

EDINA MODEL YACHT CLUB

SAIL & SCALE NEWSLETTER

NOVEMBER 2003

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FAST ELECTRIC NEWS

Fast Electric Last Run of the Season

Seven members of the EMYC Fast Electric group had one last fun run and bouy pull before the ice formed. Andy Valentine, Dan Proulx, Mark Anderson, Doug Campbell, Sig and son Brian Finks and Joe Solinger braved the temperatures and let em fly on Saturday morning November 1. Ironically, it was one of the calmest days all year! Also, a special season-ending guest appearance (no boat however) by Dale Johnson shocked and stunned the rest of the group.



Dan starts the race tape as Andy, Sig and Brian dip their boats in the water. A recovery boat in the background is always mandatory equipment!

SOME IMAGES OF THE 2003 SEASON

COURTESY OF SIG FINKS



Poker Rally and Round-the-World Race



Fast Electric Spectacular



SCHEDULE OF CLUB EVENTS:

November 8 Sat	6:00 pm	Dry Dock Party, Centrum Building
November 14-16 Fri-Sun	9:00 am	CR-914 National Regatta, San Diego, CA
November 18 Tues	7:00 pm	Club Meeting and Swap Meet, Bandroom

COMMODORE'S CORNER

Can anyone believe that it is November already? The elections are over, and our new Commodore for next year will be Paul Olsen. Dave Bros, Dale Johnson, Tim Smalley, and Keith Kaletta are now the club's new Vice Commodores. This will be my last column as the club's Commodore, and the last two years have been fun for me. Somehow the club has managed to survive two years of me at the helm, and I am sure that under the new management there will be some changes.

If the newsletter mailing list is any real indicator? The club membership has more than doubled in the last two years. Though as I understand it, many of these people were members at one time in the past, and have come back to give us another look. There has been a considerable resurgence in sailing, and racing. Mostly due to the efforts of Tony Johnson, Tom Weigel, Terry Mackey, and Fred Ferris, the sailing group has seen the largest growth rate, and sail boat racing has become, the single most popular activity in the club. With considerable help from these gentlemen, the club has sponsored two National Regattas, and a Regional Regatta in the last two years. The FE group has not grown quite as fast as the rest of the club, but their fall SPECTacular event has become a very popular regional event. On the other hand, the attendance for open boating in the center pond, has dropped to almost nothing this year. In all fairness, much of this decline was due to two uncontrollable factors. The heat, this summer turned out to be one of the top twenty hottest summers on record. The other major factor I think, was due to rush hour traffic. Street and highway construction projects this year, turned the south Metro area into a real traffic nightmare. Many members have informed me that the rush hour traffic has become more than they were able to deal with. The club's streak of perfect weather for the Parade of Boats, finally came to an end this year. I guess that it had to happen some time.

Enough about the past, now on to the future. Do not forget that the annual EMYC Swap Meet will be this month, Tuesday night the 18th of November. It will be held in the garage, in place of the usual monthly meeting. I hope to see all of you there. So far it sounds like we maybe having quite a few items up for sale and/or trade this year, so be sure to bring your check books. Boats, either finished, or still in the box, make great Christmas gifts (hint, hint).

I have been rather busy trying to keep everything together for the Dry Dock Party coming up on the 8th of this month, so I have to keep this short (for once). The response so far has been much better than I was expecting. It looks like we are going to have quite a crowd on hand. *Mike*

SCALE NEWS

DAMN THE TORPEDOES (OR WHY I NEVER SEEM TO FINISH THIS DARN BOAT)

Hi, my name is Chris Rathert, and I've been a member of the St. Louis Admirals for a number of years. I've been interested in model ships, particularly war ships, all of my life and have an old chest-of-drawers full of models that I built as a kid. Many of these were the small Lindberg motorized model kits, and I used to look through electronics and hobby catalogs dreaming of the radio-control systems that I saw for sale. So, here I am much older and a little bit richer so I can now have the toys I always wanted as a child—I have even acquired the skills to build them correctly, if not the patience!

But enough about me. This is the story of a submarine, a PT boat and some torpedoes.

After attending a St. Louis Admirals regatta many years ago, I was inspired to pull my "fleet" out of mothballs and also to acquire some of the models I'd always longed for. I went out and bought the Lindberg large PT 109 kit and radio-control upgrade. I purchased some R/C units on sale at the old Astro Hobby and began to assemble the kit. I began to study the variations in the PT boats and quickly learned that this kit was not entirely accurate. I decided to do more research and take the time to build it correctly. I finally reached a point where the boat was at least runnable. Just as I was about to continue construction, I attended a regatta and saw Jeff Jones' U-boat with Propel powered torpedoes. Being a lover of animation in any form, I said, "If the Germans can fire, the Americans better be able to fire back!" This was the beginning of my gray hairs!

I talked to Jeff at length and observed his system. My desires were to have a setup that required not as much preparation and have the torpedoes easily recoverable. My first attempt was to have a dummy torpedo that was launched by compressed air out of the original Lindberg torpedo tubes. I bought an air canister and valves utilized in model airplane landing gear and proceeded to install this in the boat. This resulted in a lot of interior clutter in the boat, a lot of plumbing, and turned out to be a bit of a dud. Upon firing a torpedo, it simply exited the tube and fell into the water which elicited a verbal observation from 01' River Bill. Since this was not what I had had in mind, the project was put on temporary hold while



I waited for the lightning to strike.

