

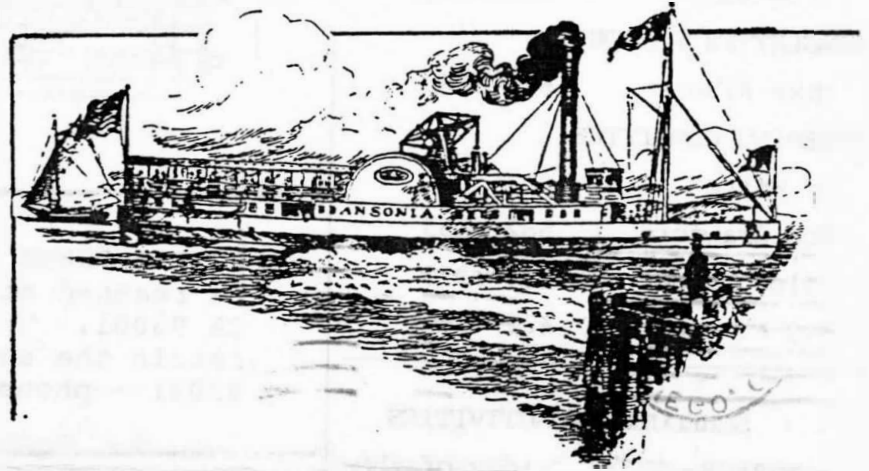


San Diego Ship Modelers' Guild

VOLUME 14 NO. 3

OUR MARCH GUEST SPEAKER
WILL BE MR. LIONEL MEEKER

As you all know our meeting space in the Orlop deck is at a premium so come around early, bring your model and your warm fuzzies.....



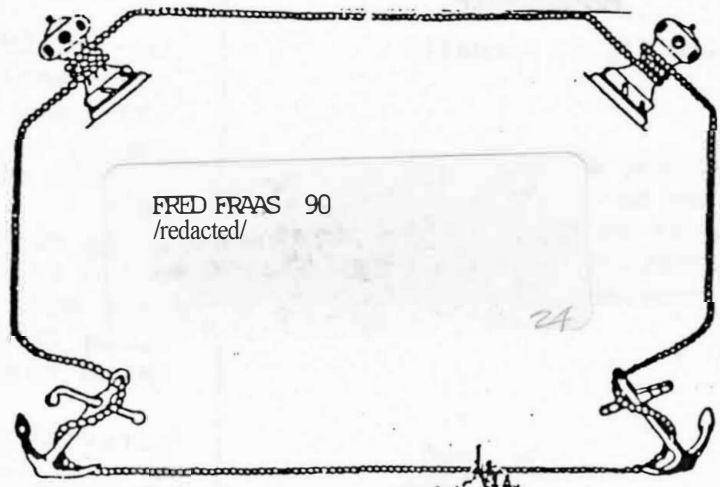
SAN SHIP MODELERS GUILD REGATTA

JUNE 16th and 17th, 1990



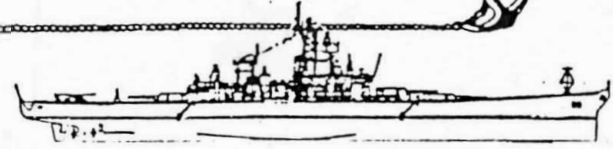
San Diego Ship Modelers Guild
MIKE RIVERA

HEY!! NOW THAT YOU'VE FINISHED THAT BEAUTIFUL
MODEL SHIP OF YOURS, WHAT DO YOU PLAN
TO DO WITH IT ???
San Diego SHIP MODELERS GUILD REGATTA IN JUNE.
I'AM TAKING IT TO THE



