



# THE BILGE PUMP

The Official Log of the  
Northwest R/C Ship Modelers

## April 2009



### Upcoming Events

#### April

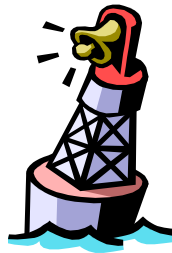
- 2 NWRCSM Meeting  
7:00 pm, Galaxy Hobby
- 5 Fun Float *Springer Event*  
Bellevue Park
- 6 Skagit R/C Ship Modelers  
7:00 pm PUD, Mt. Vernon

#### May

- 4 Skagit R/C Ship Modelers  
7:00 pm PUD, Mt. Vernon
- 7 NWRCSM Meeting  
7:00 pm, Galaxy Hobby
- 9 Seattle Tug Boat Races  
12:00 pm, Seattle Waterfront
- 10 Fun Float  
12:00 pm, Bellevue Park
- 16-17 Anacortes Waterfront  
Festival 8:00am-4:00pm  
Cap Sante Boat Haven

#### June

- 1 Skagit R/C Ship Modelers  
7:00 pm PUD, Mt. Vernon
- 4 NWRCSM Meeting  
7:00 pm, Galaxy Hobby
- 6 **Northwest Regatta**  
9:00am-5:00pm, Bellevue Park



### Red Right Returning

By Randy Flodquist

I'm writing this on St. Patrick's Day so I suppose I should mention how Guinness has informed us that they are sponsoring one hundred green Springers to help boost their image with the younger set (who seem to be drifting away from stout). But then, this is being read on the first of the month so it's probably a moot point.

I'm also reading the final edition of the Seattle Post-Intelligencer. A run of 146 years!!! It's a wonderful issue, both joyous and very very sad at the same time. The P-I will continue at Seattle PI.com but, for many of us, it won't be the same. I like holding the paper in my hands and being able to take it with me. And here we have the same type of event in our club. This issue of the Bilge Pump is the last that will be mailed to you. We'll be on line only starting with the May issue. The advantage is the pictures are in color, you get it a little earlier, and it saves the club half a ton of money. Most small clubs and organizations with newsletters are going the same route. And for those of you without a computer? We'll get you a "buddy" who prints off the issue and gets it to you; maybe by hand. Modelers are good, friendly, inventive people (except, maybe, that submarine expert with the snotty column in that model magazine). We think it's a good system and should work. If it doesn't we'll figure a way just like FDR and, we hope, President Obama (literary license on this (whoops, Freudian slip) Irish and worldwide holiday. Soooooo, it will all work out and we'll continue on course through the Isles of Change.

And with April comes the first competition of the season. We'll gather at the pond in Downtown Park, Belle-

*(Continued on page 2)*

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vue and Mel will explain (and hopefully demonstrate) his plan for "blind conning". We guarantee it will be fun and that mistakes will be made. For the first time, the winner will be a pair. With the hundreds (thousands?) of Springers all over the planet I suspect there are many competitions. Browsing the web will perhaps find some additional ideas for events for our charming little boats. New super batteries and super connectors are raising the current and bar for Springer Polo.

See ya at the Galaxy meeting on the second.

## **Northwest R/C Ship Modelers Meeting Minutes**

**By Allan Wing**

Randy opened the meeting at 1900 with 24 members present. We had one guest, Chris Christensen, who later showed his boat.

Randy talked about the Hobby Expo that was held at Monroe. The club had a booth at the Expo. He said he had talked to the promoters and said we wanted to attend next year. He made a suggestion that that all the boat related booths be located near the pond and that way we would have better access.

