



SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

February 2001

Volume 10, Number 2

Commodore's Corner: We are approaching spring, and sometimes it feels like it's just around the corner. Melting snow is something that follows in short order. That said, this also allows one beast to bare its ugly face...and that's the garbage that collects every winter in the snow banks and around the water at the park. I have spoken with the park manager and made a gesture to participate in the actual clean up this year... not after the clean up has been pretty well completed as in past years. The club will do this as an honest gesture to thank Tom Shirley and others for their support. I was informed that the park's clean-up schedule falls around April 2nd through 6th. So, it was suggested if we were to get down and dirty the weekend prior to that, on March 31st / April 1st it would be most appreciated. Mark this on your schedule as a tentative date(s). We will firm this up with the park as the time grows near and the snow begins melting away.

The next meeting will be held in the Garage at 7:00pm. Member, Donald Pearson will give us a quick presentation on his "Bottled Boats". I also request that we have some other projects brought in for show and tell. See you there
Andy

What?: Kirk Brust is building a large scale model of the 1937 British Steam Trawler, *Lady Shirley*. If anyone has any information, photos, etc. of this, or a similar boat please give Kirk a call. [REDACTED]

Quit (Again!): A conversation with a customer service representative at Challenge Publications in mid January confirmed that the publication of *Scale Ship Modeler* magazine has ceased! (Again!, Ed.) Tim Smalley

Which Winch?: The Futaba S-125 sail winch servo (129 in./oz.) is no longer available. Its replacement, the S3802 (153 in./oz.) is a more than adequate device of the same physical size. Street price runs under \$70. I have actually seen complete, two channel radio sets including one standard and one S3802 on sale for under 100 bucks.
Tony Johnson

R/C Auctions: There is a new website called RC Bid and Swap. < www.rcbidswap.com >

It seems to work on the principle of E-BAY but it's only for R/Cers - they have a special section for boats.

Following is a quote:

"The purpose of RC Bid 'N Swap is to bring our fellow modelers together in a trading forum, so R/C gear can be sold or exchanged in fair and honest manner. The accurate declaration concerning equipment condition and timely follow through on shipment of sold goods is the key to the success of the Swap Shop."

Tim Smalley

(I checked on Jan.21st, and there were a grand total of 30 modeling items (only 3 boating) listed. I rechecked on Feb 5th and there were 45 items, (2 boating) up for auction. The site appears to be growing...but, veery slowly, Ed.)

Sailboat Skippers: While checking the inner workings of my *Half-Meter*, I noted that sail boats are as prone to malfunction as electric powered boats. True, most sail boats only have rudder and sheet control, but there are still things that can go wrong.

There is a lot to be done before that first trip to the pond this spring. Remember, last year we had very little warning, as we were back on the water in March.

Fairwind skippers would be wise to run down the following list.

INSIDE the HULL

1. Radio mounting tray. Verify that the tray is securely fastened. Yes, they do come loose!
2. Servo mounting. Check to see that servos are properly and securely mounted.
3. Radio wiring. Verify that all wiring harnesses are routed clear of all moving objects. Check routing and placement of antenna wire.
4. Check servo operation. How many times have we heard, "it worked fine last fall". Check the mounting of servo arms or wheels. Yup! They too, come loose.
5. Check condition of sheets (lines) at home, on the bench rather than on the sidewalk at the pond. The lines may be OK, but check the knots at the tie points. Make sure that their routing is clear of obstructions.
6. Check rudder centering. Adjust the rudder push rod so that left and right trim produce equal rudder deflection in both directions. If this is set up properly, most sailing can be done with trim only. To come about or jibe, the stick must, of course, be used.
7. Check hatch and hold-down hardware. This is self-explanatory.

Being aware of these items today will reward us with better sailing tomorrow. Next month I will share my checklist for outside the hull. If you have any questions, please give me a call.
Fred Ferris

Membership Meeting, 1/16/01: Commodore, Andy Valentine called meeting to order at 7:05pm. 35 members in attendance. Andy announced that G.Pfeifer has been added to the Board of Directors. Commodore stated that the Board had met earlier in the month to assign duties and begin planning for the club's 2001 events. F.Ferris will organize sail events. Poker Run will take place in April, followed by a Marblehead race one week later. G.Pfeifer will oversee Scale events, while T.Smalley will hold-up the Military end of club activities. Commodore requested that club members consider writing or at least submitting articles for the newsletter. E-mail to the editor is the preferred, although certainly not the only, method of submission. Andy mentioned that the club web site was down for almost two weeks. Server problem. He said that he had registered the club web address for an additional two years. We are now (semi) permanently in cyberspace. Andy would like someone to submit an article on boat construction for publication on the site. T.Johnson gave a 50 minute presentation on R/C ice boating.

