newsletter.

We have a committee working on encouraging members, who have let their membership lapse, to rejoin. We have found that some members had wanted to keep their membership current but had forgotten and we had somehow missed informing them that it was time to renew. If you have ever been a member of the club and you are not current, expect a call from one of the committee members.

Linda Flodquist has informed me that they will be unable to attend the Crawdad Festival on August 13. Since reservations at the Century Hotel, next to the pond, are hard to get she is offering to transfer their reservation to anyone in the club that could use it. Contact her directly.





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May Minutes By Dr. Ron Bray



CINCO DE MAYO

Our commodore, **Allan Wing** called the meeting to order with blasts from his air horn which was purchased at West Marine. Instead of a CO² cartridge it is powered by a hand pump which attaches easily and the resultant pressure lasts longer than a CO² powered device. He proceeded to inform us of the necessary requirements in order to avoid tickets when inspected by the Coast Guard or harbor police for deficiencies. Not only are PDFs (personal floatation devices) required but one must have up to date flares, an air horn and a throwable life saving device.

Morrie Robinson, from our northern chapter, invited us to attend a pot luck dinner with their group at his museum in Day Creek on the South Skagit highway on June 24th at 6 pm. There are numerous collector items such as vintage engines, tractors, which he has , as well as an antique bicycle collection, bike shop and an old time kitchen. Those in attendance, who have seen his collection, raved about it and encouraged us to attend this event. A map will be provided by e-mail and will be available on our website. **Kevin Klocke**, another member of our northern group, announced he will be bringing his pond, which he purchased from Ron Burchett, to the tug boat races to be held on the Seattle waterfront, Pier 66, on the 14th of May and requested we bring our boats, etc. to the site by 8 AM to avoid traffic and to help set up. Canopies will be provided and he has arranged for T shirts, lunches and parking validation. The event lasts until about 4:30 PM. He would like help in taking the pond apart and loading it in his vehicle after the event. **Bill McCall** was reintroduced as a new member.

The upcoming regatta was discussed and sheets containing the course layout, rules and scoring criteria were passed around for approval and comments. Allan asked if anyone had suggestions for one more judge, so **Robert Wickham** volunteered to fill the void. Someone is needed to pick up the tables and other needed items from our storage facility. According to **Al Kinsman**, **Earl Anderson** has made new channel markers and a new Deception pass. The only changes in judging criteria this year will be points deducted for touching buoys or channel markers (10 points) and crashing into them (20 points). So, it conceivable one could end up with a negative score. Allan noted that there will be a fun float at the pond this Sunday despite Mothers' day festivities. He also gave a rundown on the activity yesterday at the Seattle Yacht Club, details of which will appear elsewhere in the newsletter. **Mel Suelzle** stated he would pursue acquisition of 48 hats from Costco after almost everyone of the 21 or so members raised their hands in approval. **Dave White** announced that one of our older members, **Tim Brooks**, had passed and that his widow would like to sell his room full of boat and train kits as well as many of his tools. Dave will try to contact her to arrange for any one interested to make the trip to Vancouver, WA. Bob Wickham suggested we have a billboard to post items for sale and someone suggested that announcements be made by e-mail notice as well as being posted on our website when opportunities such as this are placed before us. Bob brought in a RTR ProBoat PT boat he is offering for sale at a very reasonable price. Bob also brought in a sample of some very old mahogany he has stashed in his garage and would like to give it to anyone interested in using for planking, etc.

