San Diego Ship Modelers' Guild

Volume 5 Number 6 June, 15, 1981

Notes from the May Meeting

Very little interest was shown the San Diego Maritime museums model of the Robert E. Lee which the guild may one day finish for the museum. I hope the Langley project has not soured anyone toward group projects. Any action to be taken on the model has been tabled until the july meeting. If you have any ideas on group projects I hope you will make it a point to be at that meeting.

Ed White showed some great ideas on home made tools. Among the tools demonstrated were an electic file using a reciprocating tooth brush and an inexpensive speed control for power tools using a household dimmer switch. If anyone else has some simular ideas let us know. Thanks Ed.

Models present

Arethusa	Bob Brady	New England fishing schooner	Scratch
Cannon	Dana McPeek	Partial bulwark section	Scratch
Kraben Kutter	Doug McFarland	North sea Trawler	Kit
Alden 50'	Bill Benson	Pleasure craft	Scratch

Note on the June Meeting

Party time!!! Bring what you brought last year. If you were not present last year bring your favorite Hors d'oeuvres. There will be an open bar but unlike last year when the Gray Whale was footing the bills, there will be a small volentary donation to the kitty to cover the costs. With the weather as warm as it has been early this week, it should be a beutiful evening an the spar dech of the Star.

Model yacht basin news

This Saturday we will be christening our new roll away dock built by John Woodard, Bob Crawford, and George Oliver who designed it. We will be setting up some bouys on which you may practice for our upcoming regatta. Come on down and join the fun.

L.A. Regatta

The Ship Modelers Association of Fullerton Has scheduled their regatta for Sunday, August 9th, at El dorado Park in Long Beach. I hope to have a map of the area in the next news letter for all you R C people who will represent the San Diego Ship Model Guild.

Energy Crisis

The Newsletter is latter than usual this month due to an electic typewriter. SDG&E ran out of electicity yesterday for about 8 hours and the editor ran out of gas the rest of the evening. Sorry about that.

JUNE MODELER OF THE MONTH

* ALBERT LHEUREUX *

by Bill Kelly-Fleming

The goal of any ship modeler is to make the model as realistic as possible. How about submarines that run submerged, fire torpedoes, and surface; or a battleship emanating sounds from its loudspeaker system, signal lights blinking, radar turning, guns rotating and firing; or a speeding PT boat which will lay down a smoke screen and then fire a torpedo at you. Obviously we are talking about models of Albert Lheureux.

His eight foot long battleship MISSOURI was retired from running patrols on the pond this past year, was refitted for display purposes, and very recently was put on permanent display at the Maritime Museum on board the BERKELEY. The MISSOURI had run for four years, and in that time earned several well-deserved modeling awards.

Our modeler from France has had a lifetime interest in ship modeling, particularly in naval ship models. In his teens he scratch built a British cruiser and a four stack destroyer using only pictures from newspapers and magazines for plans. Discovering model kits which contained most of what he needed led to several models, including the Sterling kit of MISSOURI and his first contact with radio control. That early version of MISSOURI was powered by a single prop and controlled by a one channel radio with a push button: one beep--full starboard rudder, two beeps--full port rudder, three beeps in sequence-- forward, reverse, and stop; and there was no proportional control!

For a few years Al turned landward and built HO railroads. With the discovery of proportional control and multi-channel radios, he took to the air. After many years and a few painful model aircraft crashes, our Frenchman regained his senses and returned to his original love, shipmodeling.

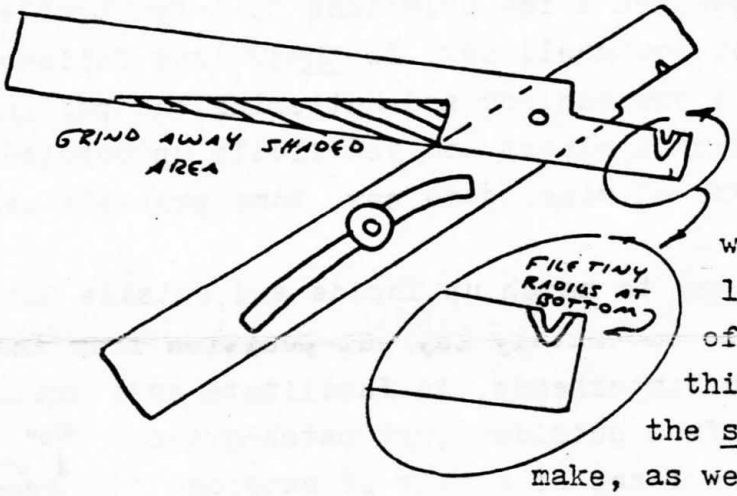
This time he returned to scratch built boats, realizing that kits often do not contain the parts you really want to build the ship you will like in the end. Since his return to ship modeling Albert has built a Fletcher class destroyer, the MISSOURI, a Balao class submarine, the NAUTILUS (Jules Verne/Disney class), the ROBERT E LEE riverboat, and a PT boat, all of course operational. For the destroyer and the submarine, he had to make his own drawings. The WWII sub was the greatest challenge because of its three dimensional environment, and resulting technical difficulty.

