

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

FEBRUARY, 2010

VOLUME 19, NUMBER 2

IOWA WWII HONOR FLIGHTS



By Jose Medina

My wife Donna and I have been members of the EMYC for five years. We own the 10' battle-

ship Missouri. We and my U. S. Coast Guard flotilla have had the privilege of being asked to display the model in many of the Honor Flights of Iowa. I am a

(continued on page 6)

SCHEDULE OF EVENTS:

February 16, Tuesday	7:00-9:00 p.m.	Membership Meeting
March 16, Tuesday	7:00-9:00 p.m.	Membership Meeting

COMMODORE'S CORNER



By Joe Steele

A CLUB OF MANY SKILLS & KNOWLEDGE

I am really impressed with the skills, knowledge and helpfulness of our club members. An example of this is John Bishop and Kirk Brust who gave last month's presentation. We have something special here because in my travels I have never seen a RC Club that has scale, fast electric, submarines and sail all in one club.

As we count the days to "ice-out" remember that the first club event is the "Three-pond-race" scheduled for April 24. Fred Ferris is planing for this year's event to be the biggest and best one yet.

For those of you that want to see the finest building skill be sure to attend this month's meeting. Paul Olsen will show us his molding process. Something I have never tried because it can't be as easy as he says it is.

Remember, the pond is your friend.
—Joe Steele

SHOOTING STAR..

The captain of a clipper ship was lining up his sextant when a shooting star streaked across the sky. Observing this, the helmsman said to the captain, "Nice shot sir!"

DIVE INTO THE PAST SHIPWRECK SHOW

The Great Lakes Shipwreck Preservation Society annual show highlighting shipwrecks and diving will be held the last week in February.

Some of the presentation topics are:

"Lady Elgin: Titanic of the Great Lakes" Join marine historian and author Brendon Baillod as he explores the history, mythology and archeology of the legendary and tragic Lake steamer Lady Elgin.

"So Terrible a Storm" author Curt Brown presents the epic tale of the sailors and ships caught in Lake Superior's brutal Thanksgiving Day storm of 1905.

"Where is the Polly?" the history of the Russian Built gunboat Politofsky, Alaska's Yukon River Steamboat graveyard, and updates on this season's search, by shipwreck explorer and researcher Randy Beebe.

"The salvage of the Juliett" Back by popular demand, the Ret Navy Diver 1 Glen Milisci tells the story about the salvage of a Russian war class submarine.

Tickets are \$15 advance, \$20 at the door. To purchase advance tickets contact Paul Imsland at (612) 822-7642 or at pimsland@glsp.org

Saturday, February 27, 2010 9am to 6pm

AmericInn Hotel and Mermaid Entertainment & Event Center 22200 County Hwy 10, (Near Cty Hwy 10 Exit (Exit 28C) off 35W) Mounds View, Minnesota 55112 More info at www.glsp.org

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AT THE MEMBERSHIP MEETING

JANUARY 19, 2010

By Don Westley



Commodore Joe Steele opened the meeting with a call for guests and announcements. He reiterated that articles for the EMYC Newsletter are urgently needed from the Membership for upcoming issues. Doug Pearson presented a Commodore flag to Joe Steele and an Acorn

flag to Mickey Kiriara for their services in the EMYC Board positions as Commodore and Treasurer. The Acorn flag is a traditional yacht club officer flag denoting the presence of the Fleet Officer Treasurer on board a boat.

Tim Smalley gave a brief personal background that led to his lifelong interest in model submarines. He became a self-described "sub nut" after an extended illness as a child by reading about submarines while in the hospital. He has been very active in the Midwest chapter of the "SubCommittee" (<http://www.SubRon6.com>), a world wide not-for-profit organization that focuses on submarine modeling. His latest project is a 1/4 scale 42 inch Argonaut Submarine. He has modeled several other submarines, including the USS Blueback, USS Alligator, HL Hunley, and the Soviet Alfa.

John Bishop donated a large screen for use with the recently donated projector system that can be linked to computers. A large, impressive 3' x 9' full color banner was revealed to the membership, compliments of fine work by Dale Johnson. It will be used for the Parade of Boats and other upcoming EMYC events. The new 18" x 24" color poster for the 2010 Parade of Boats also was displayed. Vern Grimes' Mt Washington steam boat is featured on the poster this year.

Fred Ferris, chairman of the 3 Pond Race event, announced that it will be held on April 24th. All types of boats will be welcome, but a special challenge for Fairwinds was issued.

