



SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

March 1997

Volume 6, Number 3

Commodore's Corner: Greetings all! Don't look now but I think spring may be around the corner. (I say this tongue in cheek) All kidding aside, it won't be long before we have open water. Do you realize that the first official club event is little more than two months away! May 25th will be the first sailboat tune-up of the year.

I recently renewed my efforts in a project that I have undertaken. I now realize that I will be cutting it rather close to have this new project sea-worthy by the Parade of Boats. I guess I have always had all the time that there is to have.

On another note, I still need 7 or 8 more people to volunteer to keep the membership boards stocked with our club business cards. As many of you know, we have a poster with a card holder displayed in many of the hobby shops around the Twin Cities. We need more people to keep the card holders stocked up. Dan

What's The Meeting?: We will demonstrate several building projects. The idea is to expose members to different building aspects of our hobby. Members that attend can get involved in the construction of a club project. Foam cutting, fiber glassing, maybe some painting and a host of other building chores will be covered. Bring your "in progress" projects and get questions answered by those who have "been there".

Where's The Meeting?: Centennial Lakes Garage, club work and storage area. Go 300 feet north (left) from the Centrum Building to the garage entrance.

When's The Meeting?: Not Tuesday! Once again, this month we will gather on a Saturday...March 22nd. at 10:00 A.M. Please make note of this change.

Disappointing, Not!: The three dozen members who appeared for the presentation by Dean Derusha of Model Marine Corp. at the February meeting were certainly not disappointed. His miniature Harken type sailboat fittings were works of art. Dean's little gems neatly fill the bill for anyone building a model of a contemporary sailing yacht. Contact Dean at: 1110 23rd Ave., P.O. Box 755, Menominee, MI 49858 (yes, that's MI). Send \$5 for an illustrated, color catalog.

Peek-A-What?: Incidentally, for those building an older style sailboat, Pekabe is now making single, double and triple blocks (#210, 220, 230) and single and doubles without becket (#215, 225) in a simulated wood grain finish. Prices are the same as for the 500 series in the standard, black finish (singles, about \$9; doubles, about \$10; triples, about \$12).

Who's Out, Who's In: Herb Hoser of R/C Model Yachts in Oregon is no longer the Stateside distributor of Pekabe fittings. Worth Marine [redacted] in Massachusetts and GRP Miniature Marine [redacted] in California are the new sources. "Unfortunately", as you may have noted above, the prices have just about doubled. "Fortunately", I guess, the fact that they are still available is some consolation.

Question of the Month: According to the Gordon Lightfoot song, "With a load of iron ore _ _ _ tons more, than the Edmund Fitzgerald weighed empty". What was the load that E.F. carried on that fateful day in November, 1975?

Last month's answer: The hospital ship *USS Mercy* had the largest bore guns aboard. She had two 18" Coast Artillery cannons, one on each side of her keel...as ballast, firmly set in concrete. I received only one (incorrect) reply to February's question.

Magellan, Again?: It's an airship this time (well, okay...an airplane), but the plan is, once again, to circumnavigate the globe. On March 17th, about the time that you receive this newsletter, Linda Finch will depart on her attempt to re-create Amelia Earhart's 1937 flight. She will fly a restored Lockheed Electra 10A (same type as the original), and probably use a more reliable navigator than Fred Noonan. Although her aircraft appears pristine, the original owner was Northwest Airlines, which used it in commercial service in the 1930s. There should be some coverage in the media, since it is Women's History Month, after all!

Tables, Tables!: If you are interested in a display table at the "Toy and Model Boats Show" on April 12th, contact Paul Mikkelsen [redacted]

Be Prepared!: It's not too soon to be thinking about our annual Parade of Model Boats. See John's message on the next page.

Membership: My local "Mailboxes to Go" store has moved. As a result...2¢ copies. I couldn't pass up the opportunity to save the club a couple of bucks. So! Your economy versions of the latest membership list and frequency chart are included with this issue.

Deadline: Please get your submissions for the April newsletter to the editor by April 1st (or earlier). I'll be out of town starting on the 4th and would like to get to press prior to that date. Thanx!

Membership Meeting, 2/22/97: About 35 members showed up for the presentation by Dean Derusha on his model

boating business (Model Marine Corporation). Minutes were not received prior to publication date.

