



# SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

March 2001

Volume 10, Number 3

**Commodore's Corner:** Good day to all and welcome aboard to our new members! Finally, we have gotten a glimpse of spring as mother nature allowed the temps to rise above 40 degrees for the first time since November. Now there is truly hope for open water by April(?) and a chance to cure cabin fever and get out to the pond.

This month I ask you to arrive with your thinking caps on. Jeff McCabe (possible stand-in) will offer a small demo on using micro switches with servos. After which I want to compile a tips list for new and old modelers alike. I want to pick your brains as I scribble on a flip chart. This list will be used to develop future topics and workshop type forums during the year, as well as be made available on the web. See you Mar. 20<sup>th</sup>!

Final note: As a reminder...we have scheduled Park Clean-up for March 31<sup>st</sup>. All members are requested to stop by and put in at least an hour's worth of your time. Many have asked how we may offer a gesture of thanks to Tom Shirley and his folks at Centennial Lakes for their great support over the years. In talking with Tom I believe this clean up effort prior to their folks heading out there will go a long way. Equipment will be provided and we will see about refreshments. Possible reward for the most disgusting item found during the day! Please, I ask you to take part in this effort. The more people we can get out there, the more thanks we give as a club. I want to see more than just the usual handful show up this year.

**EMYC.ORG:** Last month you received a project report form, in hope that you would fill it out and return it. I've only gotten 3 thus far. I would like to get some help from all of you on this effort. It doesn't matter what type of boat it is, what it's made of, how good or bad you think it looks. It's all good information for other folks who access the web. Don't forget the free bonus I offered, I can scan photos and give you a disk along with the originals in return! *Andy*

**Das Boot:** Dumas is getting ready to release the USS Bluefish (SS-222), a 33" long, vacuum formed, dynamic diving, World War II submarine. It should sell for under 200 bucks, including running gear.

See Dumas at: < [www.dumasproducts.com](http://www.dumasproducts.com) >

On a similar note, Traplet Publishing has released *Simply Submarines*, a compendium of articles first published in *Marine Modeling International* magazine. It's still too new to be on Traplet's web site, so call them [redacted] to get a copy of this \$15 book (plus \$4 shipping). I'll bring my copy to the meeting for your perusal. *Tim Smalley*

**Show:** Note that the *Toy & Model Boats Show* on April 28<sup>th</sup>, will take place once again, at the Hopkins House Hotel. If interested in a wall table (\$40), or island table (\$35), call me [redacted] *Paul Mikkelsen*

**Sailboat Skippers:** Last month we discussed items inside our sailboats that needed attention from time to time. Now, let's look at those items on the exterior of the boat.

1. As our boats age, sometimes holes are left open on the deck. Holes appear where handrails have been removed, electrical switches relocated or decorative items have been knocked off. These should be closed up in an effort to keep water from entering the hull.

2. Check the condition of the rubber boot over the receiver switch. On a *Fairwind*, this switch is located close to the edge of the deck. If the boot has a hole or tear, water will enter when the boat heels. Pond water does not prolong the life of switches.

3. Check the seal on the removable hatch. This is a weather stripping type of material that needs to be replaced from time to time.

4. Check the condition of all lines on the boat. Replace those in bad condition. On a *Fairwind*, inspect the main sail halyard (the line that holds the big sail up). Most wear is found at the point where the line passes through the mast tang (the doohickie at the top of the mast).

5. If you removed the sail rig from your boat over the winter, make certain that the snaps or clips on the stays are locked in the closed position. I have seen unhooked snaps let go while sailing in gusty conditions.

6. Look over the sails for signs of deterioration or wear. Sails will usually last a long time with only minimal care.

7. Sail battens should be replaced if missing or broken. They should not be overlooked as they perform a very real function.

Now that we have checked our sailboat over for obvious problems, we are that much closer to some quality time on the water. The next step is to get on the water and start sailing. *Fred Ferris*

**Weather:** It's a bit of a bother to get the following web site into your bookmarks or favorites list, but once there, it will provide you with a continuous running 48 hour graphic forecast of Temperature, Dew Point, Wind Direction / Velocity, and Cloud Conditions at the pond. <http://www.wunderground.com/DisplayMOS.asp?AirportCode=MSP&SafeCityName=Lake>

**Membership Meeting, 2/20/01:** Commodore, Andy Valentine called meeting to order at 7:05pm. 42 members in attendance. Andy showed the first of his new "Project Information" sheets received from Ken Stoltenberg. He encouraged all members to complete one or more. New hobby shop in South St.Paul. Park clean-up will occur on Saturday, Mar 31, weather permitting. Park will supply tools, trash bags, etc. F.Ferris confirmed dates for the Poker Run (4/29) and Marblehead/914/Seawind race (5/6). D.Proulx mentioned that the domestic supplier of Robbe parts in Connecticut is reliable, fast and appears to be well stocked. Commodore introduced Don Pearson who gave a fifty minute presentation on building ships-in-bottles.

