



**The St. Louis Admirals R/C
Model Boat Club**
<http://stlouisadmirals.com>



BROADSIDE

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Vice-Commodore – Dave St. Clair (636) 671-5353

Treasurer – George Kirby (636) 978-6288

Editor – Jane Rivers-Chapman

NOTICE:

**The next meeting will be held on June 7, 2010 at St. Stephen’s Episcopal Church,
33 N. Clay Ave, Ferguson, MO 63135**

NOW HEAR THIS

FROM THE BRIDGE



The warmer weather is generally upon us, so now is the time to relax, get outdoors, and head for a pond or Boat Club sailing event. Sometimes the weather does not cooperate, as witnessed by our April and May early

sailing sessions, largely due to rain or rain possibilities. In my case, I came to two sessions and got washed out in the first but had a good time at the second. If nothing else, it was an opportunity to see other Club members and have some interesting discussions.

One thing I noticed that might be good to stress here is **BEFORE** you head to the pond, make certain that your batteries are still good, hold a charge, and are charged and ready to go. There’s nothing more frustrating than to arrive at the pond and discover that you’re not ready to sail. And I speak from my own failings, so I’m not suggesting that you would do some of the dumb things that I have done. Perhaps being a submariner makes me a bit more conscious of checking things out, but I have gotten the boat in the water only to find that I forgot to reinstall the two plugs that keep water out of the watertight

compartment. It then becomes a huge tank of water very quickly!

So check out the batteries, and ensure that all of your electrical and mechanical things are as they should be. I also have assumed that the set screws that attach the prop shaft to the motor shaft is tight – only to hear the motor turning furiously and not seeing the prop turn at all. And it never happens near the shore. Discovery comes when the boat doesn’t seem to move properly out in the middle of the pond.

It’s a good idea to bring a few quick fix items with you when you sail, like ACC, Walther’s Goo, and an assortment of screwdrivers, pliers and other tools. Again, all designed to correct minor problems that can make the difference between a fun time and just standing there.

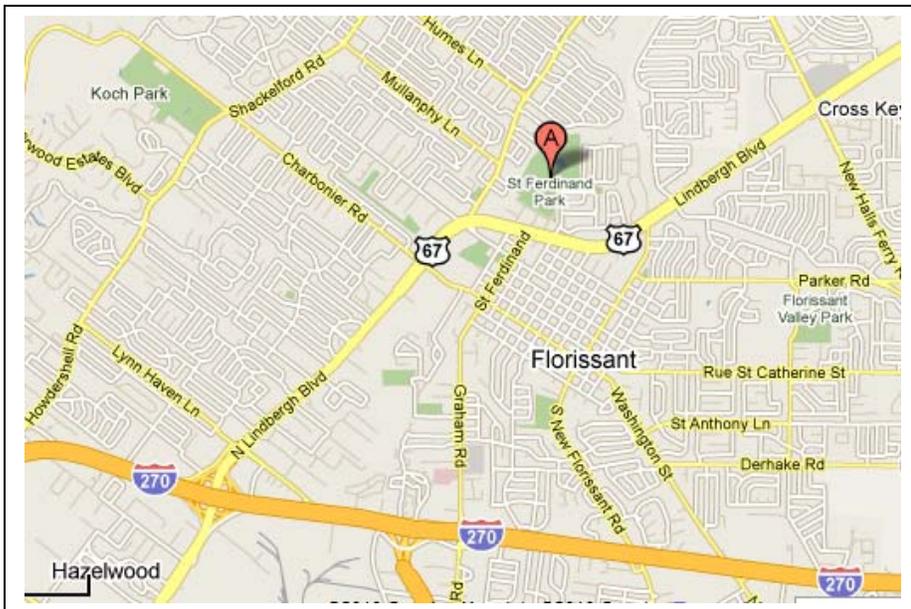
The Admirals have now been to Forest Park once, and along with other events, are looking forward to a busy summer. So dust off the boat, check things out, and come join us. Happy boating!

Commodore Jim



June 7, 2010 sail at St. Ferdinand Lake 1:00-5:00PM (weather permitting) and 5:00 PM Dinner at Applebee's, 2309 N Highway 67, Florissant, MO 63033, and 7:00 PM meeting at St. Stephens Church.

Third Sunday every month – Sailing at St Ferdinand Park, Florissant, MO



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Membership Dues

##Please take note of the following: ##

Dues for new members will be prorated on a per month basis based upon our beginning of May 1st dues. Please make checks (no cash) payable to "St Louis Admirals R/C Model Boat Club" in the amount of \$30.00. Send checks (no cash) to

Dave St. Clair
4623 Dulin Creek Road
House Springs, MO 63051

PS If you would like to have your e-mail address included for receipt of the Broadside and other publications please include it on a separate sheet of paper, to my attention. If you have moved since your last renewal, please note change of address, etc.