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
Mar.	22nd. (*Sat.)	Membership Meeting (Building Projects)	Centennial Lakes Garage 10:00AM - 2:00PM
Apr.	4th, 5th, 6th	Weak Signals R/C Show	Seagate Center, Toledo, OH 9:00AM - 6:00PM
	12th. (Sat.)	Toy and Model Boats Show	Hopkins House Hotel, MN 8:00AM - 3:30PM
	15th. (Tue.)	Membership Meeting (Painting)	Centennial Lakes Centrum 7:00PM - 9:00PM
May.	20th. (Tue.)	Membership Meeting (Sailing Tips)	Centennial Lakes Centrum 7:00PM - 8:00PM
	25th. (Sun.)	Sailing Tune-Up	South Pond 1:00PM - 4:00PM
Jun.	8th. (Sun.)	Parade of Model Boats	Centrum / South Pond 10:00AM - 4:00PM

1997 Parade of Model Boats: It's time to begin preparing for this year's model boat show. If you have been busy with other projects this winter now is a good time to blow the dust off the boxes on your workbench and begin work into the nocturnal hours.

Our sixth, annual Parade of Model Boats will take place on Sunday, June 8th from Noon until 4:00PM (set-up will commence at 10:00AM). If our previous parade events are an indication of how things have progressed over the years, we can only look forward to another great show this year. Our boat show should produce over 100 radio controlled boats with plenty of opportunity to display and run your latest water craft. The Parade began in 1992 and this year's show will be number six. We have been refining the program from year to year and we are now at a point where both the club members and the general public seem to thoroughly enjoy the schedule of the day.

In planning for another successful and well-prepared event, we need help in all areas. If you have an interest in coordinating the whole event, drawing up a flyer, writing articles, providing exposure for the event, setting up the show, or running the indoor display please volunteer to do so now. We would like to have new and different club members become a part of this important process. A little bit of involvement from each club member produces huge results. Please contact John Bishop [REDACTED] or Dan Proulx [REDACTED] if you are interested. Upcoming meetings and newsletters will provide you with details of the 1997 Parade of Model Boats as they develop. John Bishop

New Rules: At the February meeting, George Pfeifer gave me a list of buoy markings which he appears to plan on using at the Big EEEEasy in July. He states, "To win the timed steering event this year, you will need to recognize and correctly interpret the buoys from the UNIFORM STATE WATERWAYS MARKING SYSTEM (USWMS)":

A WHITE buoy with a BLACK TOP means:	Pass to North or East of the buoy.
A WHITE buoy with a RED TOP means:	Pass to South or West of the buoy.
A WHITE buoy with a horizontal BLUE STRIPE means:	Mooring buoy.
A PAIR of buoys, one SOLID BLACK and one SOLID RED means:	Pass between the buoys.
A WHITE buoy with vertical RED STRIPES means:	Do not pass between buoy and nearest shore.
A WHITE buoy with a RED DIAMOND pattern means:	Danger area. (rocks, snag, dam, etc.)
A WHITE buoy with a RED DIAMOND enclosing a RED CROSS:	Boat exclusion area. (swimming, waterfall, etc)
A WHITE buoy with a RED CIRCLE means:	Controlled area. (Speed limit, no ski, etc.)

George continues, "As a portion of the Big E, there will be a course marked with 10 buoys, some of which will be correct and others that will be bogus. You will be required to navigate correctly through the buoys in order to score points. So, start memorizing now!" George

Memorizing? Geeze, George, I gave up on that years ago. To be safe though, I'm going to be sure that I bring my four pound volume: *Piloting, Seamanship and Small Boat Handling*, by Chapman to all club events. I guess that I'd better bring a compass along too, just to be sure that I get that passing "to the north of" business correct! Jim

Notice, Notice! Have you paid any attention to the Question of the Month in the past three issues? Unless I get some input (questions as well as answers) from the membership, that "feature" will disappear next month.

Support: - Your local hobby shop. FIVE have closed in the Twin Cities in the past twelve months!