FRED FRAAS 90
/redacted/

24



SAN DIEGO SHIP MODELERS GUILD
OFFICERS FOR 1989

MASTER

Doug McFarland /redacted/

MATE

John Fluck /redacted/

PURSER

Bob Willis

LOGKEEPER

Doug Smay /redacted/

NEWSLETTER EDITOR

Mike Rivera /redacted/

STEERING COMMITTEE

Ed White

Bob Crawford /redacted/

Ralph Aruda /redacted/

Roy Nilson /redacted/

SCHEDULE OF ACTIVITIES

MEETINGS- Third Friday of the
month 7:30 PM social

8:00 PM meeting

STATIC WORKSHOP-Every other

Tues. 7:00 to 9:00PM
aboard the ferry Berkeley

R/C Operations-Saturday mornings
Model Yacht Pond

ANNUAL REGATTA-Third weekend
in June

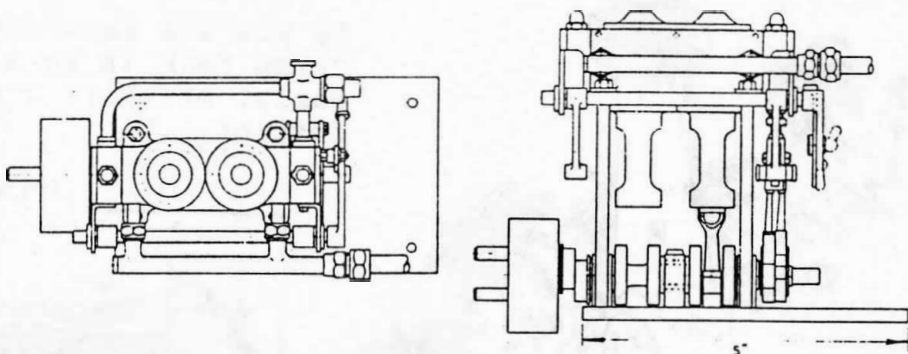
MEMBERSHIP

es are \$10.00 annually

strongly encourage all to
in the San Diego Maritime
seum as an expression of
ppreciation for the facilities
ney provide us.

NEW STEAM ENGINE!!!

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93001---phone (805)643-7067.

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Ask for Bill Swart

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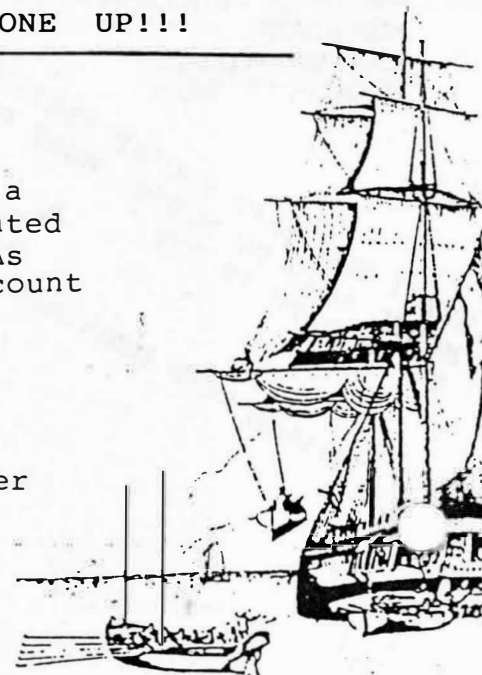
TAKE NOTE:

Our Guild is being run by a
very small group of dedicated
officers and volunteers. As
we go to print--the last count
stands at:

Doug McFarland	Master
John Fluck	Mate
Bob Willis	Purser
Doug Smay	Log Keeper
Mike Rivera	Editor

Steering Committee:

Bob Crawford
Ed White



continued on page 8

Minutes of the Feb. Meeting by Doug Smay

Guild Master Doug McFarland called the meeting to order at 2000, with 16 members and 4 guests present. Pat Edwards and his wife were two of the guests. Pat is a director of the San Diego County Fair in Del Mar. Pat's venue is the "Design in Wood" exhibit, which is an exhibition of fine woodworking. For the first time this year wooden ship models, as well as other types of models constructed primarily of wood, will be allowed to compete for cash prizes! Anyone out there who would like to lose their amateur standing?

Because he was unable to stay for our entire meeting, Pat was placed first on the agenda and gave a very interesting talk about the Design in Wood competition, as well as the fair in general and where it is headed. Pat also told a little about plans for reconstructing the grand stand at the Del Mar Race Track and other changes taking place at the fair grounds. With regard to the Design in Wood exhibit and its inclusion of models, Pat explained that it does overlap somewhat with the hobby exhibit, but unlike the hobby exhibit the Design in Wood exhibit is interested only in models made primarily of wood - those of you with fibreglass hulls need not apply. The exhibit will be one of the few in a permanent building this year. Most others will be in tents as many of the old buildings are being torn down and replaced. They are also attempting to get display cases for the models. Exhibitors are limited to a maximum of three entries each, with an entry fee of \$5.00 being charged for each entry. However the entrant will receive two free tickets to the fair for each entry and the tickets have a face value greater than the entry fee. A number of cash and merchandise prizes will be awarded, including \$150.00 for first place. Entries are due by June 1, 1990, and due to the run of the fair (through the 4th of July) it will conflict with our June regatta, so you'll have to choose between the fair and the regatta. That shouldn't be too difficult a choice

