

# NORTHWEST R/C SHIPMODELERS

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## NOVEMBER 1993 NEWSLETTER

### FALL CALENDAR

#### November

North end meeting	11/4	Innis Arden
North end float	11/7	Bellevue
South end meeting	11/18	Andy's
South end float	11/21	Steel Lake

#### December

<b>North end Christmas meeting</b>	<b>12/2</b>	
<b>Coast Guard Museum</b>	<b>7:00-9:30 PM</b>	
North end float	12/5	Bellevue
South end meeting	12/16	Andy's
South end float		TBD

#### Christmas "PIG OUT"

The December 2nd meeting will be held in the "Bear Room" of the Coast Guard Museum. Bring soft drinks, and Christmas food. We will have the Bear Room from 7:00 PM until 9:30 PM. Prior to the meeting, we can browse the museum and Library.

Our thanks to Lieutenant Vince Weber USCG for sponsoring our meeting.

### President's Notes

Steve O'Connell

#### VANTEC SPEED CONTROLLERS

The order has been placed and should be here in time for the November meeting. This order brought our total Vantec order to 85 units in the last 14 months. I wonder where all of these are going?

Our October meeting was great fun with not a whole lot of business and tons of fun "stuff" to look at. Bob Jacobsen brought his copying machine and several members took the opportunity to get copies of books and magazine articles.

Lou Magnabosco and Dick Sackville both brought large numbers of gel-cell type batteries that were sold for a nominal charge that profited the club. Between the batteries and the copy charges, we made about \$65 for the club. Thanks guys. A few of each kind of battery were retained in case the battery you bought does not work properly.

Several members spent time at the beginning of the meeting repairing tables belonging to Innis Arden clubhouse. Bob said we saved more tables than the club management thought, so we came out as real heroes.

#### NEWSLETTER

How about this newsletter format? Pretty cool, huh? Many thanks again to Mike Moor for taking over this job from Bill Michaels. Our newsletter is easily the equal of any I have seen from other clubs and remains the only contact we have with some members. With that in mind, Mike will be expanding it in to something even more worthy of your time to read. He cannot do this alone however, and will need as much input from members as you can give him. Examples of brief items you can contribute: For Sale, Items Wanted, Book reviews, brief kit or hardware reviews, Hints and Tips (preferably ones that work). Pitch in and see your name in print. Cool.

## RAFFLE

The club ordered one additional Vantec speed controller to be offered as a raffle prize. We will raffle it off at the next North End meeting, if the shipment comes in on time. Tickets will be \$5 each with all of the proceeds going to the club. We will reserve the right to refund your money if enough money is not received to cover the clubs \$52. investment. I really don't think this will be a problem.

### From the Editor

Mike Moor

Now that Steve and I have assaulted all of you good readers of the club newsletter with requests for articles, I think you deserve to know how your newsletter is created.

EDITING: I gather news and monthly club information including coming events of interest to club members and reports on meetings and floats. Because it is difficult for me to get to North End meeting, I must rely on other members who do attend, (yes, that is a subtle hint).

I then assemble these segments on a "boilerplate" newsletter format on my computer. By the way, I use MS Word if anyone wants to send articles on disk.

PROOFING: After I assemble the newsletter and print it, I mail the letter to Steve who has a fleeting opportunity to read it prior to publication (just to make sure I haven't given away the farm).

PRINTING: Steve sends the letter to Lou who copies, duplexes and sorts the letter.

PACKAGING: Now, the hundred or so copies of the newsletter (for club members and other R/C clubs) must be folded, stapled, labeled and stamped. In addition, all members owing dues must be identified, and their address label marked. This is usually done by a group of Eastsiders.

MAILING: Finally all newsletters are mailed with the intention of arriving in your mailbox prior to the North end meeting.

To get material in the next news letter, I need it by the 15th of the previous month. Typed or printed articles are great. If you send written stuff, keep it legible. I'm still learning how to import text, so if you send a floppy disk, include a printed copy as backup.

Call me with ideas at 838-3651 between 6:00 PM and 9:00 PM weekdays or during the day on weekends.

Remember, if it doesn't involve building boats, running boats, or talking about building or running boats, **its not important.**

### Meetings & Floats

#### October 7 North End Meeting

So....how was it, I wasn't there.

Based on comments from people who were, sounds like it was a productive meeting. Steve reported that meeting in the PRESIDENT'S NOTES.