Thank you, Dave St. Clair

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**St. Louis Admirals RC Model Boat Club
MINUTES FOR APRIL 5, 2010**

Commodore Jim opened the meeting at 7:15 PM with the Pledge of Allegiance. Nineteen members were in attendance. A Moment of Silence was held for past members Bill Zumwalt and Rich Schaumberger. Member Ray Sepanski was still recovering from his health issues. Minutes for the March meeting as published in the *Broadside* were approved, as was the Treasurer's Report.

The web site is still a work in progress, and will take some time for things to be updated. Ed Gant reported that Grafton sailing is scheduled for June 18-19, Alton Lock and Dam sailing depends on river flooding, and Paducah is scheduled for September 24-25. Work on the Union Station Annual Regatta continues.

Regatta trophy materials were reviewed, and the membership voted that the trophy theme would be a cleat and a rope knot. Commodore Jim will order the cleats from a boating distributor from whom he had obtained the samples shown at the meeting.

Forest Park sailing will be at the Boat House on May 10, and displays and sailing in conjunction with Muny shows will be on July 5 and August 9.

Raffle winners were George Kirby and Jeff Manning.

Commodore Jim explained to the Club how the SSMA insurance works for our sailing events and meetings. Discussion was held on a proposed picnic, suggested to again be at the pond of Past Commodore Tom O'Dell's family. Steve O'Dell would check and report if approved and provide possible dates in late spring.

Show and Tell and a Program were presented.

Future meeting and sailing dates are Forest Park sail and dinner on May 10, followed by a meeting at St. Stephen's; June 7, July 5 sail at Muny, with meeting on July 12; meeting on August 2 with Muny sailing on August 9.

The meeting was adjourned at 9:30 PM.

Minutes as presented by Commodore Jim.

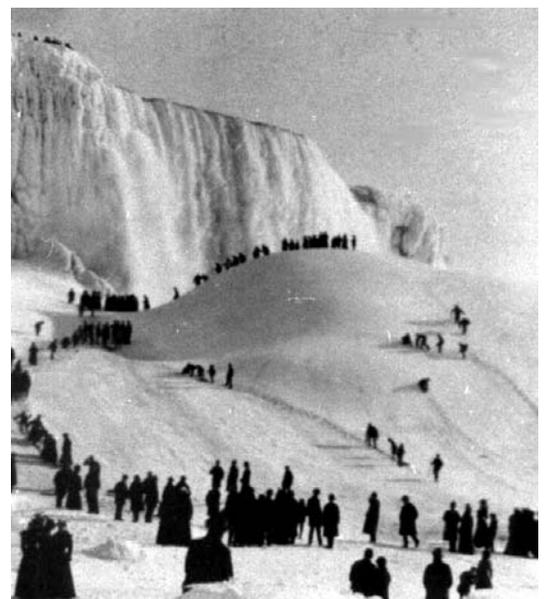
Tentative 2010 meeting dates are: June 7, 2010 July 12, 2010
Grafton, IL – June 19 and 20 Subject to availability by St. Stephen's Church.
Union Station - September 18 and 19

Our May 10, 2010 display and run at the Forest Park Boat house was a success, except for the weather. We had 24 boats on display, with the following members in attendance Mike Alligood, Bob Chapman, Alden Clark, Luther Disher, Fred Hoeffken, Chris Kunz, Jim Schwinkendorf, Dave St Clair, Kendall Waller, Jim Wisnewski, John Ziemer and Geneva Disher and I. Everyone enjoyed watching the boats on the lake when it wasn't pouring rain. We all enjoyed the covered display area and the food at the restaurant.
Jane Rivers-Chapman, Editor



1911 Photos of Niagara Falls ..

Her mother had a cousin living in Niagara Falls that year. She told the family that she and her neighbours woke up in the night feeling something was wrong. It took a while but they finally realized that it was the lack of noise. They had all become so used to the roar of the falls that the silence was unusual enough