Edina Model Yacht Club

1997 Membership

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Name	Address	City	Zip	Phone	Boat(s)Year
Anderson, Glenn		West St. Paul	55118		OQC 97
Anderson, Ralph		Richfield	55423		F 97
Bach, Bill		Bloomington	55437		97
Balay, J. Michael		Edina	55424		97
Baskerville, Marty		Edina	55435		FA 97
Bishop, John		Edina	55424		FSCT 97
Blais, Harold		Bloomington	55420		F 97
Bottemiller, Karl		New Hope	55428		CT 97
Bros, David		Minneapolis	55424		FOTW 97
Brust, Kirk		Minneapolis	55417		C 97
Campbell, Doug		Minneapolis	55417		FMSO 97
Dodson, John		Shorewood	55331		O 97
Edge, Dick		St. Paul	55106		OPS 97
Eilers, Harry		Sarasota, FL	34232		O 97
Erickson, Tom		Edina	55424		97
Field, Orrin		Edina	55435		F 97
Frank, J.W. "Bill"		St. Paul	55118		A 97
Freeman, Warren		Plymouth	55447		97
Gowdy, Kim		Edina	55436		A 97
Hershey, Kimberly		St. Louis Park	55426		TO 97
Hjelmstad, Joseph		Little Canada	55117		P 97
Horan, Larry		Edina	55424		FSW 97
Iverson, Kenneth		Edina	55439		TP 97
Jacobsen, Doug		Minnetonka	55345		97
Jester, Robert		St. Louis Park	55416		FAO 97
Johnson, Tony		Excelsior	55331		FAO 97
Johnston, Jim		Edina	55436		FP 97
Jones, Robert		Apple Valley	55124		FEP 97
Kartes, Tony		Bloomington	55438		FW 97
Kirihara, Mikio		Bloomington	55420		MOP 97
Kjellberg, Dick		South St. Paul	55075		MTS 97
Larson, Robert		Edina	55424		F 97
Liljequist, Kurt		Plymouth	55441		W 97
McCabe, Jeff		Bloomington	55431		FMST 97
Merrill, George		Roseville	55113		TC 97
Metz, Stephen		St. Paul	55104		FOS 97
Meyers, Steve		Wayzata	55391		F 97
Mielke, David		Bloomington	55420		O 97
Mielke, Robert		Delano	55328		97
Olsen, Paul		Bloomington	55420		FMOT 97
Parker, George		Eden Prairie	55347		97
Patterson, Don		Plymouth	55447		97
Pearson, Donald		Deephaven	55391		97
Person, Douglas		Edina	55435		97
Pfeifer, George		Bloomington	55425		FTCP 97
Phillips, Gary		Eagan	55123		FWTS 97

Sailboat Codes: F=Fairwind, E=12-M, M=Marblehead, A=CR914 O=Other Sail
 Non-Sail. Codes: C=Commercial / Workboat, T=Tug, P=Pleasure, S=Speedboat, W=Warship / Military, Q=Other Non-Sail

EMYC Frequencies in use by members: Number in () indicates number of boats operated.
Mar.5,1997

27 MHz. Band (identified by a single colored flag)

26.995 Brown		27.145 Yellow	
27.045 Red	Jester(1)	27.195 Green	Phillips(1),Pfeifer(1)
27.095 Orange	Ulmer(1)	27.255 Blue	Horan(2),Frank(1),VanVoorhis(1)