Jim

**Show-'n-Tell:** Phil Klein showed his new Billing *Colin Archer*. He wasn't too pleased with the plans/instructions. He considered the kit an exercise in scratch building. It turned out quite well, however. Don Swain showed his scratch built, 160 foot Us Army Corps of Engineers *Crane Barge*. (See Don's comments elsewhere in this newsletter). Paul Olsen displayed his *Cheddar Steam* engine. Mounted on a brass tray and on an oak base, it had the look of a museum piece. John Bishop showed his Disney-Like tug, under construction. Immaculate! Since John is "almost done" remodeling his home, he now has time for some boat building. John also showed "J B Weld", an adhesive from Home Depot which John states, "will glue just about anything to anything".

## Schedule Of Upcoming Events

	Every Sunday	Open Boating	4:30PM - 9:00PM
	Every Tuesday	Open Boating	5:30PM - 9:00PM
	Every Thursday	Open Boating	5:30PM - 9:00PM
<b>Mar.</b>	20 <sup>th</sup> (Tue.)	Membership Meeting	Centennial Lakes Garage 7:00PM - 9:00PM
	31 <sup>st</sup> (Sat.)	Park Clean-Up & Buoy Set	Centennial Lakes 9:00AM - 2:00PM
<b>Apr.</b>	6,7,8 <sup>th</sup>	Toledo R/C Expo (47 <sup>th</sup> Annual)	Toledo, OH (401 Jefferson Av) 9:00AM - 6:00PM
	17 <sup>th</sup> (Tue.)	Membership Meeting	Centennial Lakes Centrum 7:00PM - 9:00PM
	28 <sup>th</sup> (Sat.)	Toy and Model Boats Show	Hopkins House Hotel 8:00AM - 2:30PM
	29 <sup>th</sup> (Sun.)	'Round the World Poker Run	All Three Ponds 11:00AM - 3:00PM
<b>May</b>	6 <sup>th</sup> (Sun.)	Marblehead, 914, Seawind Regatta	North Pond 11:00AM - 3:00PM)
	15 <sup>th</sup> (Tue.)	Membership Meeting	Centennial Lakes Centrum 7:00PM - 9:00PM)



**Classic Design:** After being out of production for five years, Midwest's Maine Lobster boat rejoins the Apprentice Boat line as a Skill Level 3 kit. Although this is a display version kit, Harold Blais has been operating his on the pond for the past several seasons. It runs great! Kit #991 Length: 22" Should sell for less than 90 bucks. Available now.

**Scale Lumber:** Midwest also has 12 new sizes of architectural scale lumber. Specifically designed for "O" scale, (1/4" = 1') and machined from basswood, the scale lumber is perfect for modeling. Available in scale sizes: 1x8 through 10x10, the 11inch long packages are priced below \$3.

**R/CHTA:** The Radio Control Hobby Trade Association will continue their Media and Public Demo Awards Programs for 2001. Unfortunately for us, the maximum award this year will be \$250 as opposed to the \$500 that we garnered for each of the past four years. In 2000, the R/CHTA awarded over \$92,000 to participating clubs and shops!

**The Bright Side:** I'm beginning to hate snow! When the first storm of the season hit, they said we should park our cars on the odd-numbered side of the street to make room for the snowplow. So, I did. Two days later more snow fell. This time, they said to park on the even-numbered side of the street. So, I did. But the snow kept falling, and we were told to park on the odd-number side again! I was going to do it too, but my wife said to just leave the car in the garage. I'm really glad that spring is coming!

**Future batteries:** Lithium-Sulfur could be a new future power source for our R/C habits. LS is currently a military spec and has proved very efficient not only in length of use but in size/weight as compared to the equivalent voltage cells. Progress is being made in manufacturing a rechargeable version of these cells. For quick comparison, A Sub-C sized Nicad cell is rated at 1.2 volts. A LS cell at that size weighs in much less and puts out 2 volts at a higher mah rating. The future is brighter for our electric powered toys! Andy V.



**Crane - Barge:** Upon seeing George Pfeifer's working barge and having a background in rigging, towboats and ships, I decided to build a working crane barge. Little did I realize the problems that would arise. The hull was simple, but then the housing for the crane got sticky. How could I mount the motors for the cargo hook and the topping lift and still be able to get to them easily for service? Sure the motors were simple to mount, but the power for them had to go through the upper deck, the lower deck and the main deck before they could be hooked into the servos and switches.

Add to this, how to be able to swing the boom port to starboard? How to mount a motor for this? I needed a motor that was geared down to about 2 rpm. It took a while but I finally found one at A & E Electronics. A strong motor geared 60 to 1. In order to mount this motor, again I had to position it in such a way that I could have access for service.

