



THE BILGE PUMP

The Official Log of the
Northwest R/C Ship Modelers

February 2010

CLUB OFFICERS

President

Allan Wing
allanwing@clearwire.net

Vice Pres

Lee Stewart
lee.stewart6@gmail.com

Sec / Treasurer

Ed Maurer,
marthaed606@verizon.net

Webmaster/

Newsletter Distribution

Gordon Canney
wb7okg@gte.net

Newsletter Editors

Darlene & Allan Wing
darlenewing@clearwire.net

Skagit R/C Meeting Contact

Keith Schermerhorn
wscherm@fidalgo.net

From the Quarterdeck

By Allan Wing



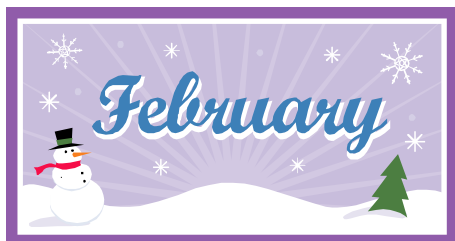
I survived my first meeting at the helm. I was glad to see so many people get actively involved in the discussions. We now have a calendar on our WEB site so you can see our latest thoughts as to when things will happen. We are still looking forward to having the WEB page updated.

With our first event of the year, the Northwest Hobby Expo, right around the corner I will contact the organizers and hope to have details at our February Meeting. You can find basic information on their WEB site at www.nwmodelhobbyexpo.com/index.html. They have a map with directions and how to get a static model entry form. I saw a link to entry forms some months back but now it looks like you have to mail a request for the entry form. We had people sign up to be at our booth but we could use more (particularly on Sunday). Otherwise, some of us will be spending a long time at the expo. If you can help, please let me know.

Earl Anderson and Al Kinsman have designed a course for our June Regatta. It is based on last year's course with a few important changes. It looks to be fun and challenging. There will be a picture of the course in an upcoming newsletter.

We had a good turnout for the January Fun Float at the CWB. The old ramp to the docks is closed and the best access is next to the Armory.

As of this writing, we have only received dues from less than half the members. Just a reminder to please send in your \$25 for dues to Ed Maurer.





Upcoming Events

February

- 1 Skagit R/C Ship Modelers
7:00 pm PUD, Mt. Vernon
- 4 NWRCSM Meeting
7:00 pm, Galaxy Hobby
- 7 Fun Float
12:00 CWB, Lake Union
- 12-14 Northwest Hobby Expo
Monroe Fairgrounds

March

- 1 Skagit R/C Ship Modelers
7:00 pm PUD, Mt. Vernon
- 4 NWRCSM Meeting
7:00 pm, Galaxy Hobby
- 7 Fun Float
12:00 CWB, Lake Union

April

- 1 NWRCSM Meeting
7:00 pm, Galaxy Hobby
- 4 Fun Float, Springer event
12:00, Bellevue Park
- 5 Skagit R/C Ship Modelers
7:00 pm PUD, Mt. Vernon



NW R/C Ship Modelers January Meeting By Dr. Ron

The meeting was launched at 7 PM by our new president, Allan Wing. The room was filled with new and old faces. Floyd Kirschner was a guest and John Kelly returned after a long hiatus having originally joined in 1997. It was announced that about three quarters of our members have not yet paid their 2010 membership dues. If not paid soon, further newsletters will be suspended.

Goals for 2010 were presented by Allan and discussed by the membership. The number one goal is to create better



communication by obtaining everyone's e-mail addresses so that we all will be informed regarding events, floats, regattas, meetings, etc. Allan encouraged two way communications, stating he would like to have feedback and input from the membership. Secondly, he would like to see the web site updated with a calendar of meetings, events, floats, etc., more links and a more eye appealing format.

Gordon Canney and Lee Stewart will facilitate this

goal. Thirdly, another goal is to create more visibility by the news media for our community and other clubs. Mention was made that our club launched the Springer project which has now gained world wide notoriety. The Springer story will hopefully be a great subject for a future article. The last goal is to stress participation by our members in accepting specific responsibilities and leadership in a number of projects. For example, it would be great if someone would take on the task of quartermaster, inventorying and accounting for items in our storage locker. Other jobs would be; a liaison person, responsible for contacting the media, a person to request support from a number of vendors, a person to arrange for the food portion of our events and annual December pig out, etc..

Several requests for a printed updated membership roster were expressed. A hard copy will be available at our next meeting with e-mail address and phone numbers. Dennis Chinn asked if there might be an interest in sail boat racing. Several members thought this would be a good idea and un-

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til a more formal arrangement can be made, it was suggested the sailboat enthusiasts should show up at the fun floats in order to evaluate the level of interest.