for us to build, but you should go, and think about it a bit! Pat did mention however the possibility of the club putting on an RC demonstration in one of the infield ponds, either this year or next. Perhaps we could get some kind of a joint activity with the Argonauts. Bob Crawford and Doug McFarland will attempt to coordinate something along these lines.

The other guests at the Feb. meeting were Tony Bunch (now a member) who works at Hobby City (formerly Westcoast Hobbies, Command Post, et. al.), and Dennis Mullen.

Bob Crawford handed out more Museum service awards to Guild members for contribution of their time to the Maritime Museum. Receiving awards were Doug McFarland (100 hour pin), Ed White and Roy Nilson.

In answer to some questions that came up, Bob reminded the membership that the Guild maintains an impressive library of modeling magazines aboard the *Berkeley*, some of them dating back to the 20's. (Is that right Bob - the 20's!?) Anyway, the library is a great resource which is available to Guild members.

Bob also announced the next museum work party for April 28th. There will be more information on this at the March and April meetings.

Mike Rivera and Doug McFarland combined their considerable talents for a demonstration of hull planking techniques, using Mikes Billings kit of a *Krabenkutter* (?) and Dougs model of *Hot Spur*, to demonstrate how its done.

Other models present included a fine C-2 freighter made from the Stirling *American Scout* kit (humble apologies to the builder - my notes indicating who the modeler is have gone south), a neat looking Viking ship under construction from a Billings kit by Lew Johnson and a most unusual collection of miniature organs - which actually played music, even though the key boards were only an inch or so wide - built by Ernie Andrew.

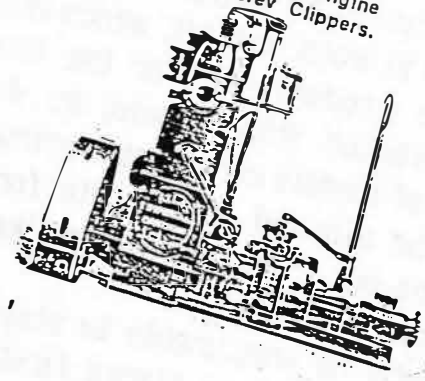
HULLS PLANS CASTINGS ACCESSORIES

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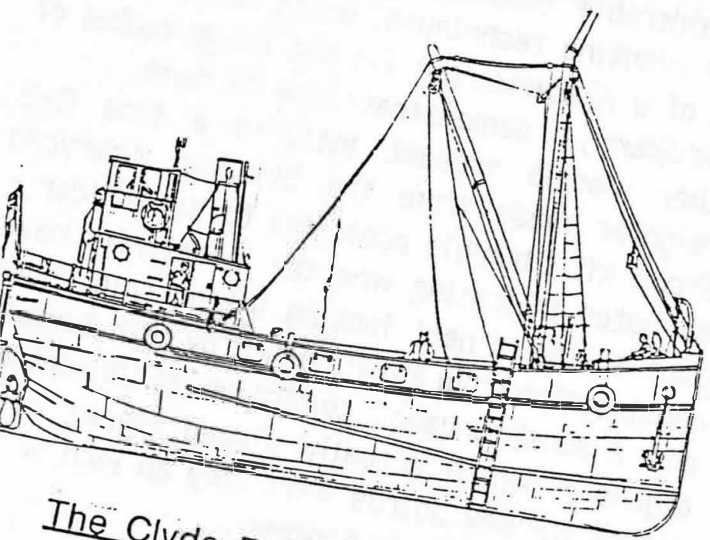
2554 Lincoln Blvd. Suite 215
Marina Del Rey, CA 90291

A typical "One-Lunger" engine used in the Monterey Clippers.