Al's favorite construction method is plank on frame, using solid planks (not plywood) with fiberglass on the outside of the hull and a resin coating inside. Since water is very insidious, he does not underestimate its capacity to get into just about everything. As for propellers and shafts, especially in salt water, forget about steel, brass is a must! Another tip from Al, "Buy the best controls available if you want to enjoy your model, otherwise you end up buying the best anyway after paying for the bad. And keep systems as simple as possible, the real test of a working model is, Does it work as it should?"

He says that his most rewarding model is the MISSOURI, which he enjoyed sailing very much and which he will miss. Why then did he donate it to the Museum? Al answers, "The Ship Modelers Guild and the Museum have contributed a lot to provide Suzanne and I with a very rewarding way of life in the San Diego area. I am trying, in return, to contribute a little to enhance our museum, and to thank my adoptive city for the privilege of living here."

Albert, for your contributions to our Guild, to the museum, and to our enjoyment, a very sincere "Merci!"

the handle as shown. This is to decrease the aperture movement over nut travel, so you can index increments of .002" or .003" with the nut.

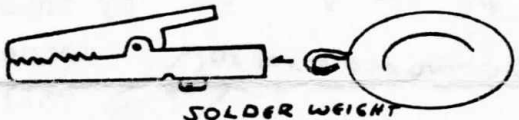


Also, smooth the face with the wire sizes on it, so you can re-mark for the drill sizes--#68, #75, etc. Now, with a Swiss file, gently round the sharp corner of the stripper aperture; this radius will determine the smallest dowel you can make, as we'll discuss in a minute. Now strip a dowel and measure it; cut and fit 'till you get a size you want. Make a scribe mark corresponding to the nut position for that size. Continue until you've indexed all your favorite sizes.

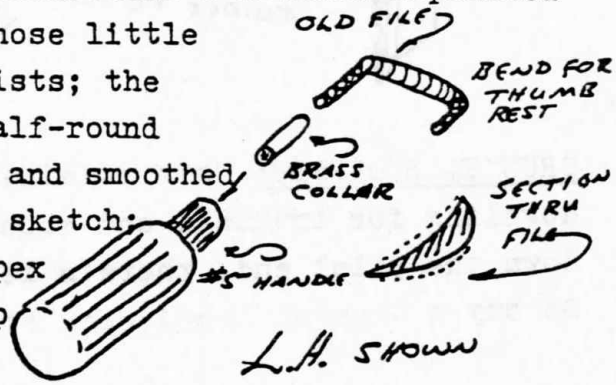
Notice that you don't get a true diameter at but one setting, the smallest: that's okay, because now you don't have to drill clearance holes...the glue goes down the narrow sides of the trunnel.

Gee, I bet even Henry Bridenbecker doesn't know some of these.

RIGGING CLIPS: For keeping lines and spars in place and taut while you work; make up a dozen or so assorted for about three dollars. Some variations I found useful involve: a selection of weights, jaws filed flat to close flush, or filed with matching hole or V-groove. Dip the jaws in plastic tool-dip or cover with heat-shrink tubing, available at electrical shops.



DRAW KNIFE: This is based on Henry Bridenbecker's article reprinted in the Dec. 1980 newsletter. I find those little spokeshaves too small to fit my ham fists; the X-Acto handle helps. The blade is a half-round Swiss file, hollow ground on the flat and smoothed on the convex side. Heat and bend per sketch; the metal must be cherry red at the apex of the bend or it will break--then dip and swirl in brine. Cut the tang, fit the handle, and make spars.



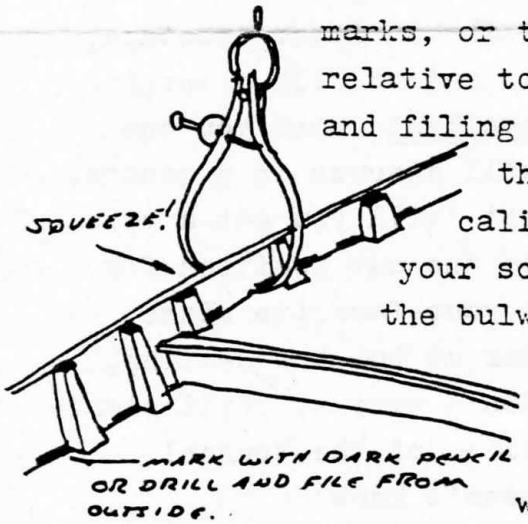
(more on p. 7)