Upcoming events were announced and can be viewed in the column of upcoming events published in the monthly Bilge Pump or from the calendar to be distributed at the next meeting. A sign up sheet was passed for the Hobby Expo to be held at the Monroe Fairgrounds from the 12th . 14th of February. Apparently, Ron Burchett will be bringing down a pond and hopefully we can have our booth next to it. There will be a scale judging but details are not as yet confirmed. Hopefully more info will be available at the next meeting. There has been uncertainty regarding our Tualatin Crawdad Festival event as the Portland group will not participate this year. They will have their event the week before to avoid the politics and ill feelings toward the event organizers. Apparently a \$200 fee is needed to participate at the Crawdad Festival and it may be necessary for participants to pony up a few bucks to carry the event. An update will be presented at the next meeting or by e-mail. The dates for the Tug and Salvage Convention and Exhibition will be the week of May 17 . 21 at the Westin Bayshore Hotel in Vancouver, B.C. Ron Burchett will bring his pond and encourages as many as possible to participate. Remember, you must have a passport or enhanced drivers license to get back into the good old USA.

The regatta committee met before the meeting to discuss the June regatta. Allan announced that a few changes in the course were made and that best of show will be based on a combination of points from the static judging and navigation judging. More details later.

Tom Stevens expressed concern that we have deviated from the original Springer parameters with too much emphasis on speed and expensive electronic manipulation. However, others felt this was really not the case and that the annual Springer event should return to the original navigational and barge handling competition. The polo events should be a separate venue and it was felt that it should be continued and expanded to get more members involved. Earl Anderson, the winner of the last years Springer event at Lake Bob, said this year's competition will not be related to speed. Tom also felt that members should also be involved in building items for club events such as docks, barges, floats, buoys, etc. Tom moved we grant life membership to the originators of our club, namely; Bob Jacobson, Gerhardt Erickson and Lou Monobosco. This passed with a majority vote.



The show and tell began after a short break. Donnie Butler, now back after a two year hiatus being commodore of the Possession Sound Power Squadron, displayed his Dumas American Enterprise with globe motors and Mack shafts and struts and five bladed propellers. Dr. Ron presented his Robbe San Diego yacht with LED lighting. He also showed his recently completed motor launch for the fireboat which was made of fiberglass from a plug carved out of balsa and a mold from fiberglass. Cliff Elowson showed his modified Harbor Tug which he bought on e-bay discussing the many changes that were made. Earl Anderson's 1938 Chris Craft triple cockpit runabout has made considerable progress with a fantastic varnish finish. John Kelly had an 1805 Swift static model ready for the final application of double planking. He plans to incorporate this model along with a recently completed dock into a diorama. Dan Bowen brought his Dumas Victory tug which he started 13 years ago but has now in the past four months moved to finish her. Modifications include mahogany decking and hinged doors. Norm Hiat has made great progress on his Athenian trireme, providing plans and text of this project. The original was 35 meters long with a draft of three feet. He provided pictures of an exact replica. He discussed the challenges and complexity of three levels of oars, all 170 of them. Barry Bertran brought his Shelly Foss which he purchased from Allan Kinsman who acquired it from the late Jack Spore. He plans

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to add cooling for the motors, finish the railings, add lighting and install a fan to cool the inside of the hull. He also brought a model of a 1937 Ford truck similar to the one belonging to his grandfather. He announced that the owner of the Western Heritage Museum in Monroe is being evicted and needs to vacate a number of vintage vehicles and farm machinery. Those interested in purchasing any of these items should contact Barry. Bob Wickham brought his beautiful modified Amsterdam with two newly finished life and rescue boats

Before heading off into the dark, Mike Gullikson won a tweezers set and John Kelly a sharp object from the drawing. The chairs were stacked at 9 PM.



Donnie Butler and his
Dumas American Enterprise



Norm Hiatt and his Athenian trireme



Dr Ron and his
Robbe San Diego yacht



Berry Bertran's
Shelley Foss and
A 1937 Ford Truck



Earl Anderson's
1938 Chris Craft triple cockpit runabout

Skagit R/C Ship Modelers Meeting Minutes

By Keith Schermerhorn

The Skagit R/C Ship modelers want to start by wishing everyone a Happy New Year of safe and fun boating as we had the first meeting of 2010 on January 4th. In attendance were the veterans of the club that included: Dusty Graham, Leonard Bainter, Wayne Martin, Larry Stiles, Keith Schermerhorn, Lon Bradshaw, Ralph Beaufort, and newest members Nate welcoming first time member John Black. Note that the next meeting will be on February 1 at the PUD building in Mt. Vernon at 7:00pm. Under old business, all that attended last meeting agreed that it was a great night of food and festivities and thanks to all who came as it was attended by 30 people!! Larry advised that the sailing guys are still racing out at Cranberry Lake on Tuesdays and Saturdays @1:00 no matter what the weather as long as there is wind.