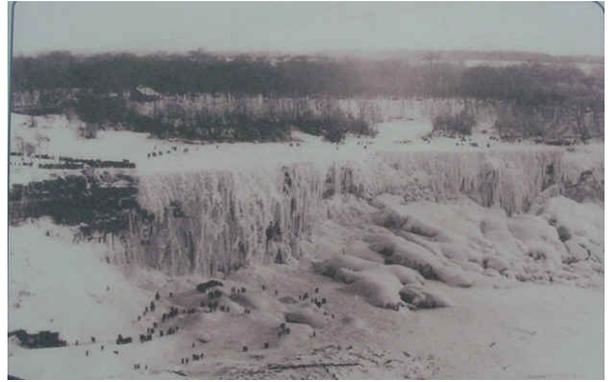


to alert their senses. Of course at that time nearly all the houses were near the falls. Amazing pictures! Almost 100 years old. Can you imagine walking on Niagara



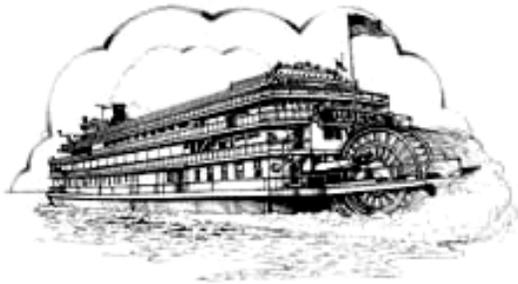
**THIS PICTURE WAS TAKEN
WHEN NIAGARA FALLS WAS COMPLETELY FROZEN IN THE YEAR 1911.
A VERY RARE PHOTO.**

I've read of this but never saw the photo before. Makes you wonder just HOW COLD and HOW LONG it was that cold!!



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You may have heard the news in the last two days about the Deepwater Horizon drilling rig which caught fire, burned for two days, then sank in 5,000 ft of water in the Gulf of Mexico. There are still 11 men missing, and they are not expected to be found. The rig belongs to Transocean, the world's biggest offshore drilling contractor. The rig was originally contracted through the year 2013 to BP and was working on BP's Macondo exploration well when the fire broke out. The rig costs about \$500,000 per day to contract. The full drilling spread, with helicopters and support vessels and other services, will cost closer to \$1,000,000 per day to operate in the course of drilling for oil and gas. The rig cost about \$350,000,000 to build in 2001 and would cost at least double that to replace today.

The rig represents the cutting edge of drilling technology. It is a floating rig, capable of working in up to 10,000 ft water depth. The rig is not moored; It does not use anchors because it would be too costly and too heavy to suspend this mooring load from the floating structure. Rather, a triply-redundant computer system uses satellite positioning to control powerful thrusters that keep the rig on station within a few feet of its intended location, at all times. This is called Dynamic Positioning.

The rig had apparently just finished cementing steel casing in place at depths exceeding 18,000 ft. The next operation was to suspend the well so that the rig could move to its next drilling location, the idea being that a rig would return to this well later in order to complete the work necessary to bring the well into production.

It is thought that somehow formation fluids – oil /gas – got into the wellbore and were undetected until it was too late to take action. With a floating drilling rig setup, because it moves with the waves, currents, and winds, all of the main pressure control equipment sits on the seabed – the uppermost unmoving point in the well. This pressure control equipment – the Blowout Preventers, or 'BOP's" as they're called, are controlled with redundant systems from the rig. In the event of a serious emergency, there are multiple Panic Buttons to hit, and even fail-safe Deadman systems that should be automatically engaged when something of this proportion breaks out. None of them were apparently activated, suggesting that the blowout was especially swift to escalate at the surface. The flames were visible up to about 35 miles away. Not the glow – the flames. They were 200 – 300 ft high.

All of this will be investigated and it will be some months before all of the particulars are known. For now, it is enough to say that this marvel of modern technology, which had been operating with an excellent safety record, has burned up and sunk taking souls with it.

The well still is apparently flowing oil, which is appearing at the surface as a slick. They have been working with remotely operated vehicles, or ROV's which are essentially tethered miniature submarines with manipulator arms and other equipment that can perform work underwater while the operator sits on a vessel.