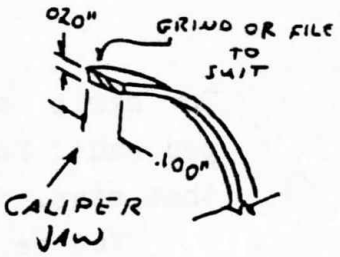
Some more "goodies"---

QUICK TOOLS from Michael J. Heinrich

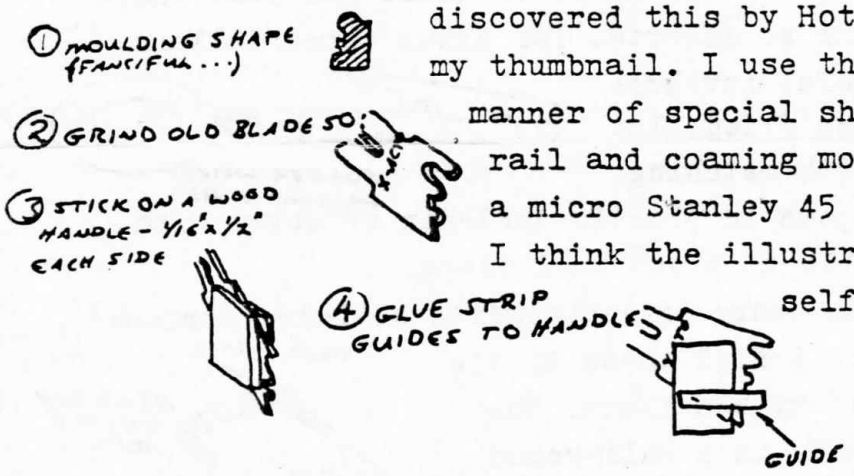
...in which is contained a few solutions to a few problems, usually heralded by "Now howinhell do I do that?" and followed by much scratching about in the toolbox and muttering and puffing. Eventually, though, the mind clears and you fiddle up something that works. Here are some of mine, some new, some probably rediscovered.

SCUPPER MARKER: A sure way to match up inside and outside scupper marks, or to accurately lay out position from inside relative to timberheads, to facilitate easy drilling and filing from outside: just match-grind the faces of a pair of outside calipers in the shape and size of your scuppers, and press the jaws into the bulwarks in the proper places, and you've got a perfect mark both inboard and outboard; black the mark out, or drill and file to shape. The pressed wood makes an easy guide for drilling.





SCRAPERS: A simple trick: cyanoacrylate glues stick to steel. I discovered this by Hot Stuffing my Uber knife to my thumbnail. I use the method to make up all manner of special shape tools--cove cutters, rail and coaming moulds, chappels on masts--a micro Stanley 45 plane from dull blades. I think the illustrations are pretty much self-explanatory.



TRUNNEL STRIPPER: This eliminates the draw plate for making fine doweling for trunnels and such; you don't have to constantly shave down the pilot end, there's less breakage--well, see for yourself. Go buy a General brand wire stripper and grind down the inside of

(continued on p. 6)

Pearls FROM THE CHEST

Some tips from members of the crew

Window Glazing, from Roger Van DeWalker.

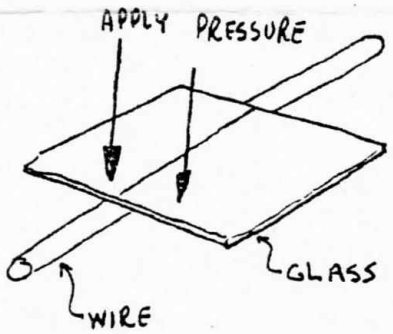
Glazing windows with real glass can be done on your ship model by using slide cover glass. These may be purchased at most medical supply houses. These pieces of glass are about 7/8" square and .005 to .010" thisck. The trick is to cut them to size. It is not as difficult as it seems. "General" Tool Co. makes a scriber with replaceable carbide tips at about $ 1.95. This cuts glass very nicely.

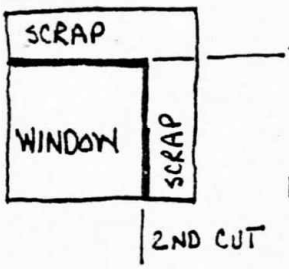
An extremely flat surface (Formica counter top, etc.) must be used as they are very fragile and can be broken on an ordinary wood surface, with very little pressure (not enough even support).

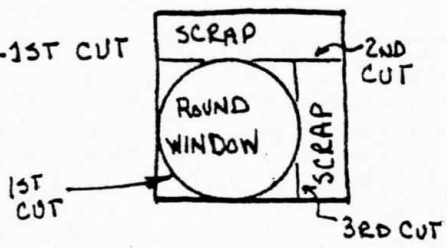
Draw an accurate full size picture of the window on a piece of paper. Lay the slide cover on top of this template. With a thin steel rule, etc. as a straight edge, draw a line across the glass with the carbide scriber. A slight mark on the glass is all that's required. To break it, place the cover glass on top of a piece of wire with the mark over the wire. Press gently on either side of the wire and, if all goes well, that is where it will break.

A little practice is required, but it wont take long. Pieces as small as 1/8" square can be cut using this technique.

Mounting can be done just as the original was, or a spot of "Zap", glue, etc. will hold the window in place.







DRAW THE CIRCEE FIRST BUT DON'T TRY TO BREAK IT OUT UNTIL ALL THE LARGE SCRAP HAS BEEN REMOVED.

(Reprinted from the SMA Newsletter, Nov., 1977)

(more on p. 5)