75 MHz. Band (identified by Channel number)s

75.41 Channel 61		75.71 Channel 76	Wheeler(1),McCabe(1),Proulx(1),Pfeifer(1), Larson(1)
75.43 Channel 62	McCabe(1),Campbell(1),Horan(1),Bros(1), Olsen(1),Metz(1),Sigvertson(1),Traiser(1), Meyers(1)	75.73 Channel 77	Phillips(1),Johnson(1),Dodson(1),Proctor(1)
75.45 Channel 63	Smith(1),Bros(1),Iverson(1),	75.75 Channel 78	Smith(1),Anderson,R(1),Bros(1),Hjelmstad(1), Pfeifer(1),Baskerville(1)
75.47 Channel 64	Remer(2),Edge(2),Trutwin(1),Olsen(1),McCabe (1),Anderson,R(1)	75.77 Channel 79	Smith(1), Baskerville(1),
75.49 Channel 65	Phillips(1),Valentine(1),	75.79 Channel 80	Bros(1),Campbell(2),Metz(1), Stevenson(3), Hershey(1),
75.51 Channel 66	Bottemiller,K(1),Ulmer(1),Olsen(1)Phillips(1), Pfeifer(1),Jacobsen(1),Merrill(1),Campbell(1), Young(1)	75.81 Channel 81	Kirihara(1),Baskerville(1),
75.53 Channel 67	Wheeler(1),	75.83 Channel 82	Kirihara(1),Kartes(1),
75.55 Channel 68	Anderson,R(1),Campbell(1),Johnson(1), Proulx(1),Stoltenberg(3),Bros(1),	75.85 Channel 83	Anderson,G(2),Field(1),Johnson(1),
75.57 Channel 69	Kirihara(1),	75.87 Channel 84	Phillips(2),Anderson,G(1),Pfeifer(2), Stoltenberg(1)
75.59 Channel 70	Johnston(1),Stevenson(4),Edge(1),Jester(1), Smith(1),Merrill(1),Gowdy(1)	75.89 Channel 85	McCabe(4),
75.61 Channel 71	Ulmer(1),Iverson(1),Sigvertsen(1)	75.91 Channel 86	McCabe(2),Bottemiller,K(1),Bros(1),
75.63 Channel 72	Smith(5),Campbell(1),Mielke,D(1) Hjelmstad(1),Kjellberg(1)	75.93 Channel 87	Wood(2),Hjelmstad(1),Jester(1)
75.65 Channel 73	Sigvertsen(2),Bros(1),	75.95 Channel 88	Bishop(3),Phillips(1),Jester(1),
75.67 Channel 74	Proctor(3),Edge(1),Olsen(1),Brust(1), Solberg(1),	75.97 Channel 89	Johnston(1),Hershey(1),Brust(1)
75.69 Channel 75	Larson(1),Kjellberg(1)	75.99 Channel 90	Anderson,R(1),Trutwin(1),Wood(2),Olsen(1), Proulx(1),Brust(1)

50 MHz. Band (identified by Channel number) For use by licensed amateur (HAM) operators only.

50.80 Ch. 00	Kjellberg(1)	50.90 Ch. 05	
50.82 Ch. 01		50.92 Ch. 06	
50.84 Ch. 02		50.94 Ch. 07	
50.86 Ch. 03		50.96 Ch. 08	
50.88 Ch. 04		50.98 Ch. 09	

53 MHz. Band (identified by two colored flags) For use by licensed amateur (HAM) operators only.

53.10 Brown/Blk		53.50 Green/Blk	
53.20 Red/Blk		53.60 Blue/Blk	
53.30 Orange/Blk		53.70 Purple/Blk	
53.40 Yellow/Blk		53.80 Gray/Blk	

Weathering: After I built my model of the *African Queen*, with a nice pristine finish, I was harassed by several club members, informing me that this boat never appeared in a "like new" condition. I was forced to try my hand at weathering. While it is a time consuming and sometimes scary process, it does add realism to the model. After all, how many ships do you see in real life that look like they just came off the shipway?

In order to weather a ship properly you must first put a beautiful finish on it, and then ruin that finish. You need to be able to see hints of the original beauty under the wear, tear and grime of use. Because of this, you really need to finish the boat twice. If you are modeling a wooden boat, you should stain and paint it in its final colors, but do not put a final clear coat on it. Once you have reached this point it is time to start scratching, marring and dinging up the finish. Look for areas of normal wear, such as where a rope would have continually rubbed off the finish, or where loading cargo, etc. would have gouged and dented decks or cabin sides. Then begin the scary part...Take assorted wood rasps and files and start making nicks and dings in your pride and joy. Make the marks deep enough to penetrate the lovely finish that you applied and get down to bare wood! I found that for decks, taking a large toothed rasp and dragging it across the normal grain of the wood created some interesting patterns. After this step is complete, take some black stain or paint, liberally swab it across the area, wait a few seconds and wipe it off with a piece of paper towel. This will leave the gouges, nicks and dents a realistic dark color. If you are not satisfied with the initial look, repeat the step again with the same or different color. Experiment, experiment!

