

NAMBA INTERNATIONAL PROPWASH

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President's Message

By Al Waters
NAMBA President

Continuing from the last *Propwash* in September, we were in the middle of accepting applications for District Directors in the even numbered districts. There were no elections because we did not receive at least two nominations from any district. However there were some long time boaters who submitted applications and were appointed as the new District Director.

District Eight will now be represented by Eric Bourlet, who is also one of the Contest Directors of the 2009 NAMBA Nationals. For those who don't remember Eric, he is very well known for his successful running of outboard tunnels, gas sport hydros, and Mutt Sport 40-II boats. I remember seeing Eric race his Sport 40-II at the NAMBA Nationals, winning B Hydro. He is one of few if not the only person to win B Hydro at a Nationals with a sport boat, in a class that is usually dominated by outriggers. Eric is taking over for Lohring Miller who has served as District Eight Director for many years. We thank both Lohring for his service and Eric for stepping up.

District 16 will now be led by Rob Duckering taking over for Keith Warham. I have not had the opportunity to meet Rob yet as they are still enjoying wintery conditions so model boat racing has not gotten into full swing yet. Keith is the only other District Director (now retired) we have had that I have not met. I certainly had plenty of chances as he was in office for 22 years. Now that borders on incredible. Thank you very much Keith.

Kelly Stout, long time District 20 Director will now have Robert Holland taking his place. Robert was Co-Contest Director of the 2008 NAMBA Nationals in Denver, Colorado. His model boating days go all the way back with his father while just a little guy in San Diego, California.

Over in District Two, Kelly Brooks will continue as District Director. The 2009 NAMBA FE Nationals will be hosted in his district. The last time the Nationals were held there, they were just a couple of boats shy of 500 for a four day event. Welcome back, Kelly.

It is with a heavy heart that I report that Doug Robichaud, our District Four Director passed away in December of last year. Doug had been sick for quite some time but it never got in the way of his enthusiasm for model boating. He was very instrumental in the writings of the current FE rule package in the NAMBA rule book. Doug was also known for his annual event, the Sardine Classic. A laid back atmosphere bringing sail boats, scale boats (tug boats and river boats), and FE racers together. Doug will surely be missed.

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President's Message*(Continued from front page)*

Moving over to NAMBA class chairman news, Marty Shallenberger is now our new Unlimited Hydro Chairman. Marty hails from Seattle, Washington, home of the Hydroplane Race Museum, the Seattle Seafair Unlimited Hydroplane Race, and where radio controlled hydroplane racing began back in the seventies. Although he is not that old, he has a wealth of knowledge. And he can't be all bad — he races Oh Boy! Oberto boats. Please go to the NAMBA web site for the latest Master Hull Roster as it is updated for 2009 complete with the latest in contacts for all of your scale unlimited hydro needs.

With the coming of 2009 also comes preparations for the 2009 NAMBA Nationals. District Eight will be hosting the NAMBA Nationals in Seattle, Washington. Your Contest Directors will be Eric Bourlet, Mike Hughes, and Kelly Groul. Please go to www.2009nambanats.com for more information or click on the logo link on the NAMBA web site.

The 2009 NAMBA FE Nationals will be hosted by MMEU (Mid Michigan Electric Unlimiteds) in District Two. Please go to <http://www.mmeu.com/> for information. Unless I am mistaken, the same great group of individuals will put on one heck of an event. It's worth the trip just to watch Fred Sewiert building junction boxes and laying electrical cable. And if he makes that famous stew again ... watch out. It's killer ... and I mean that in a good sense.

Shortly after you receive this newsletter, those members that have renewed for 2009 will receive their rulebook updates for all of the rules that have passed in the last year. Be sure to watch for those and get them inserted in the appropriate spots in your rulebook binder. Although she is never mentioned by me and doesn't expect to be, we really need to thank Tracy Osborne from the Scottsdale Model Boat Club, who has done a wonderful job in assisting Executive Secretary Cathie Galbraith on the continuous updating of our rulebook. It sits on my desktop on my computer and is very intuitive for locating whatever I am looking for.

And last but not least, there are a couple of tidbits that I think might be of interest. I would like to welcome Classic Thunder from District Eight to NAMBA. There is a proposal in this *Propwash* that you might find interesting that has to do with this organization. Their boats go the right/wrong way around the course. Wrong way for R/C boats but the right way for real boats. Talk about realism. With the addition of this club, District Eight now has, Nitro Scale Unlimited with Unlimiteds Northwest, FE 1/10th Scale in Electric Radio Controlled Unlimiteds, FE 1/10th Scale in Classic Thunder, FE 1/10th Scale in the Rose City Model Yacht Club, and the newly formed Pacific Northwest Thunderboat Association running Classic Thunderboats (gas), and Gas Scale Hydroplane (conventional unlimiteds).