The next subject was the club budget for 2009. Randy started to refer to handwritten notes for the discussion. I then passed out a straw budget that had fixed expenses and a projection of spending about half we spent last year on the Regatta and the same on the December dinner meeting. These figures would leave the club with an operating loss of over \$800. a lengthy discussion followed. There were three suggestions made to reduce expenses. First is to make this newsletter WEB only and stop mailing. Up until this last year, the club got free printing from Gordy's wife. Since she has retired, we have to pay \$45 a month for printing. A WEB only newsletter will have more flexibility and not be limited to exactly 8 pages. We have identified about 12 members who have limited or no access to the internet. We will set up a buddy system or print a limited number of newsletters so they can get a printed copy. The second suggestion was to limit the amount of food served at the Regatta and possibly raise the entry fee to \$10. The final suggestion was to use the Martha Lake Community Center for the December dinner meeting but go with a much simpler meal. This would greatly reduce the cost to the club and would probably allow a much lower price to members and possibly have a greater attendance.

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With the discussion of the budget over we had a short break before show and tell. Randy was first up and he showed the book Tugboats on Puget Sound by Capt Freeman. He also had a few pictures that are included in the book.

Next was Barrett Bertran with a display model of a fishing boat he picked up in Sea Side Oregon. He plans to modify the boat to add running gear and a radio so it can sail with the rest of the fleet. Earl Anderson then showed a Midwest Steam launch that he built. But instead of the steam engine he installed an electric motor and a cabin. The Midwest launch is a popular model and provides an easy to build stable boat that can be used in a number of ways. John Tryell showed a sea plane that he takes to the pond with Barrett. While not a boat, it does have pontoons. He mentioned that there were several times that he had to have Barrett's boats push him back to shore. Next Doug Gunther showed a model Slipways Tug that he is working on. He warned that the propeller shafts are not as water tight as advertised. He also had a few items that his son's nurse makes. These included scale life jackets and even a rain coat. These items were available for sale. Our Guest, Chris Christensen, showed a model Shelley Foss that he had purchased. It was only partly complete. He intends to finish it. The previous owner had had it so long that it came with a mechanical speed control.

Tom Stevens told us about the Miniature show that was being held at the Seattle Center over the weekend. He said it is often a place where we can find parts that can be used for our boats.

Mel announced that Dennis Chinn is planning a Springer Polo match at his place on Saturday, March 21. We hope to have a large turnout.

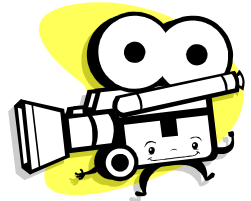


# Skagit R/C Ship Modelers Meeting Minutes

## By Keith Schermerhorn

Monday March 2 meeting was a little different than our normal meeting. First there were 20 people in attendance ( big crowd for us). Secondly, we were to be treated to a showing of a new documentary, but more on that in a bit. We covered the usual business that included the past hobby show in Monroe. many from this crowd attended and enjoyed the event. There was a short chat about the upcoming show at B.I.M.M. at the end of March and the fun floats for NW R/C back in Bellevue. Quick mention of the tug races in may and the popular Waterfront Festival in Anacortes. We will be doing the Anacortes show if it is still going to happen (no word on it being cancelled). The only model show and tell for the night was Larry stiles update on his sailboat and that it came in at the correct weight. Group still meeting out at Hart Lake on Saturday afternoons for some sailboat racing.

Then came the main event for the evening. Mr. Todd Werger of the Whatcom Museum of History and Art and Mr. David Lowrance presented a new documentary film that they had been working on for 7 years. The title is **"Shipyard: Wooden Ships & Fiberglass Boats"**. It chronicles the history of the Bellingham Shipyards from 1941 to 1963. They both introduced the movie with a brief history behind the project and all the people involved and interviewed for this. Why the shipyards? To summarize, there are a lot of books, movies and history on the boats they built. But who were the people that built them and how did this all happen. As they found out more about the boats and people they discovered that this particular shipyard was not only important to the war effort, but to the community it was in. So with that being said the film was on. It runs about 75 minutes and takes you from the beginnings out on Eliza Island to the end of an era with the introduction of fiberglass boats in 1963. In between saw the startup of different shipyards by different people, small boats to some incredible little ships for the war efforts, to a lot of personal stories from those who worked there. As the film goes along, there are interviews with a lot of different people the yard influenced that included politicians, other ship wrights, and shipyards in the area. Besides the interviews, you see a lot of pictures and old film of boats being built, launched, christened, running, and working. Some of the vessels include tugs, ATRs, Mine sweepers, fishing vessels, and pleasure craft. In viewing, you understand what these vessels meant to the people that worked there and the extreme pride they took in their work and in each other. You also see the birth of the fiberglass boat industry and some of the innovations it created. One of the last things on the film was the return of one of the mine sweepers as a private yacht to Bellingham a year ago.