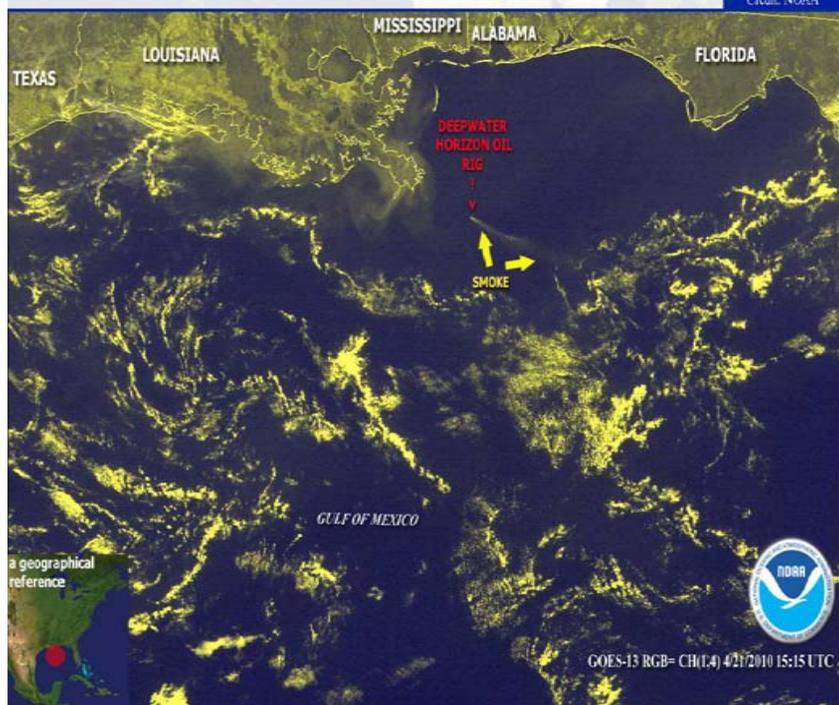
These are what were used to explore the Titanic, among other things. Every floating rig has one on board and they are in constant use. In this case, they are deploying ROV's from dedicated service vessels. They have been trying to close the well in using a specialized port on the BOP's and a pumping arrangement on their ROV's. They have been unsuccessful so far. Specialized pollution control vessels have been scrambled to start working the spill, skimming the oil up.

In the coming weeks they will move in at least one other rig to drill a fresh well that will intersect the blowing one at its pay zone. They will use technology that is capable of drilling from a floating rig, over 3 miles deep to an exact specific point in the earth – with a target radius of just a few feet plus or minus. Once they intersect their target, a heavy fluid will be pumped that exceeds the formation's pressure, thus causing the flow to cease and rendering the well safe at last. It will take at least a couple of months to get this done, bringing all available technology to bear. It will be an ecological disaster if the well flows all of the while; optimistically, it could bridge off downhole.

It's a sad day when something like this happens to any rig, but even more so when it happens to something on the cutting edge of our capabilities. The photos that follow show the progression of events over the 36 hours from catching fire to sinking.

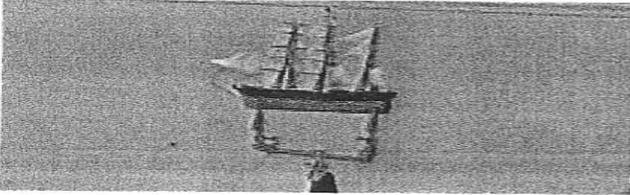
Smoke from the Deepwater Horizon Oil Rig can be seen in this GOES-13 satellite image taken at 1515 UTC on April 21, 2010. Twelve people were missing and seven critically injured after an explosion and fire occurred around 10pm last night at the oil-drilling rig located about 41 miles off the Louisiana coast. The Coast Guard is still searching for the missing people.

Credit: NOAA

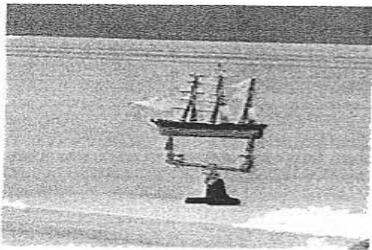


July 09 Show and Tell

I am going to risk not showing the boats brought in and highlight only the boat that showed up in the background of one photo I remembered to take of our speaker. I enlarged that part of the photo that shows Dan Hostetler's *Cutty Sark* which may be 6" long. Here's the photo and Dan's comments.



"I've been furiously trying to complete this miniature "PIB (pain in the butt) Cutty Sark" for my wife's desk. It came with one half page of [almost] instructions that were in Chinese. Since I have built 3 reasonably good larger models of the Cutty, I was basically going from memory on this one, adding rigging where there's no place for rigging to be attached to try to make it look at least halfway authentic. I paid a whole \$8 for the kit, but it's all about points with the Missus! I lack finishing the Main and Mizzen sails and doing the [scant] running rigging for the Fore, Main and Mizzen sails. After that, I'm going to go down to the river and find a nice piece of driftwood on which to mount the boat, then build a nice glass case. That's my story, and I'm stickin' to it! Daniel Hostetler, Pres. CMBC



Chattanooga Model Boat Club



Picture complement of Jeff Manning – St Ferdinand Park, Florissant, MO

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Jim Schwinkendorf
2415 Silver Lake Est. Dr.
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