Over in District Three at the Orlando WinterNats, I caught a glimpse on the Internet that Gas Outboard Tunnels are now competing. And moving back over to District 19: a district rule was passed allowing any NAMBA legal boat to enter at the gas races in the Open Class. So did I see Nitro run against Gas at the first gas race of the year? Sure did. But not only that, an FE sport boat the size of a gas hydro entered and held its own pretty well. The Open Class can be a blast to watch as anything and everything will enter. Also in District 19, not a rule but a set of guidelines, was put together by Richard Hallett of the London Bridge Model Boat Club for teching stock motors in the Classic Thunderboat class. It can be a useful tool for the average boater who does not know what to look for in a Zenoah 260 PUM gas motor.

That's it for now. I do want to thank those who contribute articles to the *Propwash* year after year. Without their contributions we would not have much of a newsletter and we wouldn't learn much about what is going on in the districts. See you at the races.

No, My District is Best**By Dave Rychalsky
District One Director**

NAMBA has well over a thousand active members and more than a dozen racing districts. In 2008, District One continued to race gas, nitro, and electric powered boats in the same event and the same heats. Out here in the New York, New Jersey, and Pennsylvania area, a well balanced mix of racers competes at every event. The ole' steadfast nitro guys continue to bring their finely detailed two stroke nitro powered boats to the lake. The new gas guys seem like seeds and once they drop a boat in the water, another new gas boat pops up at the next race. Our fast electric crew are a tightly knit bunch of guys who bend over backwards to help each other get into every heat. We've got a few guys coming from outside District One to race. They bring a trailer filled with boats and competition that gives everyone trouble. Whether I'm CD'ing a race, or just stopping by with my son Matthew to watch, I seem to always see a ton of camaraderie and teamwork across all of the classes. Now that the FE guys are attending the gas/nitro races, an adaptation is beginning to occur. Some of the gas/nitro guys are building and buying FE boats and some of the FE guys are picking up gas boats. There's a "knowledge-sharing" activity that goes across the board. We'll be in a heat for G1 Sport Hydro, and two guys are talking about balancing the cells in their N2 Mono boats. It just doesn't get any better than this!

With the 2007 and 2008 racing season behind us, I had an opportunity to look back at these two years and compare both seasons against previous years. We run 11 different classes at most of our Nitro/Gas/FE races and for years and years many class champions were decided long before the last race of the season. In 2007 and 2008, it wasn't until the final heat of the final race when many of the classes crowned a champion. So, what's the reason? Well, I think part of it is the alliance we're building amongst the groups. I've seen guys loan engines to other boaters, lend batteries to racers in the same class, and even let fellow boaters run their boats in

their class. Now, what does that mean? It means that we're having fun and we are spreading the word. For me, it's easy to show a prospective boater the three classes of boats at any race. Onlookers only watch for less than an hour before they can formulate an opinion on which is the "best" class for them. One of our most popular races of the year is the Sky Hydro Regatta. William Overton, Bill Ruffin, Leighton Henry, and Johnny Hightower host this event in late August. They hand out spectacular trophies for the winners and load up three tables with the best fruits in the country. The club brings melons, mangos, strawberries, grapes, cherries, plantains, tangerines, peaches, plums, and watermelons. As soon as the temperature and humidity reach the 90's, a feeding frenzy gets underway that will make a school of piranhas jealous!

It is fun watching some of the personalities that mix it up during the races in New York. It reminds me of a Sopranos' episode: "Hey, yo Paulie, my riga iz friggin fas. Der's nottin dat ken beat me." Watching some of the guys load up their boats in Ford Mustangs is just funny. It's like a skit from Saturday Night Live! I can't figure out how they fit three gas boats, all the support gear, and both guys in the car. On the other end of the spectrum, we have guys that look like they live in a swamp, with massive holes in their shirts and shorts and grease smudges in areas that make you wonder how the heck did that happen! Once in a while we have a few confrontations, but the CD usually can settle things down and we move on. Most of the guys are good friends, so it's just a matter of venting from the pressures of racing. Everyone wants to win and gain points for the season, so competition is tight from race to race. Two of our junior boaters, Kyle Costanza and Matthew Rychalsky, race with the big guys. For the 2008 season, Matthew was eight and Kyle was six. Both boys did great! A few of our "older" junior members have reached the mid-teens and other distractions seem to take priority! Hmmm! We did see a slight drop in entries in 2008, with the economy playing a slight factor in that. Once we hit late August through October, a few more guys were a bit shy in showing up at the races. I can only attribute that the shyness was a result of a democrat taking the lead in the presidential race!