Looking forward in the calendar, we find that the first big event of the year is coming up in February with the hobby show in Monroe on the weekend of Feb. 12-14. Note that the date is also Valentines weekend, and for those with a significant other (so) might, find them selves into a compromising position between the hobbies and the romance commitments. My best advice is to take the SO along to the show, maybe let them purchase some goodies for the boat, then take them to a nice dinner on the way home to keep from being in the dog house too deep. The hobby show will have a bigger pool to demonstrate boats in with the club booth close by to answer questions. New with this show is the award of some big cash prizes for models entered into the contest. Needs to have r/c gear in them to qualify. Leonard let us know that he had a tough decision to make between the hobby show or going to Hawaii. He said he would think of us having our fun at the show while he was sitting in the sun on the beach!

Some of the other events that were discussed were: Waterfront Festival in Anacortes about 3rd weekend in May, Tug races in Seattle possibly the 2nd Saturday in May, the BIMM spring & fall shows (Keith should know by the end of the month), and Tualatin being the 2nd weekend in August with the Portland Club doing an event the first weekend in August (more to come).

Show and tell was started with Keith showing the off the 3 way swivel/ tripod/ led flashlight that is 3 separate lights that can operate as 1. Great for looking for those little screws that inevitably fall out of something inside of a hull! Also received a new book with lots of photos taken from one of the boats on Deadliest Catch titled "Deadliest Waters". Has photos of the scenery, boats, and people that work the waters of the Bering Sea for crab. Book was autographed by the author and captain of the boat.

Wayne showed off a model of a sailing vessel that his daughter-in-laws father found while doing some dumpster diving. Nicely done in natural wood finish and with the sails intact. Needs to have the masts raised and a few other parts replaced. Wayne also showed of the photo that is September in the Crowley Maritime calendar for 2010. Nice picture of the ATB at anchor out near Anacortes with Mt. Baker in the background.

Larry showed off a vintage fiberglass soiling sailboat hull that he has had for a long time. It is a little bigger than the ones that the local sailors are racing 2 twice a week. Inside there was a really nice geared servo combination (5:1) for controlling the sail winch. Can be bought as a kit or assembled for less than \$100.00. This model is also being used to learn more about true scale modeling and the effects of such from the full size. One of the points made was that if you took the keel weights from the model and scaled them to the full size in mass the weight would be significantly higher than one would think. Mass of the boats displaces differently than the full-size in strength and

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weight. More to come from this.

Ralph showed of the scale model that he built of the Paccar lab for structural testing/evaluation room where he works. The model depicts the shaker tables that are used to test the various parts of full size semi trucks. he is going to be taking apart to build 3 smaller models from the parts inside. Some of the parts were computer drafted then built by a machine that uses a laser to catalyze a resin that is on a table to build the parts up from the base 1000th of an inch at a time. 10 of these parts were made overnight at the plant. Really nicely done parts with some great detail built into them as they were made.

New member Nate showed off his Springer with a power plant and shaft installed with the rudder support built as a separate unit waiting to be installed. Had a few other parts made of brass like the shoe for the rudder to sit into and the rudder. He asked about what to use for sealing up the wood hull weather to glass it or just paint it. Quite the discussion pursued on the covering the hull with either epoxy, epoxy/glass, resin, or resign/glass. A lot of the pros and cons were discussed on all the possibilities for Nate (and others) to choose from. Following the covering discussion, we put chairs back, picked up our projects, and headed for our home ports until next time.



Wayne Martin's photo that appears in the 2010 Crowley calendar



January Fun Float

By Allan Wing

We had clear and warmer weather for our January Fun Float. Despite some work being done to the docks and our regular access ramp closed, we had a good turn out. Most of us went around to a ramp by the Armory except Mel who insisted on coming down the closed ramp.

Earl Anderson brought his new Chris Craft launch for its initial test runs on open water. The sleek varnished hull looked good on the water. He was wishing for more speed and thinks he may have too much propeller for the speed 600 motor that powers the craft. We had a discussion on ways to find the most efficient propeller for the motor and the only conclusion we found was that there needs to be a lot experimentation before we can determine the best propeller for the motors.