After a break ,the horn blew again calling everyone back to their seats for show and tell. **Norm Hiatt** brought in his stern wheel steam powered river boat, which he started to scratch build in 1947, for display and discussion. **Mike Gullikson** brought in some plexiglas material for distribution to those who would have interest. **Phil Northrup** demonstrated the modifications he made to his Dickey Harbor tug. His unique boat stand is made from Styrofoam into which one can stick his knife to keep it from rolling off the table and stabbing him in the foot. He demonstrated how to make sequential switching devices using a servo and micro switches. He displayed some figures which he cast in resin and brought in some window screening

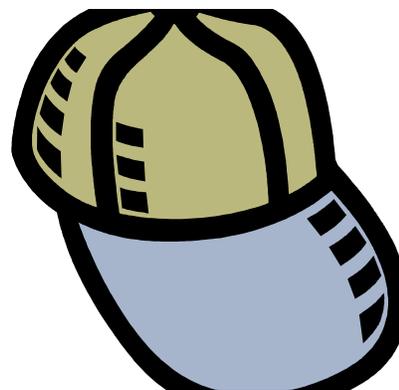
which can be used to make louvers. He showed how some fine wires could be removed from computer connecting cables to be used for LED lighting, etc. He brought in a pile of Sintra to be given to those who desired some and it disappeared rapidly. **Mike Jones** described how effectively a 90 degree right angle chisel, which he recently purchased, can be used to cut out windows.

Our “How To” program of the night was provided by **Tom Stevens**. He gave a detailed dissertation on spray painting techniques employed by a series of spray guns used for painting large objects, like cars. He elaborated on the use and importance of respirator masks, sanding methods, the use of gauges at the air gun to get an accurate measure of the actual air pressure at the gun, silicon removers (Prepsol) to eliminate fisheyes, choice of paints, emphasis in sticking to one type of paint, the importance of keeping paint guns clean, problems with paint thinning, and the necessity of practicing on some sample surface before placing paint on the model. Adding to the discussion, **Dr. Ron Bray** brought in a detail spray gun and showed how a Spice Island jar could be placed in the canister to avoid cleaning it after use and wasting paint in the cleaning process. The jar just needs to be recapped and stored for further use. He also emphasized how useful the double action Testors Astek spray gun is and demonstrated how the tip could be dismantled for cleaning. Automotive Duracryl lacquer is his choice, despite the cost, because of its ease of use and versatility.

The meeting concluded at 2110 and all departed for home ports, full of information and new ideas.



Kevin Klocke



An Opportunity Awaits

We have received communications from a previous member, **Mike Hoyne**, that he has some kits he would like to sell. Mike currently lives in Garden City, Idaho, adjacent to Boise, and says he can get the kits to Seattle without any problem. Many of the kits have the fitting, motors, speed controls, etc. If you have any interest or wish to ask some questions, Mike can be reached at the following:

Tel: (208) 854-1893; Email: johnmhoyne@msn.com

<u>Maker</u>	<u>Model</u>	<u>Price</u>
Billings	Colin Archer no. 414 49"	\$400.00
Billings	Smit Nederland no. 528 Motors, Speed Controllers, Servos, Batteries, Radio, etc.	\$500.00
Graupner	Tito Neri 38" 900 Motors, Z Drives, Parts Kit, Bow thruster, Servos, Water pump, Robbe F-14 Radio	\$1000.00

Mike has two of the following kits:

Mantua	Anteo 35" All wood kits (main instructions in Italian)	\$375.00/ea.
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Tips 'n Tricks

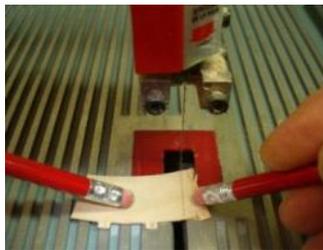
This feature of our newsletter highlights member suggestions for making modeling easy and more fun. Everyone has good tips 'n tricks they use every day. Sharing them will help us all become better modelers.

If you have an older model Dremel drill and a part fails, a good place to look for the part is Sears Parts Direct. Their WEB site is www.sears.com/partsdirect. I have a 30 year old Dremel 395 type 3 and the nylon coupler that connects the motor to the shaft for the bit failed. I found a coupling part number 2615294309 for under \$3. The Sears part number is different than Dremel's part number but it is a direct replacement and works perfectly. **Allan Wing**

Emery boards your wife may use for her fingernails make nice detail sanders that can be easily trimmed to get to those tight spots. Let your wife know so she can save her used ones for you. (When she is a way and you feel especially bold, you may want to acquire some new ones for your toolbox!)