As of this writing, the holidays are behind us and we're looking forward to 2009 for another good year of racing. I picked up two FE boats over the winter so my son and I can enjoy the racing with the FE guys. Our year end Awards Banquet yielded a good time by all with many of us ordering the 24 ounce mouth watering steak from Arthurs Steakhouse. Quite a few of the guys were promising that they'll do better in 2009 so they can be a Class Champion.

Until next time, good luck to all District One racers: the best in the country!

Greetings From District Seven

By Scott Grissman
District Seven Director

District Seven finished up the season in September in Carlsbad, New Mexico. Our high point champions for the 2008 racing season are as follows: Tony Solo A-OPC; Scott Grissman B OPC, A and B Modified Tunnel, and G1- Catamaran; Bryan Yancey Cracker box; Dale Roberts G1-Mono and Thunderboat; Matt Baker in the Baker Class; Jerry Wright G1-Sport Hydro and GX-1 Catamaran; Don Wahe Open Catamaran. Our Thunderboat class in District Seven has really grown large and fast. It is now our largest class. Gas boats seem to be the thing now with the tunnels classes being the only nitro boats that seem to make it. Many of our members went to the October World Gas Championship race in Vegas. We all did pretty well with many first places in heat races. But when it came down to the trophies many of us choked for one reason or another. That is all except one. I really don't know how many trophies and plaques, on top of High Point Champion he won, but he is our very own Dale Roberts.



2008 Gas Worlds High Points Champion
Dale Roberts with Jim Feener

Everyone should feel sorry for us having to race this guy every single race throughout our regular season. Guess it just makes us faster. Speaking of the Vegas race, I met Jeff Michaud from Insane Boats. He was a very nice, helpful guy. He is a great asset to the hobby. Just another reason RC boat racing is a fun event for me and so many others.

In closing let me list our 2009 race dates: April 18th and 19th in Andrews, Texas; May 16th and 17th in Amarillo, Texas; June 13th and 14th in Lubbock, Texas; July 18th and 19th in Amarillo, Texas; August 29th and 30th in Lubbock, Texas; and our district final September 26th and 27th in Carlsbad, New Mexico. I hope that everyone is careful in their travels and has a great 2009 race season.

We hope to see our friends at the races.



Another beautiful day in New Mexico

NABGO 2008 in a Nutshell

By Wreno Wynn

NAMBA National Combat Chairman



NABGO is the North American Big Gun Open, an open competition for 1/144 scale model warships in the Big Gun format originally founded by the North Texas Battle Group (www.ntxbg.org). It is a multi-day event held in July each year at Star Brand Ranch Executive Retreat (www.starbrandranch.com) in Kaufman, Texas. It consists of three major segments described below, and is currently the only national Big Gun Model Warship Combat event in North America. The Big Gun Model Warship Combat World Championships, founded by the Australian Battle Group (www.AusBG.org), were hosted by NABGO for 2008 with permission of the AusBG, resulting in double titles for the medal winners that year.

In general, when and if damage is counted, it is in the form AA/OO/BB PP R, for each sortie made where AA = holes above the waterline (in the gray), OO = holes at the waterline (on the "boot" or black line), BB = holes below the waterline (in the red), PP = points scored due to damage, and R = result other than returning to port (S for sunk, L for lost, etc.)

The three major events are: *Cargo is King*, *BYOB*, and *The Texas Cage Match*.

Cargo is King

Generally the first major battle event of NABGO, *Cargo is King* is a scenario battle where only the cargo runs completed count toward which side wins or loses - not sinks, not holes (sinks and holes are counted for other awards, like *Most Damaged Without Sinking*, but not for the scenario score). It was originally conceived as a "low damage" event, but

turned out to be high carnage, with skippers putting their ships at great risk to ensure the cargo made it through.

BYOB

Usually the full battle day, consisting of multiple sorties, BYOB, or Bring Your Own Battle (Plan), is a flex-day, where the available skippers decide by consensus what the day's plan will consist of. This year, there were two sorties by normal NTXBG standards and a third under Western Warships Combat Club custom (much shorter sorties, different rules as to ships counted lost, etc.)

The Texas Cage Match

Many rules are reversed for this Last-Man Standing event. It is every ship for itself as the rule that there is no firing in port becomes all ships sequestered in port and all combat takes place in the port basin. Battle reverse is allowed, as there is not room to turn. After the first reload, the rate of fire restrictions are often lifted. It is a wild and woolly shoot-out in a small corral.

A few highlights of NABGO 2008:

- Our first hosting of the AusBG's Big Gun Model Warship Combat World Championships at NABGO.
- Our youngest armed captain ever – Charlie Webster age 10.
- Our oldest battler ever – Dr. Bob Fristrom, age 87.
- Our farthest traveled battler ever, over 1600 miles.
- Most captains and ships attending.
- Smallest ship in the Texas Cage match (USS Reluctant, also the first sunk, too).
- Youngest ship in the Texas Cage Match (built that week, the Lutzow, was "commissioned" on Friday, battled all weekend, and still finished second in the cage match on Sunday against several much larger, more heavily armed, ships).
- First time in the history of NABGO that Axis won all (or, for that matter, any) team competitions and this in spite of having two rookie captains and one untested battleship built on-site the week of the event.