One of my goals was to make my torpedoes easily and cheaply constructed from commercially available parts. I was in Gateway Electronics one day when I found some very small Mabuchi motors in one of the bins. The light bulb of inspiration began to glow as I stared at the motor and thought, "Gee, this might work...!" I purchased a couple, took them home, and then began to wrack my brain about how to build the body. I was



cleaning (i.e., rummaging) through my various hobby materials and came across my model rocket parts. A close examination and some measurements revealed that some Estes model rocket parts were nearly the correct diameter and contours to construct a scale torpedo to match the Lindberg PT. I had previously purchased some

half-inch diameter three-bladed soft metal propellers from HR Products for my Lindberg mine sweeper and realized that these would also work perfectly for the torpedoes. I CAed the props to 1/16" dia. brass shafting and constructed a short stuffing box from staggered sizes of brass tubing. The stuffing box was CAed into the drilled out tail cone of the torpedo.

A square stock was glued into the tail cone creating two stringers which formed a frame on which to mount the motor and hold the battery. The battery contacts were made from spring contact material that came with the kit. My first attempt to power it was with a small 12 v. battery meant for TV remote controls. This resulted in about a three-minute run time which for the cost of the battery was not economical. While discussing this power problem with DJ at Brandt Services, he suggested button nicad cells which were about the size of watch batteries but rechargeable. DJ assembled some five-button battery packs for me, and this really did the trick. Even though they are very small, they are still nicads and have the current performance of larger cells. This yielded excellent performance with a run time of almost ten minutes and a low enough weight to provide a slight positive buoyancy to prevent loss.

What many people may not be aware of is that there were two types of torpedoes used during the war. The Mark VII/VIII torpedo was the larger of the two and originally designed for use on destroyers and cruisers. This was over 21' long and had to be tube-launched because of its sensitive gyro. A later and much improved version designed for aircraft was the Mark XIII which was only 13-1/2' long and much more reliable. My torpedo is scaled for the Mark VII/VIII because the extra length was required to attain positive buoyancy.

I now had a good looking, well running torpedo, but how to launch it? This plus photos will be the topic of Part 2 of this article. Until then, may your anchors hold against the wind.

ARTICLES NEEDED

Building a newsletter on a periodic basis is a tough job for any organization, and it is particularly so for non-profit, all volunteer groups such as ours. As there is no person specifically assigned to research topics and generate articles, building a newsletter is often a mad rush for information at the last minute.

If you have anything you wish to include in the newsletter, please feel free to write something. If the piece is not time-sensitive, and we don't use it immediately, be assured that it *will* be used at another time.

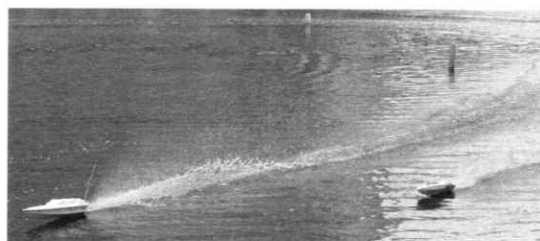
Did you recently take a trip and visit a nautical museum? Did you get a chance to sail on a boat for the first time? Are there models in the club on which you served at one time?

And, don't worry about the quality of your writing, as we have a great staff of editors to correct the imperfections!

You can hand hardcopy or send an email to Doug Campbell at [redacted] or Dale Johnson [redacted] -Alex

EMYC SWAP MEET

The November meeting is always reserved for our annual swap meet. Bring your unfinished kits, tools, etc and find a buyer or trade for something you want!



Mark and Andy's offshore boats in a close race.

FOR SALE

JR XP622 6CH FM radio. Limited use, 75mhz on channel 61. Comes with receiver, JR servos, receiver pack, new transmitter pack and charger. Great transmitter with 2 model memory. \$125 Call Andy [redacted]



EDINA MODEL YACHT CLUB

Centennial Lakes Centrum
7499 France Avenue South
Edina, MN 55435
www.emyc.org

Edina
Recycles



NOVEMBER MEETING:

TUESDAY, NOVEMBER 18 - 7:00 P.M.
IN THE BAND ROOM

EMYC ANNUAL SWAP MEET!

BRING YOUR BOAT TO THE MEETING!

Members ARE ALWAYS ENTERTAINED by seeing finished or unfinished nautical projects! So please bring your boat project to the meeting.

SPECIAL INTEREST CONTACTS:

Membership:

Dale Johnson [REDACTED]

Scale Boating:

Tim Smalley [REDACTED]

Sail Boat Racing:

Tony Johnson [REDACTED]

Fast Electric Racing:

Andy Valentine [REDACTED]

2003 COMMODORE AND BOARD MEMBERS

Commodore:	Micheal Ross	[REDACTED]
Vice Commodore:	Gary Anderson	[REDACTED]
Vice Commodore:	Doug Campbell	[REDACTED]
Vice Commodore:	Neil Maldeis	[REDACTED]
Vice Commodore:	Doug Person	[REDACTED]

Newsletter Editor: Doug Campbell

You can also send your articles/announcements for the newsletter by e-mail [REDACTED]