The program subject this month was "weathering", presented by Kirk Brust and John Bishop. John Bishop discussed the weathering of resin bollards that he fabricated for a freestyle tugboat project. He demonstrated dry brush techniques using Rustall, Floquil, and other modeling products. These techniques effectively created fine highlights and definition of detail on the model parts. Earthtone chalks were suggested for weathering effects. Overcoating with Testor's Dulcote was used

for a final finish.

Kirk Brust brought his impressive 6' model of the Great Lakes "whaleback" ore boat, John Ericsson and discussed his use of weather washes to create weathering and wear detail on the hull. He custom mixed liquid paints to achieve a satisfactory raw umber color, applied the result to the hull, then selectively wiped off the coating until the desired effect was obtained. Isopropyl or denatured alcohol was used to dilute the paints used in these wash techniques. It was noted that rubbing (methyl) alcohol will NOT work for these techniques - It is incompatible with most paints.

Paul Olsen displayed his completed servo winch configuration that will be used in his large schooner that he is creating. It featured his master machining skills with a fabricated brass tension spring apparatus and custom machined resin servo spools, be capable of controlling large sails that require abrace travel of 20 inches. Karl Bottemiller displayed his progress on three plank on frame hulls that he has created for his current modeling projects. He is working on models of a 1915 river tug from Budapest, a Scandinavian coaster, and a 1921 Speakeasy rum runner.

Don Sektan displayed his recently acquired \$29 Stanley Shop Vac, which he modified using a 5 gallon plastic water bucket and common vinyl shopping bags to keep the interior clean. He also modified the dust filter to use inexpensive materials for filtering. Joe Steele showed and discussed the features of recently acquired fast boats: An AquaCraft VS-1 Hydroplane boat and an F-1 class tunnel hull boat.

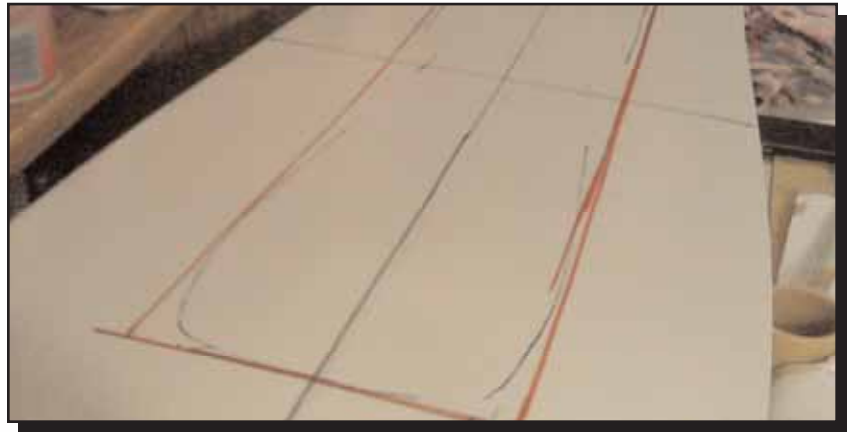
BUILDERS CORNER



INITIAL STAGES OF BUILDING PT 41

By Ray Meifert

EMYC member Morey Knutsen of Des Moines, Iowa asked me to build him a model of an Elco 77'. I have been working on the boat this winter and have made good progress. Attached are initial shots of the plans for the boat along with beginning work on the hull and cabin area. For filling in gap areas I use bondo which is very solid and sands nice and



smooth. The kit is made of fiberglass and plastic resin parts so it will eventually be a very light with plenty of get up and go.

I will be using photos of PT 41 for painting and finishing. PT-41 served as the flagship of Motor Torpedo Boat Squadron Three, which was based in the Philippines from late 1941 to April 1942.

The commander of PT-41 was Lieutenant John D. Bulkeley, who became one of the U.S. Navy's most highly decorated officers when he and his crew evacuated General Douglas MacArthur, MacArthur's family and his military staff from Corregidor to Mindanao on 12 March 1942.

I've taken Paul Olsen's suggestions to use polyester resin for bonding all the parts using CA cement very sparingly. This makes for a much more solid model when completed.