Mel brought he PT-109 retrofitted with the stock propellers for test runs to see if going to the less aggressive propellers would get better performance. Like Earl, Mel had been using more aggressive propellers and was concerned about lack of speed, shorter than desired run times and the motors getting hot. The performance with the less aggressive propellers that come with the kit gave much better performance. He had very good speed, longer run times on a set of batteries and the motors were only slightly warm after many high speed runs up and down the channel. Once again, it is a question of which propeller is better.

I brought one of my sail boats but the wind was too inconsistent to sail for any length of time. The first time out the wind died and it took me several minutes to make the 10 feet back to the dock. Later the wind returned but this time almost too much wind. So it is with sail boats.

A reminder for next month: we should plan on using the ramp next to the Armory to get access to the docks.



Mel with a high speed approach



Allan's sail boat finding wind



Earl's Runabout and
Ingvar's Jolly Jay

Tip For the Month

By Dr. Ron

MAKING COPIES AND MULTIPLES

It is often necessary go copy or replicate original parts such as chocks, bits, hawse and window comings, monitors, vent pipes, winch parts, etc.. Creating each article from scratch would be most time consuming and fraught with inaccuracies from one part to another as it would be very difficult to make each copy exactly like the original.

There are several ways this can be done. The easiest is to imprint simple parts into modeling clay and then fill the impressions with casting materials. For more complex parts it is necessary to employ a two part mold most easily accomplished by using RTV silicone rubber. Of the several RTV materials on the market, I prefer the 1 to 1 RTV silicone mold rubber sold by Micromark. Its firmness and flexibility lies between the 1 to 15 hard rubber material and the very soft 1 to 15 soft rubber sold by the Alumatite company available at Galaxy Hobbies.



Several resins are available each with different properties. The one that works the best for me is Micromark's CR-600 high performance 1 to 1 urethane resin which creates fewer bubbles and gaps and provides a longer pot life . up to seven minutes, curing in 30 to 60 minutes at which time the part can be freed from the mold and trimmed. Their CR-300 resin has a pot life of 2 to 3 minutes but has the advantage of creating parts more rapidly as it is ready for demolding in 15 minutes. Alumatite also carries a more rapid urethane resin which sets up very rapidly and is more prone to bubble formation despite heating the mold. However this resin creates a very hard part which can easily be machined and sanded.



Another resin used to make clear parts such as light housing is clear polyester resin which can be obtained easily from several local suppliers. This resin has a tendency to shrink somewhat, often leaving minor imperfections. Often it takes several days to cure so that the part is not tacky and prone to impart finger prints and smudges. The cure time can be accelerated by keeping the parts in contact with sunlight and then coating them with clear lacquer or rattle can clear. The final product can be very hard and brittle and does not lend itself to sanding or carving versus the urethane materials.



I have also experimented with clear epoxy resins which seem difficult to use for small parts as the resin never attains hardness which makes it impossible to work with, remaining soft, flexible and

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gum like. These resins can be obtained at TAP plastics or Fiberlay. Despite my poor results with this resin there are advocates who seem to have better luck than I.

In addition to resins there are the metal alloys. The alloy that contains tin, lead and cadmium can be melted and poured at temperatures lower than that of boiling water. Tin and bismuth alloys melt at about 280 degrees, pure lead at 500 degrees and pewter, which is 92% tin, at 575 degrees. When working with these materials one has to be mindful of the possibility of burns and metal toxicity. Most RTV molds will tolerate the heat but talc should be used to de-air the mold and to allow the metal to flow freely. These parts have the advantage of lending themselves to copper and nickel-chrome electroplating if one wishes a shiny metallic finish.



Other methods of duplicating parts are vacuforming and injection molding, the latter being impractical and uneconomical for the hobbyist. Several articles are written on how to perform vacuforming, the best being the one written by Douglas E. Walsh in a small book which can be obtained from Micromark.

Plaster of Paris is another mold material but has the disadvantage of being inflexible thereby making it difficult to demold parts with irregular contours unless a two part mold is constructed.



When making two part rubber molds it is necessary to use a mold release agent, preferably one with a silicone base so that the two parts will come apart easily. It is helpful to use these agents on the part being copied and on the surfaces of the mold box. In order to obtain the optimal replication it is imperative to incorporate vents from the part in the mold which can be created after the first half is cured by cutting grooves in it or using a piece of wire attached to the part being copied and brought through the side of the box being used to contain the mold rubber. Venting is necessary to help eliminate air pockets and deformities in the cast part.

This article is only an overview of this subject and should be helpful to anyone wishing to get more involved in our hobby. Making duplicate parts is essential for the scratch builder, especially if parts can not be purchased from commercial sources in the right scale. There surely are other methods that I have not covered and it is always helpful for others to comment or contribute any knowledge they might have on this subject and to share with others.