After you have gotten this process to a pleasing level, then cover the entire boat with a "grimy" wash. The wash is created by thinning paint to a very watery consistency. I have found in most cases, a gray color worked best. You can use either water based or oil based paint. I prefer oil based paints even though they are messier to clean up., be prepared, you are going to get dirty during this process. Washes can be applied with a brush, rag, paper towel or cotton swabs, your choice. Experiment with several methods and observe the results. One note of caution, because washes contain so little pigment, and so much thinner, you must let them dry thoroughly between coats, or you will just wipe off the original coat. I usually wait 3-4 days between applications because the thinner softens the underlying original paint. You can achieve varying

looks of age by applying several coats of wash in different colors, such as red oxide or black. For boats that would normally have metal decks, areas of wear can be achieved by applying several coats of spray paint in alternate colors. For example, start with red oxide, then gray primer, and finally flat black. When finished, wet sand areas that would normally show heavy wear to the point where you go through the layers of paint. You will end up with areas that blend from red, to grey, to black. Wet sanding with 400 grit paper results in a nice blending effect with no sharp edges and no scratches.

A step that adds realism to either a wood or metal deck is to replace a plank or section after the weathering is complete. Simply cut out part of a plank and replace it with a piece that has not been weathered. For a metal deck, cut a square or rectangular hole in the deck and replace it with new material. This can be painted to match the original deck color, or left in a primer color. Don't weather this piece.

The next step is to apply oil stains, grease spots, and rust in appropriate locations. This is achieved by putting on a drop of paint for an oil spot, etc. Try smearing it with a paper towel to create a smudge. I have not had good luck replicating rusted areas yet and am still experimenting with this. I am trying one process - put a large drop of "Zap-A-Gap" CA glue on the spot where you want the rust, let it harden overnight, it forms a rough bubbly spot similar to a flaking rust spot. Then paint it with dark brown and red oxide paint, smear the red oxide to simulate bleeding.

To make cloth and ropes look old, soak them in a solution of hot water and black water soluble paint. Let them soak for a few hours and then hang out to dry. Grease smears can be added by rubbing some of the black paint on straight from the bottle.

A good source for information on weathering can be found in model railroad books, those guys have been weathering trains and scenery for a long time, there is no reason that their techniques won't work on boats.

When you finally have your model to the final point, cover the whole thing with a coat of Testor's "Dull Coat", available in spray cans. Avoid using a "brush on" clear coat as you may remove or damage the wash coats. A clear coat is necessary to protect the weathering as the wash coats are very thin and will rub away easily. This reminds me of another tip: coats of wash can be removed from selected areas with a pencil eraser! If anybody can add methods, ideas to this I would greatly appreciate it, as I am still learning.

George Pfeifer

4 Sale: Norm Kalaskie of The St. Louis Admirals model boat club has the following boat kits for sale:

- Billing, Smit Nederland salvage tug. This 34", \$280 kit can be had for...\$225 including fittings.
- Robbe, 1/4" scale, 33" herring trawler, "Wotan", with fittings...\$125.
- Sterling, 40" Chris Craft motor yacht, with fittings...\$75

It may not be too late to get one of these bargains on the water for '97. Call Norm [REDACTED]

And: If you remember the neat ski boat that Dan Proulx ran a few times last year...I recently acquired a pair of them. I'll part with one for \$130. The Robbe "Prinzess" kit (out of production) is a 24" version of a Glastron GT 150. This Vee hulled kit comes with a large electric outboard motor and servo actuated on-off switch. The specs state that the boat will run for 20 minutes on an eight cell 1200mAh pack....longer, no doubt with an electronic unit.

And: I also have a Kyosho "Casablanca", 25" tunnel racer to dispose of for \$100. This kit has twin outboard motors and a mechanical speed control. Speed is claimed to be 20 kph on 6 cells. Call me on either of these - Jim

March Meeting Notice:

(Fourth Saturday of the Month)

Saturday, Mar. 22nd

10:00 A.M.

Centennial Lakes
Maintenance Garage
Club Work/Storage Area

Commodore:	Dan Proulx
Vice Commodore	Dave Bros
Vice Commodore	Doug Campbell
Vice Commodore	George Pfeifer
Vice Commodore	Joe Hjelmstad
Treasurer	Gary Phillips
Newsletter Editor	Jim Smith

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