—Ray Meifert

STEAMSHIP IN THE MIDDLE OF THE CITY



By Wayne Snyder

The Arabia is a side wheel steam ship that sunk in the Missouri river Sept. 5th 1856. She carried 200 tons of new merchandise for merchants up river from Kansas City. Near the town of Parkville, Mo the Arabia hit a huge Walnut tree that lay just out of sight below the surface. The tree penetrated the 3 inches of hull and entered the cargo hold 10 feet. In just seconds the boat listed to the left and sank so that the main deck was flooded. The huge hole and the 200 tons of freight caused the boat to sink rapidly to the bottom 12 feet below. No lives were lost save for one stubborn mule tied to the aft deck that refused to be moved from the boat. The fact that it was tied to a piece of machinery caused it to drown. The passengers and crew with some of their luggage got to shore. They spent the

night in Parkville only to return the next day to find that thieves had stolen most of their belongings they had left at the site. The swift current tore the ship apart above the main deck so any salvage of the cargo was not possible. Over the following years the ship was covered deeper in the mud and as the river changed course its location became a field in Kansas.

Forward to 1988, 132 years after her sinking and several unsuccessful attempts at salvaging her cargo, including a reported 400 barrels of Kentucky's finest Bourbon Whiskey --unfounded, the



Some of the thousands of dishes, glasses & tableware salvaged from the Arabia



Larboard steam engine control valve



IOWA WW2 HONOR FLIGHTS (CONT)

member of the U.S. Coast Guard Auxiliary as the Navigation Systems Officer (FSO-NSO). Our flotilla is very active in safe boating classes, lake and river patrols and search and rescue in which I have received a Life Saving Award/Medal. Our flotilla is also part of Homeland Security.

We are very proud of how model boats can be used in supporting activities such as our wonderful veterans of WWII. Attached is an article we wrote for the United States Coast Guard newsletter/publication.

Article Attachment:

Honor Flights of Iowa is a non profit association that flies WW2 veterans and their spouses to the WWII Memorial in Washington, DC.

On August 10, 2009, members of Flotilla 6 attended a pre-flight dinner/reception at the Hy-Vee Convention Center in West Des Moines, Iowa for 350 men and women WWII veterans and their spouses. To welcome all of these veterans I displayed my 10ft battleship USS Missouri, which weighs 110lbs.

The USS Missouri was the site of the signing of the Armistice of WWII. We also supplied all the music for the event which featured the top hits of that era.

The veterans arrived on 15 busses in which all the veterans were greeted with salutes and handshakes as many American flags flew in their honor.

In attendance were long time Coast Guard Auxiliary members Vic Voskans and Frances Meyrat. Also, my wife Donna took many pictures with the veterans in front of our display and during the evening's events.

Throughout the event we met some veterans that had served on the USS Missouri and they were delighted to share some of their stories while serving on this great ship.

One story that sticks in my mind was, while on duty under the 16" guns of the Missouri, sometimes it was difficult for the sailors to come out and get something to eat during wartime. They learned to take can goods, write their names on them and stash them in cubby holes deep inside the turrets, so they always had something to eat. After 20, 30 years later some of these veterans have gone back to tour the ship and YES, to their amazement their can goods were still there!

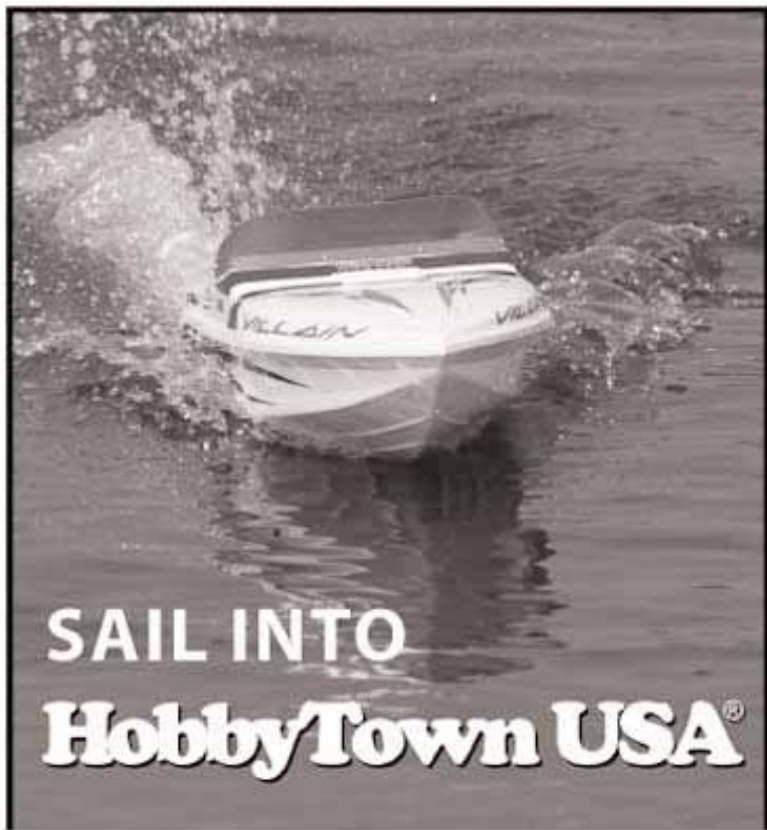
I have also learned that the float planes on the USS Missouri were the same float planes used by the Coast Guard during WWII. This was one of the most rewarding events I have ever been a part of in my life. It was a pleasure to represent the US Coast Guard Auxiliary and be a part of such a wonderful event for these veterans.