Another way I use emery boards is to cut in small sections and use them to provide extra gripping when clamping angled surfaces. The double sided abrasive surface will hold well where normal clamps tend to slip.

Most shop power tool accidents happen when trying to cut small parts and fingers have to get very close to blades. To help guide small items when cutting, keep couple



of pencils handy. The eraser ends make great “push sticks” and keep your fingers well away from the blade. (don't sharpen the pencils so they don't find their way to your ears and migrate to other unknown areas in your shop.

Mel Suelzle

Phil Northrup keeps his small paint bottles well mixed by adding a few BBs or small ball bearings. They serve as mini agitators and turn your paint bottles into “rattle cans”.

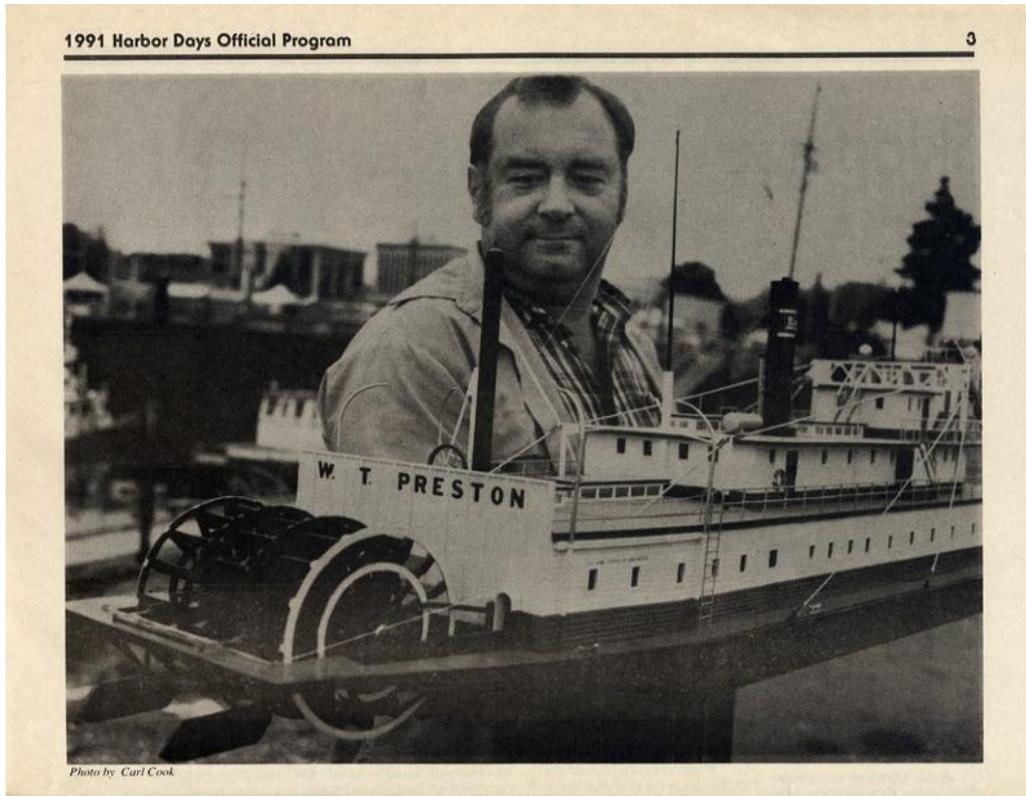
The addition of these palate knives to your workshop will be invaluable as they have many uses. In particular, they work great for applying putty, Bondo or glassing material and mixing paints. They are useful also in separating cast objects from molds or any other application where thinness and strength are required. They can be purchased at art supply stores as well as craft stores such as Michael's and Joann's. **Dr. Ron**



Members are encouraged to share their tips and tricks for publication. Please keep your submissions brief and to the point. Include your name so members can contact you for more information. Please submit your information via email to tips@shipmodelers.com



A candid shot of Earl secretly testing yet another *FAST* Springer



DO YOU KNOW THIS MAN?