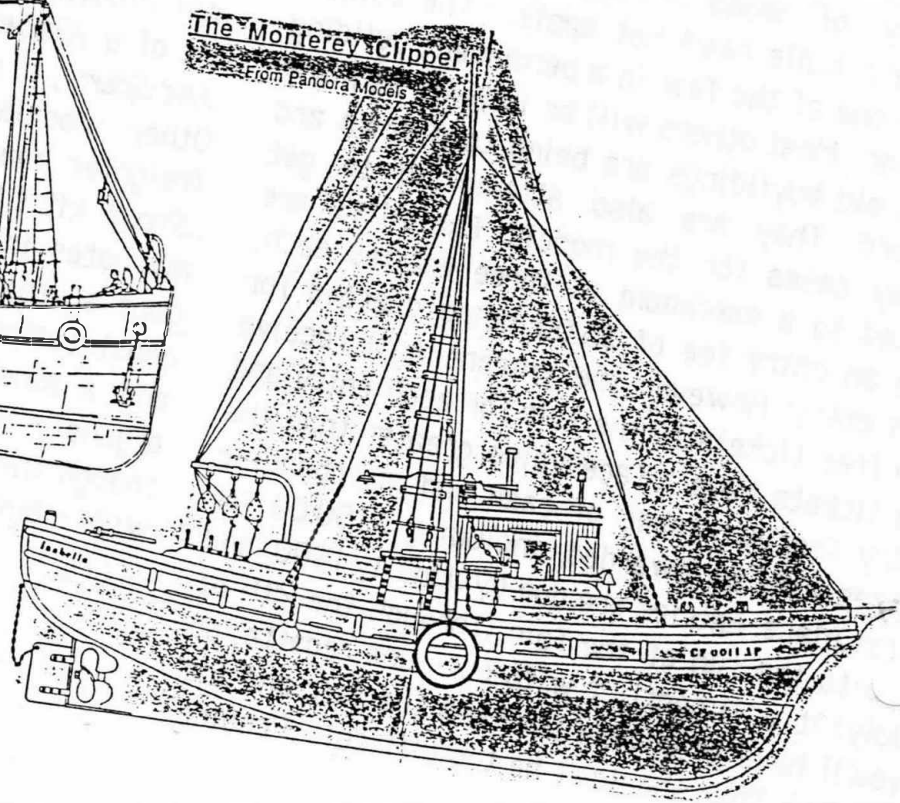


While visiting the President's Day Model Boat Regatta in Phoenix , I ran into Bob Herrera from Pandora Models out of Marina Del Rey , Los Angeles; where I was introduced to his latest model a beautiful 39" Monterey fishing boat, "THE SCAMPO" I was very impressed and when he offered his transmitter over I put it through its paces she handles great---just then Bob called to my attention, look inside the cab he said; Why? It's a static HICKS engine and the overhead values move. This will be available in the summer he said. Bob had his usual display of kits, hulls and fittings that Pandodra Models is best known for . One dollar will bring Pandora Models catalogue, and it will open your modeling world to yet another avenue for resources on our small ship fittings & supplies sources. Bob will make available to you a complete kit or parts, you may contact Bob Herrera at Pandora Models through the address/ phone printed above and when you do--tell him you heard it in the San Diego Modelers Guild Newsletter.

MIKE



The Clyde Puffer
From Pandora Models



On Saturday and Sunday, Feb. 17 & 18 the Mesa Model Boat Club held its second annual Presidents Day regatta at Kiwanis Park Lake in Tempe, Arizona. Several San Diegans made the desert crossing and came away with their share of the gold. Included in the contingent were Mike Dory, Jim Hawkins, Mike Rivera and yours truly, with son in tow.

The trip began for my son and I at about 10:30 AM on Saturday amidst some concern for the weather. It was dry in San Diego, but we had heard there was a possibility of precipitation in the mountains. We had also heard that the mountains were very cold with the snow level down to around 3000 feet. Since Hwy. 8 at Cuyamaca is at 4100 feet there was some apprehension that we might run into snow. In the actual event however we hit some drizzle and fog at higher elevations, but no snow. We pulled into Tempe at about 5:30 Saturday evening, just in time for the night run. Eight or ten boats ran a marked course for the night run, with Bob Herrera from Marina Del Ray taking first place with his *Clyde Puffer*.