Since this event has taken place we have been invited to participate in up coming future Honor Flights reception / dinners. **Jose' Medina FSO-NSO 08W-33 Flotilla 06**

STEAMSHIP IN THE MIDDLE OF THE CITY (CONT.)

Hawley family decided to try and salvage the cargo. The story of this adventure, its hardships, the excitement of finding an intact 1850's cargo of new material headed to frontier merchants, the frustration of keeping water from flooding the 35 foot deep hole needed to get to the ship and the decision to exhibit rather than parse out the items to collectors is told in the book "TREASURE IN A CORNFIELD" by

Greg Hawley. The Museum is located in the City Market, Kansas City, MO just off I35. The main part of the museum is in the shape of the ship and includes items such as the boiler, the larboard side steam engine connected to a replica of its paddle wheel--that operates(under electric motor drive) and more devices needed to manage the steam boiler operation. A very interesting item is the log that started the whole thing. The exhibit area contains much of the cargo displayed behind glass to keep it from decaying. An interesting video shown in the museum's theater. The museums web site is www.1856.com.



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SPECIAL THANKS...

To members that contributed to this Sail & Scale issue :

Jose Medina, Wayne Snyder, Ray Meifert, Donald Westley,
Dan Lewandowski, Dale Johnson and Joe Steele

A **Special Thank You** goes out to John Bishop, who generously donated a projector screen to the club. This large screen will compliment the previously donated projector

NAUTICAL KNOW-IT-ALL

By Dan Lewandowski



Oasis of the Seas

There are nearly twenty cruise ships afloat that are over 1000 feet long, but by far the biggest was just launched recently by Royal Caribbean International - the Oasis of the Seas. It is 1,187 feet long, but also has an amazing beam of 208 feet! Her gross tonnage is 225,282 GT. The second largest cruise ship, Freedom of the Seas, has a significantly lower gross tonnage of 154,407. An additional ten more one-thousand foot-plus cruise ships are currently under construction. (So, where's the recession???) For comparison, the Titanic was 883 feet long and had a gross tonnage of 46,328, only about 20% of the Oasis! Let's assume you decide to build a 1/350th scale R/C model of the Oasis. How long and how wide would your model be? But, for the prize winning question, what would be the scale "gross tonnage" of your model?

Last month's answer: A seaman "flaking" is coiling a line on a deck of a ship.

CLUB SHIRTS HATS ETC.

Contact:

Kevin Waldo

Cub Burgees and Stickers

Contact:

Mickey Kirihara



EDINA MODEL YACHT CLUB

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



FEBRUARY MEETING

TUESDAY, FEBRUARY 16, 2010 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

-Paul Olsen presents his boat molding process

Special Interest Contacts:

Scale Boating:

Tim Smalley [REDACTED] [REDACTED]

Sail Boating:

Tony Johnson [REDACTED] [REDACTED]

Fast Electric:

Dan Proulx [REDACTED] [REDACTED]

2010 Board Members

- Commodore: Joe Steele [REDACTED]
- Vice Commodore: Paul Olsen [REDACTED]
- Vice Commodore: Don Westley [REDACTED]
- Vice Commodore: Dick Walker [REDACTED]
- Vice Commodore: Kevin Waldo [REDACTED]
- Secretary: Julia Moen [REDACTED]
- Treasurer: Larry Wheeler [REDACTED]

The Edina Model Yacht Club Sail & Scale Newsletter is published monthly except for December.

Newsletter Editors: Todd & Julia Moen
[REDACTED]
[REDACTED]

Webmaster: Dale Johnson
[REDACTED]

Please send articles by email to:

[REDACTED]

Deadline for articles to be considered for the March publication will be Friday February 26, 2010