At the end of the show there was a short questions and answers session. Some of the vessels have plans available from the library and are copied on the deluxe version of the DVD. As a final note, there is an exhibit that is now open at the Arco building at the Whatcom Museum of History and Art that is about the history of boats and the shipyards in this area. It covers a longer span from the earliest boats on the river to more modern fiberglass sport types. There are lots of photos, videos, models, and even full size boats on display. This exhibit will be open until late June of 2009 and is free to tour Tuesdays through Sundays from 12:00 to 5:00pm at 121 Prospect Street. Videos were available for those there looking for another project or just because they wanted to add it to their video collection of worthy videos. It was then time to call the evening over and all headed for our home ports.





# Special Notice

## Last Mailed Edition of the Newsletter

This is the last Northwest R/C Ship Modelers Newsletter that will be mailed to all members. Starting with next month's edition the Newsletter will be Web based only. We will make every attempt to identify any members that do not have adequate access to the internet to read the Newsletter to get a printed copy. We have proposed a Buddy system where you can be paired with another member who does have access to the internet to print a copy for you. If you have trouble finding another member to provide a printed copy, please contact one of the club officers and we will insure you get a copy.

## Last Mailed Edition of the Newsletter

### March Fun Float

By Randy Flodquist

On Sunday March 8 SUZY ventured out onto the protected waters under the bridge at the CWB. She traveled alone. It was sunny but iffy forecasts kept people away. As I was getting ready to leave Scott Baumann showed up all tan in his Hawaiian shirt. We had a nice visit and strolled around the park. Ingvar Sjong arrived as we were walking to the parking lot. WAWONA's empty space reminds us to make the best of our opportunities lest they go away.

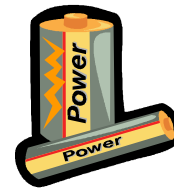


### April 11 (Saturday) 9 am-4 pm Discovery Modelers Not-Just-Maritime-Treasures Sale

Something for everyone! We'll have books and ship model kits, unique maritime heritage items, gift items, household goods, toys, handicrafts and more. There will be a variety of musical entertainment too. Vendors are welcome (\$20 per table and no commissions). We'll accept consignments (20% fee) and donations are welcome too. Refreshments will be available all day. It all takes place in the Armory Building at Lake Union Park. To reserve table space or for more info, call Colleen Wagner, 206-282-0985, or email [discoverymodelers@yahoo.com](mailto:discoverymodelers@yahoo.com)

## A Case for Receiver Batteries

By Mel Suelzle



I have always been opposed to using a separate receiver battery in my boats. Having two batteries just complicated my charging process and doubled my chance to having a battery go dead at the worst possible time. (is there any other time?) Battery eliminator circuits (BEC) seems like such an easy solution to avoid this problem.

However, there are exceptions and I have learned that separate receiver batteries are not all bad. To me this is most apparent when using the Spektrum radio system and other brands that use the spread-spectrum technology. Upon power up, this systems search a band for an open channel and lock on an open channel for the receiver and transmitter. The search and lock process is performed each time the system is powered on and usually takes 3-5 seconds. This is USUALLY not a problem.