#### October 9 Bellevue Float

The North End float for the month of October was held at the Bellevue Pond on Saturday, Oct. 9 and started at 4:00 PM. This, our Fall night float for 1993 was a good one.

The weather was perfect, sunshine and blue skies brought out the skippers and the spectators alike. About 20 boats showed up for the daylight segment of the float with that number dropping to about 8 after dark.

A real variety of boats navigated the "shallow" waters of the pond. There was the usual variety of tug boats, including **Cliff Shaw's** "Viking Lady" operating a very capable bow thruster and a formidable fire monitor (watch out Brad, you may have more range but Cliff seems to have mounted a garden hose to the "Lady").

**Robert Osmond** brought.....well I'm not quite sure what it is. Bob said it was a tug,

but judging by the amount of water it shipped at high speed, it could have passed for a submarine or a kiddie pool. Getting ready for the Polar Bear, are we Robert.

There were several warships on hand, some were equipped with speed controllers.

The winds blew three graceful sailboats around Bellevue Pond. Those sailboats look like a lot of fun, why don't you rag boat drivers get a fleet going.

Now, For a Serious Note!

At approximately 8:00 PM the peaceful water of Bellevue Pond was the site of a marine disaster of *Biblical* proportions.

The German heavy cruiser Prinz Eugen with Fleet Kammander Admiral **Nathan von Crunch** at the helm, was steaming at high speed (what else) on a course of for some distant fjord. On a parallel course, an American Destroyer Escort conned by **Admiral "31 knot" Paris** was shadowing the German warship.

Without warning the DE turned hard across the cruisers bow, possibly in some obscure gesture of defiance. What followed was the grinding of fiberglass and the tearing of styrene. The cruiser, unable to stop or change course hit the DE amidships and rolled her on her beam ends. By the time the cruiser backed off of the tiny escort, the DE was down at the stern and sinking fast.

Cause of the collision seems to point to the DEs rudder controls. For some reason they were reversed, causing the helmsman some confusion.

At this time there is no count of casualties, but it is believed that Andy will hear about this one for a long, long time.

## October 21

## South End Meeting

Seven members and one soon to be member showed up at **Andy Paris's** house on Thursday night.

Andy started the meeting with a lame excuse about the steering mechanism on his destroyer escort, and followed with a great deal he made for the Billings kit *Nordkap* for \$30.

**Ray Nelson** gave a technical report on how he converted a servo into a drive motor / speed control for a Lindberg minitug.

**Jim Elder** brought the upper house of his current project, the Puget Sound steamer "Tacoma". This is a 1/24 scale, 110 inch long replica of the high speed commuter ferry which ran between Seattle and Tacoma prior to Hwy. 99.

If the rest of this boat is as nice as the house, Jim will have a show stealer.

Lt. Vince Weber, USCG attended his first meeting. Welcome Vince.

As usual, **Louise Paris** prepared snacks and drinks which were enjoyed and appreciated by all. Thanks for the hospitality Andy & Louise.

## BOOK REVIEWS

### Foss Ninety Years of Towboating

by Michael Skalley

\*\*\* 1/2 (that's 3.5 stars)

This one is a must for tugboat drivers, or anyone interested in the maritime history of Puget Sound and the Northwest.

The book visits all of the tow vessels operated by Foss Maritime from the turn of the century steamers to the Foss "Tractor Tugs".

The book gives a page of information about each vessel or type of vessel with frequent excerpts from the vessels log.

Each vessel has a description including who built the boat, vessel dimensions and even what happened to the boat after it left Foss service.

A comprehensive index at the back of the book provides names of tugs and tug operators, people, and photos.

Unfortunately this book is no longer in print. You can, however check it out of the King County Library System for free.

### ATTA-BOY

Atta-boy goes to **Cliff Shaw** for taking the FIRST PLACE honors for the 8-cell division, mono-hull of the American Power Boat Association (APBA) go-fast races. Cliff has won 3 of the 4 races he has entered with this boat and still going.

The boat is a "**Ross Hatte**" design, built by Cliff. The construction is Epoxy resin over polyester foam, and this boat looks fast just sitting still. Cliff ran the boat at the night float (before dark) and showed off some of the boats speed.

Congrats, Cliff and Ross, keep it up.

### BENT PROP AWARD

The bent prop award was given to **Lou Magnabosco** for his ruthless downing of a poor innocent R/C float plane at the Olympia funrun. He is hereby authorized to paint an airplane on the bridge of the Storm King. Lou is the man to see for all of your electronic warfare needs.