So, I had the dilemma of being able to swivel the boom housing in order to swing the boom. I explored ringed gear housing, belt drive, worm gears and various other methods to get a 180% travel of the boom and housing. I finally settled on the concept of an inserted unit. This unit is built so that the bottom rests on the floor of the barge and the upper platform is flush with the weather deck. The swivel motor is fixed firmly in this unit with the shaft vertical. There is a sleeve that fits snugly over this shaft and is fixed in the boom housing. Thus, when the motor turns, so does the housing. Then a roller bearing plate was needed for the housing to sit on as it swiveled. A club member found one for me.

Now I had to figure out how to run the wiring down through the housing to the switches. Then there is the safety factor. George destroyed his boom because the cargo hook jammed up into the boom. So I worked on how to add stop switches for the swivel, the raising and lowering of the boom and the cargo hook. Figuring out how to wire in stop limits on DPDT switches can be quite interesting. These wires also had to be fed down into the hold.

To feed the wires down into the hold I cut a "C" in the deck plate and a matching "C" in the boom housing plate. Thus the wires could feed and turn with the housing 180%. These Cs had to be outside the radius of the bearing. I used angle iron and rods to make the boom. All metal parts are brass. The straight sections were easy, but the changing shape at the foot of the boom and the head of the boom got sticky! The boom had to be in true alignment. I used heavy gauge brass plate on the ends of the boom.

I became so wrapped up in the mechanical aspects of making this work, that I overlooked the wiring for the lights as I was building. I needed four DPDT switches to make this work...I went through 7 of them. I needed five stop switches, I used 8. This

was indeed a learning experience. The line for the topping lift came from an upholstery shop, 70 lb. test. How to feed the cargo line to the stop switch was a problem because of the different angles of the boom in various positions. I finally settled on a curved, slotted brass piece soldered to the stop switch. The crane is powered by a 6 Volt system, the flood lights by 3.75 Volts.

Mounting the boom to the housing was another problem. Again, the alignment had to be true. To minimize the number of wires to be fed through the boom housing into the hull, I used two pieces of brass sheeting. Two pieces 1 3/4" long x 1", bent at 90% lengthwise. One piece is +, the other -. All boom housing and boom wiring is soldered to these brass pieces and then the + and - wires are fed through to the hull. These pieces are glued onto the bottom ceiling of the lower section of the housing. Because the flood lights are a different voltage, their wiring had to be fed separately into the hull.

Because the radio used for this project is only a 4 channel, it became necessary to install another stop switch so that when the boom is lifted off the cradle the floods automatically light up. Due to the need for some machinist skills, Jack Gilbertson was patient and willing to share many hours with me working out some of these problems. He saved me from making even more blunders than I had already made. Thank you, Jack.

Don Swain

**Planking:** Basswood in longer lengths is tough to find. Lone Star Balsa, of Lancaster, TX 1 (800) 557-5555 can fill your needs. They stock basswood sheet in three inch width from 1/32" through 2" thickness 24", 36" & 48" long. Basswood "sticks" are available too, in over thirty sizes ranging from 1/16" x 1/16" to 1x1, in lengths of 36" and 48". On the web at: < [www.lonestar-models.com](http://www.lonestar-models.com) >

**Antenna:** If radio reception seems spotty after a long winter's layoff, it may be that your transmitter's antenna is loose...or dirty. Firmly grip (by hand, no pliers) the fattest portion of the antenna, and twist it clockwise into the case. Then clean the extended antenna with rubbing alcohol, acetone...or better yet, electrical contact cleaner. Don't use WD-40, it's bad news on electronic connections.

**Old / New:** Dave Johnson has acquired the stock of Outlaw's R/C World and is operating a hobby shop, *First & Ten*, located at 231 13<sup>th</sup> Av. So. in South St. Paul. Hours are 10am to 9pm, Mon thru Sat and noon to 6pm on Sunday. Dave will be happy to order anything not in stock. Call for directions

**Equinox:** Tuesday, March 20<sup>th</sup>, the date of our club meeting, will usher in the first day of SPRING! It can't come soon enough...it's been a tough one!

# March Meeting Notice:

(Third Tuesday of the Month)  
**Tuesday, Mar. 20<sup>th</sup>**  
**7:00 P.M.**

Centennial Lakes  
**Garage (Band Room)**

Commodore:	Andy Valentine
Vice Commodore	Fred Ferris
Vice Commodore	Paul Olsen
Vice Commodore	George Pfeifer
Vice Commodore	Tim Smalley
Vice Commodore	Terry Spletstoeszer
Treasurer	Gary Phillips
Newsletter Editor	Jim Smith

Web Site: [www.emyc.org](http://www.emyc.org)

## **FOR SALE**

Bob Lundberg, a new member from Duluth would like to dispose of a **Marblehead Sailboat**...in excellent condition. Price is negotiable

(Commodore has photos which he will bring to the meeting on the 20<sup>th</sup>)

EDINA MODEL YACHT CLUB  
CENTENNIAL LAKES CENTRUM  
7499 FRANCE AVENUE SOUTH  
EDINA, MN 55435

**First Class**