It's that word "usually" that can be a "gotcha" when you are using a BEC to power the receiver using the same battery that powers the motors or other high power systems. When these main batteries get discharged and the battery voltage drops too low, the BEC quits providing at least 3 volts to the receiver and control is lost. Often this is a very transient condition due to a glitch or high current pulse during motor startup and in a conventional radio control can be restored instantly and many skippers would not even notice the momentary loss of control. However, such may not be the case with the spread spectrum systems as even the shorted loss of receiver power breaks the channel lock and it takes 3-5 seconds to recover control. I for one, can get into a lot of trouble in 3-5 seconds, when your boat is headed toward some immovable or very expensive object.

In most workboats and pleasure boat situations, this problem is unlikely to occur. The motor power is more moderate the batteries would have to be very low to exhibit this problem. However in high-speed applications, the battery power is high and this problem is more prevalent. Springer polo boats are a good case in point. High speed and hot action makes the 3-5 second delay seem like forever. Especially when you are playing goalie and Earl or Vern is on a breakaway towards the goal.

How do you avoid this problem? Use a separate receiver battery, change your main batteries when they get too low, or learn to live life in the slow lane when 3-5 seconds is unimportant.



## March 21 Polo Event

By Allan Wing

We had another exciting Polo event at Dennis Chinn's pool. We had a break from our many weeks of winter weather and had a good turnout. We had about 12 boats. We were able to run 4 on a side for several games. Near the end with the normal attrition we had one game of only three on a side. There was lots of action and once again we want thank Dennis and his wife for a wonderful time. See the Web edition for more pictures of the action.





## **Member Spotlight**

**By Dr. Ron**

SCOTT BAUMANN

Scott got hooked on RC model boating in the early 80's after meeting Bob Jacobson and Cliff Shaw who enamored him with their zest and enthusiasm for the hobby. He joined the club in 1985 and made a Lindberg diesel tug, a Lindberg mine sweeper and a corvette by Revell, all of which were RC'd. He has two Springers on the ways, one partially completed and one in the conceptual stage. Santa brought him a Midwest PT for Christmas and he has newly acquired electronic monitoring technology providing him with data such as speed, RPM's, temperature and current draw. Another deciding factor alluring him to RC boating is his interest in naval history.

His interest in RC ships comes as no surprise as he was born at the Brooklyn Navy Yard in 1947 ( also the birth place of the USS Iowa and USS Missouri ) , the son of a world war two navy pilot. As with most service personnel his residence changed frequently but he did spend his last high school years in San Diego. He then went to Princeton and earned a degree in astrophysics. He joined the navy during his senior year and went to flight school in Pensacola, Florida where he also attended the University of West Florida earning a master's degree in aeronautical engineering.

He was assigned to San Diego and flew A 4 and F 4 fighter jets from Point Mugu north of Los Angeles testing fighter weaponry and tactics. He left active duty in 1977 and started flying for United Airlines in 1978. He spent half of his career on the Douglas DC-10, but also flew the Boeing 727, 737, 757, 767, and 777. While flying 300 passengers to London Heathrow in April of 2000, he suffered a mild stroke which ended his flying career.

Scott has a son and daughter from his first marriage. Both Lindsey and Scotty have gladly joined him for Fun Floats. He was a bachelor for 10 years but was finally snagged by his lovely wife of two years, Claudia, who gave him his Midwest PT for Christmas.

After flying RC model airplanes, he became tired of repairing his aircraft and moved on to model boats because they are harder to "rekit". His other interests include astronomy, flying private aircraft, finding all the shallow places in Lake Washington with his 30 foot Catalina sail boat and volunteering as a docent for the Boeing Field Museum of Flight.



Scott enjoys club activities and would like to see more scheduled events not only in our club but also would like to learn more of the events of other clubs as he enjoys traveling. He doesn't make many of the evening meetings at Galaxy Hobbies because of the horrific traffic heading



March 21-2009  
Polo Event



Earl Heading for the Goal !!





# March 21-2009 Polo Event Continued



How many club members does it take to weigh a boat?