### BOAT OF THE MONTH

#### Dave Basden's TYPE VII C U-Boat

If you attend North End meetings you probably know Dave. You don't need to have good eyesight to find Dave's BIG 1/32 scale German U-Boats (or Dave for that matter) but you do need keen vision and an appreciation for detail to notice the craftsmanship and time invested in his boats.

The **TYPE VII C** U-Boat used by the German Navy during the middle of W.W.II. Along with being a well detailed scale submarine, Dave has incorporated a lot of technology in this boat.

The model has a water pump system with negative trim tanks for changing buoyancy. The system floods fore and aft buoyancy tanks to achieve near neutral bouyancy. Then a piston system is used to change the volume of air trapped in the pressure hull. Piston movement reduces the volume of trapped air, thus making the boat slightly "negative buoyant". Add a little down pitch on the control surfaces and U-Boat sinks silently below the surface.

The sub also has a "lost signal" device which is part of the electrical system. If the transmitted signal from the surface is lost for a determined amount of time, the device activates a servo which extends the piston. The piston extension forces water out of the hull, and increases the volume of trapped air in the hull. The sub becomes more buoyant, and rises to the surface.

These large subs are so well balanced and so delicate that 1/8 ounce of weight will drastically change the attitude of the sub at rest.

Another Gee Whiz engineered into this sub is a gyro, similar to those used in helicopters. The gyro is used to stabilize the fore and aft pitch of the boat, causing it to run level at whatever depth. This eliminates the common "porpoising" action of subs without gyros.

The sub is powered by two 6 Amp, 12 Volt gel cell batteries driving twin 12 Volt Pittman motors. The receiver has a battery eliminator manufactured by the International Models Company. With this combination, Dave's only battery life concern is with the transmitter.

The model is finished with a very realistic "weathered" look. Dave uses some creative techniques to achieve this appearance which he will discuss in a future article.

Besides the TYPE VIIIC Dave has the following vessels in his collection:

A German U-Boat, **TYPE IX** This type sub saw service near the middle of W.W.II.

A German U-Boat, **TYPE XXIII** which was used near the end of W.W.II .

U.S. Fleet Submarine **Balao Class** of W.W.II vintage. This sub is in the early stages of construction, and is the sister to the hull which earned Bob Jacobsen the "Bent Prop" last month.

In 1/32 scale this boat is just short of 10 feet long. The U.S. boats were substantially larger than the U-Boats. That explains why, in the movie *Das Boot* the guys were always running into that bunch of bananas hanging in the passageway.

Dave says he enjoys the extra dimension available to a submarine and that it's a lot like flying.

If you want to know more about Dave's models you might contact him at home, but he may be hard to catch. Spending time enjoying his 40 foot trawler hull cruiser or flying hot air balloons in Montana, he doesn't sit around the phone much.

So, how do you do it Dave?

### A DIFFERENT MEETING

DD Turner Joy meeting is generating a lot of positive feedback. Consensus is for a late spring meeting, possibly after the May Regatta. This will give adequate time to plan and provide early evening ambient light for touring the turrets or browsing the bridge of the T. J.

### WANT ADS

#### Wanted:

Large fiberglass warship hull, 6 to 9 feet, destroyer, cruiser, or battleship, preferably without running hardware. This is a project Lt. Vince Weber is investigating for teaching ship handling to junior officers aboard the USCGC Mellon. Because this isn't a Coast Guard project, but Vince's project, funds are limited.

This sounds interesting. Move over Little Creek, here we come.

Contact: Mike Moor with offers.

#### For Sale: .....TUGBOAT.....

Stinker Oil Company's 1/32 scale, single screw tug. Finished semi-kit" Carol Moran from Dynamic Models.

Length: 49 inches, powered by a heater fan motor from a pick up truck, turning a cast brass prop.

Features include: 12 Volt Gel cell battery, Vantec speed controller, three tone horn (fog, hailing, & steam), a diesel sound generator, and lights.

The boat is in very good conditions with a mild "weathered" finish.

The tug is fully operational and will be sold with or without Futaba Conquest 5 channel radio.

with TX and RX \$1,700

without TX and RX \$1,600

Contact: Dave Basden at (206) 681-3840

If you are buying or selling scale boat stuff, place an ad in the news letter. Call or write me with the information.

Mike Moor (206) 838-3651

Newsletter contribution Thanks  
this month go to:

Dave Basden

Cliff Shaw

Lieutenant Vince Weber

and

Steve O'Connell

*Fair winds and calm seas*