He had quarter scale DN, Knight, and Renegade boats on display along with a Stiletto land sailer. He finished his presentation with videos of full scale land sailers and ice boats, along with tape of R/C iceboats in action

Show'n Tell: D.Bros showed his Amati (Model Expo) Ferrari hydroplane (under construction). Although Dave intends to install the recommended running gear, he expects it to perform poorly as a result of its excessive weight. G.Pfeifer showed his Billing Crab Trawler. Kit was intended to build into a static model, but George managed to squeeze in running gear. D.Proulx showed his Graupner ABS 12 cell race boat. He concentrated on showing the stern of the boat, insisting that would be all that his competitor would see when she was on the water. R.Johnson showed his Midwest Jim Wilder tug, which he modified and plans to severely weather. J.Smith showed another Midwest kit, the Lobster Boat. This, too, was modified to represent a 1940s cabin cruiser. J.Gilbertson displayed a Midwest Steam Launch, built from the Parade of Boats door prize.

Jim

Schedule Of Upcoming Events

	Every Sunday	Open Boating	4:30PM - 9:00PM	(60 days, and counting)
	Every Tuesday	Open Boating	5:30PM - 9:00PM	" "
	Every Thursday	Open Boating	5:30PM - 9:00PM	" "
Feb.	20 th (Tue.)	Membership Meeting	Centennial Lakes Garage	7:00PM - 9:00PM
Mar.	20 th (Tue.)	Membership Meeting	Centennial Lakes Garage	7:00PM - 9:00PM
	31 st (Sat.)	Park Clean-Up & Buoy Set	Centennial Lakes	9:00AM - 2:00PM
Apr.	6,7,8 th	Toledo R/C Expo (47 th Annual)	Toledo, OH (401 Jefferson Av)	9:00AM - 6:00PM
	17 th (Tue.)	Membership Meeting	Centennial Lakes Centrum	7:00PM - 9:00PM
	(Sat.)	Toy and Model Boats Show	Hopkins American Legion	8:00AM - 2:30PM
	29 th (Sun.)	'Round the World Poker Run	All Three Ponds	11:00AM - 3:00PM

Top Coat: Johnson's *Future Floor Polish* will prevent fogging of clear parts and high gloss finishes when glue is applied to parts. Although you would normally associate a floor polish with wax, this product is pure acrylic so it will accept glue, regular or the instant types, and will not cause the surface to fog. It can be airbrushed, applied with a brush, or parts can be dipped in it.

Additional advantages for portholes and windows is that it eliminates the static problem often seen with clear styrene or other plastics and it will fill in and hide minor scratches. It also is an excellent cover for decals. For those high gloss models, such as the Chris Crafts it can be used as the final coat, apply after decals have gone on and before you glue the finishing details. It protects the decals and prevents fogging where details are attached.

If your model has a final dull finish, *Future* can be used to cover any decals, and in the areas where details are attached, and then be over coated with a final layer of matte lacquer to provide that dull finish. It can also be used as a primer over virtually any material. Used this way it will seal porous areas and fill in minor defects, thus producing a smoother final finish. Since it is acrylic, used as a primer it allows better adhesion

of the new acrylic paints that are on the market. If needed it can be thinned with denatured alcohol.

So, go and steal your wife's supply of *Future* and move it to your work shop, just avoid giving her the impression that you are actually thinking of doing some house work, like polishing the kitchen floor!

George Pfeifer

Future Update: My model of the *Minnehaha* has had a "static cling" problem since I first painted it. The maroon paint seems to attract dust. 5 minutes after I would dust it, it would again have a fine coat of dust on it. While cleaning it up to get it ready to display at the Minnesota Transportation Museum's annual dinner, I decided to try the *Future Floor Polish*, since they say that it eliminates the static problem on windows. I brushed a coat of *Future* on all of the maroon portions, it improved the shine on the paint, got rid of some minor glue fogging, hid some minor scratches, and most importantly, it is now dust free. It looks as good 3 days after application as it did when I first dusted it, no more static cling. I used a 3/4 inch artist's brush to apply it, and there are no brush marks or lap marks, just a nice smooth, shiny surface. I will be interesting to see how it weathers and stands up to exposure to pond water.

George P.