The following day dawned clear and cold and the regatta got under way right on time. A section of the lake had been roped off for the models, allowing spectators to view the models but not to get too close. A good sized crowd of interested and very well behaved spectators came and went throughout the day, many of them showing considerable interest in the models, asking questions and commenting on the many fine models present. By arriving at the lake early it was possible to park within short walking distance of the area reserved for the regatta. The area surrounding the lake is all grassed, much like the model yacht pond in San Diego, but with fewer flat areas. The shore slopes much more steeply down to the edge of the lake, making it a bit difficult to find a really flat spot for tables and displays. But that was a minor problem and everyone eventually found a spot to their liking. The lake at Kiwanis Park is artificial, with a concrete curb all around, so there was no way to land the tank from my model LSU - which turned out not to be too big a problem actually, since number one son forgot the tank at home anyway! The lake was also fairly shallow, probably less than two feet deep, and this made it a bit dicey for the submariners. The water level apparently never is very deep, but there had been a spell of dry weather in Arizona which further exacerbated the situation. Nevertheless, Mike Dory, who had brought over his GUPPY conversion U.S. Fleet Submarine (the only one at the regatta) put on quite a crowd pleasing demonstration, including a spread of torpedoes. It turned out there was just enough water under the keel to bring the boat down to periscope depth, and everything worked perfectly. Its hard to imagine that Mike would not have taken first place regardless of how many entrants there might have been. Of course being the only one it was a slam dunk!

The course was well thought out and very nicely executed with beautifully modeled scale piers for docking, various buoys, a ship wreck, an island, two marked channels and a cleared channel through a mine field! The course proved to be a very adequate challenge for most of the modelers (who had to predict their elapsed time). As is often the case however, to make it a challenge for "average" sized models - say 2 to 3 feet in length - it did not contemplate the problems larger vessels would encounter with the sharp turns. (Although a different course was laid out for submarines, so it was recognized that

these models do not have the same degree of dexterity that is exhibited by a cabin cruiser, for example). In any event, I had considerable difficulty with one part of the course because my six foot *Savannah* has a turning radius of between 15 and 18 feet at slow speed (about scale for a 22,000 ton ship !), but the buoys were only about six feet apart (less than one hull length !), and required that a serpentine course be steered between them. Even at full rudder there was no way I could make those turns. Consequently, despite a lot of backing and filling, *Savannah* did very badly through this part of the course. Still, considering the final outcome, I must have been given some dispensation for my predicament.

All the events seemed to run very close to schedule, and the smooth running of the regatta showed the amount of effort that local club members put into it. As Ray Agee said in his short address at the awards ceremony, putting on a successful regatta requires a huge commitment of time and is really a labor of love. It was clear from the effort in Tempe that the Mesa Model Boat Club does indeed love what they are doing. As Ed Sullivan used to say, "It was a reallllly Good Shooow!"

All of the San Diego participants came away with trophy's except Jim Hawkins, who went over even though he didn't have a boat, just to help and perhaps pick up some pointers for our upcoming regatta. (Here's a plug for Jimmy - he's putting a lot of time and effort into our regatta. Lets all do whatever we can to help him make it run as smoothly as the Arizona event!)

In terms of awards, here's how it went, sorry I don't know all the club affiliations;

<u>Category</u>	<u>Place</u>	<u>Modeler</u>	<u>Model</u>
Military	1	Leo Milowicki	LSM (Hull number not noted)
	2	Bob Ecklund	<i>USS Monterey</i> , River Monitor
	3	Tom Schaffer	<i>USS Carr</i> , Oliver Hazard Perry class Frigate
Commercial	1	Doug Smay	<i>N.S. Savannah</i> , Cargo/Passenger ship
	2	Mark Weitzman	Salvage Boat
	3	Mike Rivera	<i>Venesa Marie</i>
Pleasure	1	Ron Squires	<i>Patricia</i> , steam launch (electric power)
	2	Ed Bair	<i>Margaret B</i> , Chris Craft runabout
	3	Doug Jacobs	<i>Congo Star</i> , river boat
Sail	1	Bill Nagle	<i>Lillian Doyle</i> , Two masted sailing ship
	2	Dale Hassell	sail boat with "hard" sail, ala Dennis Connor
	3	Carol Gerke	1 meter sail boat
"Carry-on" scale	1	Leslie Squires	Shrimp boat
	2	Ron Squires	<i>Justine</i> , Tuna boat
	3	(no information)	
Submarine	1	Mike Dory	U.S. Fleet Submarine, GUPPY conversion (no other modelers dared challenge Mike!)
Static	1	Mike Rivera	<i>Medea</i>
	2	Bill Hull	<i>Antea</i> , tug
	3	Bill Nagle	<i>Salt Spray</i>

Junior Modeler 1 Greg Smay (This award was given for operating a model only, using the authors model LCU-1488. There were no other junior modelers entered.)