This is Wayne Martin twenty one years ago as he showed his steam model of the W.T. Preston snag boat. Wayne looks a little different now, but you can't miss that smile.

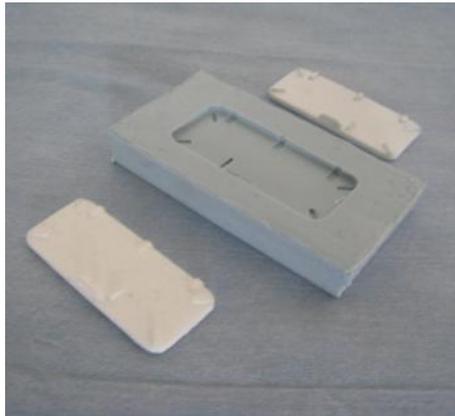


Duplicating Made Easy

By Dr. Ron

Often in the course of making a model it is necessary to make many duplicate parts, rather than making each one separately, one can create a master or plug, then make a mold from which many copies can be cast.

The first step is to create a master or plug. The second step is to build a box or other suitable container around the master. This can be glued, taped or clamped to hold it together.



Next a Room Temperature Vulcanizing compound is poured into the box in which the master is affixed. When the RTV is cured, the mold is released from the box and cleaned or trimmed, if necessary and the master removed.

A suitable plastic polymer can then be poured into the mold. When cured the object can be removed and another one created by pouring more polymer into the mold.



Materials can be purchased from a number of sources. I purchase my materials from Micro Mark: (908) 464 2984— <http://www.micromark.com> . The mold making RTV is a one to one mix, part #82083 priced at \$36.75 for 32oz. The casting resin, CR-600 is also a one to one mix, part #82057 priced at \$32.95 for 32oz. This resin has a longer pot life, cure time and is a little softer and less brittle than the CR-300 quick cure resin.

More complex items must be made from a two part mold. The master is affixed to the side of the box with a sprue into which the resin will be poured. RTV is used and the bottom half of the mold is poured to the mid-point of the affixed master and allowed to cure. Then the top half is now poured, taking care to coat the surfaces of the first pour with a mold release spray or powder to facilitate separation. Now you have two halves of your mold which are then held together, by rubber bands or some means, while the resin is pored into the mold. This type of mold is often used when the master has a shape which is three dimensional.

Give this a try and good luck!



Linda and Gordy Canney enjoying an outing

SEATTLE YACHT CLUB May 4 By Dr. Ron

Nine members turned out for the activity at the Seattle Yacht Club and enjoyed one of our few days of sunshine and short sleeve weather. We arrived around noon, set up our tables and chairs and displayed our models to the enjoyment of all.

Allan and Darlene Wing brought their two Emma C. Berrys and their Tug boat, which was the only casualty of the day, dead in the water requiring a vessel assist by **Mel Suelzle's** Mustang. **Allan Kinsman** brought his Chris Craft 42 which he bought from Bob Jacobson and it performed quite well, looking elegant in the water. **Dave Feray** brought his newly finished buoy tender from Model Slipway which was a work of art, running elegantly in the water. **Mike Gullickson** ran his Dumas 42 Coast Guard cutter. **Cliff Elowson** got his Bristol Bay fishing boat running after Mel found his motors were not connected. Mel's Typhoon performed beautifully, but nearly had a nearby sail boater almost wetting her drawers as the Typhoon was heading straight toward her boat at a rapid rate of speed. However, Mel was able to turn it in time and avoided a disaster, which no doubt would have been more consequential to the Typhoon if it had collided. Mel also raced around the water way with his PT boat, performing admirably. The Mustang and Morgan Foss also performed flawlessly. **Dr. Ron Bray** brought his Chris Craft 36, Chris Craft 63, Grand Banks and the new Robbe fast boat, all of which ran well and stayed dry. Boat-less attendees were: **Robert Wickham** and **Scott Bauman**.



Membership and Renewal Form

Dues are \$25.00 per year

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