EMYC Project Information

Members name: _____

Date: _____

Project name: _____

was it a kit? **yes** **no**

manufacturer: _____

Hull Materials: _____
[fiber glass, plastic, type of wood etc.]

Adhesives: _____
[CA, epoxy, wood glue, flour and water? how is it stuck together?]

Finish type: _____
[paint type, epoxy, varnished, resin etc. how many coats?]

motor: _____

batteries: _____

electronics: _____

time to build: _____

run time: _____

No. of channels: _____

Special Features: _____
[water cannons, guns, lights, sound etc.]

How do they operate?

Likes or Dislikes:

Any tips for the next builder?

Notes:

Rate Kit overall quality: 1 2 3 4 5 6 7 8 9 10

Difficulty for new builder: 1 2 3 4 5 6 7 8 9 10

[10 is the best and hardest, this will be used as a general idea of kit difficulty and if a first timer should build one]



I have become aware and fascinated by how I can easily ignore some obvious non-scale appearing parts, while spending hours making other parts detailed beyond common sense. This predilection led me to an absurd attempt to build window frames out of oak. Since then, I have learned that this inconsistency is common among model builders. Mine will be a "stand way off" scale model.

As a kid, I spent hours watching the Munising Paper Company's little tug pull and push pulp booms around the bay. Years ago, I built a small static model of that tug, going from memory and a faded photo. That wonderful old boat would also inspire this new tug. My model will depict a tug powered by a steam, diesel-electric engine because I want the looks of a steam whistle *and* an air horn. It will also have radar and all kinds of junk on top of the deck and pilothouse that the little tug of my youth didn't have. And, I am covering up shoddy construction with weathering. *Lots* of weathering!

Hey! A free kit, found parts, adapted plans and a childhood memory enjoyed make it all worthwhile. What more could one ask? The amazing skills of many builders in the club inspire me to do my best, but I am aware of my limitations. Does anyone know where I can get a tiny, working compass for the pilothouse? One of these days I will go below deck to find out what goes on down there. But, please excuse me for now. I am thirsty for a fresh cup of coffee. Maybe I'll go to Dunn Brothers. *Ray Johnson*

Web site: In an effort to gain information on your boats I have enclosed an evaluation form. This information along with any available photographs will appear on our club's web site. Each project will get it's own page with photo(s) and article. I ask that each of you fill one out on just one of your projects or if you wish, copy it and do one for more than one. The more, the better! The more information the better the article will appear. Once complete, mail it along with photographs to my home address or bring them to a meeting. I can scan for you and even give you a disk full of copies if you'd like. If you have digital files send them on a disk. I'll return the photos or disks that you give me once complete. I ask that you label them so I can keep them straight. Here's my address: [REDACTED]

Thanks for your help! - *Andy Valentine*

Gone: But not forgotten. The ol' reliable, always there when you need "something", AxMan store in Bloomington is no more. Those of us on the west side of town must now travel to St.Louis Park for "stuff".

Renew Now!: If you have not paid your dues for the new year, this will be your final newsletter. We hate to see you go! Sayonara!

Things I Learned On My Way To The Boatyard:

"I think I will redesign this kit as I go," I say to myself as I open the box. Al Nelson had given me the kit as he had decided not to build it himself. It would be a good winter evening project.

Thanks to George Merrill, who had built the same boat (Midwest's *Jim Wilder*), I confidently laid out the keel and sections. The naïve have great courage.

From that moment, my learning curve would start to curve straight up, only to begin to fall back upon itself. My living room coffee table would become a junky boatyard as I combined television watching, telephone talking and model building. After gluing my fingers to planking countless times, dripping fiberglass resin on good slacks, and developing a nearly permanent squint, something resembling a tugboat is starting to emerge.

Discovering that Dunn Brothers Coffee stir sticks made excellent planking for my deck has caused me to drink more coffee than usual, and also, to have less and less of a guilty conscience as I acquired a few extra sticks each time that I got coffee. OK, a *lot* of extra sticks.

I also spent way too much time wandering around AxMan and hardware stores searching for odd shapes of anything that may substitute for a detail on my boat. I found, for instance, that reducing flanges for electrical conduit made passable portholes, contributing to my growing peculiar compulsion to build a boat with no commercial fittings. This may be because I am an artist...but I suspect it is mostly because I am a really cheap guy.

February Meeting Notice:

(Third Tuesday of the Month)
Tuesday, Feb. 20th
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

EDINA MODEL YACHT CLUB
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First Class