Steam (There were no entries in the Steam category)

Special awards:

Most Unique	Ron Squires	<i>Patricia</i>
Best Engineered	Mike Rivera	<i>Victoria</i>
Best Military	Leo Milowiki	LSM
Modelers Favorite	Bill Nagle	<i>Lillian Doyle</i> (Tie with <i>Savannah</i> - resolved by judges in favor of <i>Lillian Doyle</i>)
Mayors Trophy (Best non-military)	Bill Nagle	<i>Lillian Doyle</i>
Governors Trophy (Best of Show)	Doug Smay	<i>Savannah</i>

It was a most enjoyable, and as things turned out, most rewarding experience. The folks in Tempe went out of their way to make us feel welcome and to show us a good time. They succeeded on both counts! Flushed with success, the kid and I loaded our gear into our new Astro van and prepared to say goodbye to Tempe until next year. It was 5:30 PM when we pulled out and headed for home. Based on a six hour trip out we figured to be back home and in bed before 11:00. However, as we were soon to discover, the fun was just beginning!

Our first clue that this was not going to be a routine ride home came when we ran into strong winds on the desert west of Yuma. By the time we got to El Centro there was a lot of blowing sand and large trucks were beginning to pull off the road under the overpasses to shelter for the night. Just west of El Centro we were stopped at an Immigration Service roadblock, where we were told that road conditions were deteriorating rapidly in the mountains. There were reports of snow and ice on the road, and the highway patrol was considering shutting down Highway 8. We decided to press on because I had to pick up my daughter early the following morning. As we climbed up into the mountains it began to rain. At about the 2000 foot level the rain turned to hail and eventually to snow, but it was melting as soon as it hit the ground. By the time we got to the 3000 foot mark however the road was covered with snow and all the bridges were icy. Traffic slowed to under 25 miles an hour as people crept up the mountain. We saw several wrecks, including a pick up truck that went over a guard rail and was hanging by its rear wheels over a drop of at least 100 feet to the canyon floor below. By the time we topped out at 4100 feet near Cuyamaca, at about midnight, it had stopped snowing and we were sure we had seen the worst of it. In fact, at that point we were congratulating ourselves, because we figured the situation could only get better as we descended to lower elevations.

Wrong! We had only gone a few miles when we were hit by a fierce blizzard. The wind was so strong and the snow was so heavy that the windshield wipers on our van could hardly keep up with it. We could not see more than about 15 feet in front of us. In a matter of minutes the road disappeared under a blanket of white. The only way we knew we were still on the highway was by the steel poles on the side of the road that mark how deep the snow is, and by driving on the white dots that separate the lanes. I couldn't see the white dots of course, but I found a line of them under the snow by running over them with my left front tire. In that way I was able to "feel" the road. Naturally with visibility down to 15 feet we could not see any other cars either in front or behind us. It was like being totally alone in the screaming blizzard. It was very frightening. We had chains, but were afraid to stop to put them on because in the time it took to get them on we could be snowed in, and because with visibility as bad as it was we were afraid someone would hit us from behind if we stopped. Also, the snow was coming down so hard that we wanted to get down as fast as possible before the road became completely impassable. "As fast as possible" turned out to be about 15 miles per hour, but in 15 miles we dropped down below 3000 feet and the snow no longer stuck to the road, although it did not turn to rain until we were down to about 2000 feet. We finally got home at about 2:00 AM. It was a scary ride, but the new van performed flawlessly. Later we heard that the Highway Patrol had shut down Hwy. 8. Many people were not as lucky as we were. Some were stuck in the mountains all night and some were being treated for frost bite!

All in all, it was a very memorable weekend. I can't wait to do it again!

Some of your Guild officers have been at it for many years and fresh blood is very badly needed we know you are out there, and have some good ideas, bring your input---what do you want to hear R/C ? Static? Military? Work? Pleasure? we have several hundred years of combine modeling experience plus a Maritime Museum Library to back us up--all you have to do is jump in an tap this great resource---you'll be glad you did.

GET OFF THE



AND GIVE A HAND.....