We did have some of the NAMBA Thunderboat racers from the Cedar Creek area come by to watch. As always, a great time was had by all.

Cargo is King

By Wreno Wynne

NAMBA National Combat Chairman

Axis Team:

Andrea Doria, CL Webster commanding 4/5/1 215 S

Richelieu, Mike Duffy commanding 1/0/0 10

Dunkerque, Wes Wynne commanding 19/5/2 415 S

Lutzow2, Jerry Ethridge commanding 5/2/0 100

Le Fantasque, Rob Wood commanding 0/0/0 0

SS San Pablo, Charlie Webster commanding (secunded to Axis Fleet) 1/1/0 35 S

Allied Team:

USS Missouri, Don Payne commanding 3/1/0 55

USS South Dakota, Rob Fristrom commanding 0/1/1 75

USS Dallas, Jeff Burns commanding 0/0/0 0

HMS Cossack, Ben Lee commanding 2/1/0 45 S

The Axis fleet embarked on a risky strategy - placing all of its valuable cargo in the hold of a single captured Allied freighter, the SS San Pablo, hoping to sneak her through the Allied blockades, deploying all other captains to armed ships on either screening duty or on diversionary maneuvers.

The Allied fleet took an even larger risk. Intelligence indicating the importance of the Axis cargo, Allied command deployed all captains to armed ships, with no attempt to run cargo, in order to take out the lone Axis cargo ship, hoping to create a draw, feeling it would be easy to take the Axis fleet in subsequent battles and win the day.

The Allies were able to extract a heavy toll on the Axis fleet, sinking Andrea Doria with 4 hits above, 5 shots on, and one hole well below the waterline for a total of 215 damage points. Due to last-minute refitting, the Andrea Doria left the docks somewhat behind the rest of the Axis fleet, who were already engaged by the time of her departure from port. Within two minutes of clearing port the vessel ran a withering gauntlet between the Missouri (to her portside) and the South Dakota (to her starboard), and, becoming the “spicy pepperoni” in the sandwich, exchanging fire in the process. Surviving the firefight, the Andrea Doria broke off and steamed to the aid of her sisters and the freighter SS San Pablo. Another brief (and fatal) exchange ensued with the Missouri, with the Andrea Doria delivering at least two broadsides to the Missouri’s starboard side before sustaining irreparable damage. Taking on water at an alarming rate, the vessel steamed in close to the Pointe du Wynne, where she settled on even keel within site of shore. Missouri was deadly in the engagement, and on subsequent inspection at the shipyard of the port side, only one hole was visible in Andrea Doria’s gray – all significant damage was at, or below, the waterline. Also succumbing to the Allied onslaught was Dunkerque, who slid into the cool deep with 19 hits above the waterline, 5 on, and 2 below for a total damage incurred of 415 points, but not before she fatally injured HMS Cossack, who preceded her to the deep. Cossack had made several attack runs but became mired in the kelp beds, where she was easy prey for the Dunkerque and settled in to the kelp’s waiting shade.

In spite of the fact that the Axis fleet had two captains of limited experience, an unproven ship in their midst, and suffered withering damage, the Axis gamble paid off. The SS San Pablo closely screened by Andrea Doria, was able to dance around the pond with virtual impunity, though at heavy cost to the Axis and Allied fleets. She finally was sunk by Allied fire, with one on and one below, but not before delivering the necessary cargo to win the day. The San Pablo settled to the bottom within close proximity to her protector, the Andrea Doria.

The new Lutzow, on sea trials, performed excellently in the engagement.

an iron coffin for her scratch impressed crew. With firing servos glitching uncontrollably, the vessel found herself stuck in full-throttle reverse, plunging stern-first below the still waters. She was not heard from again.

Captain Duffy on the Richelieu, noting that Le Fantasque had joined the Free French on the side of the Allies, vowed to sink the turncoat. Knowing Le Fantasque’s capabilities, Captain Duffy signaled the other ships in his flotilla that LeFantasque had spent her arms, and would have to pass the bottleneck between the reef marker buoy and the Strait at Pointe du Wynne and ordered his ships to cover the strait. Captain Wood, of the Le Fantasque, intercepted this message, and with full speed unavailable began his run as best he could, hoping to eke a bit of distance with luck and pluck. Richelieu gave chase, firing repeatedly, and, with her freshly replaced engines, overtook the small destroyer. Richelieu finally caught Le Fantasque, who did not give way, and the small Le Fantasque was driven under by the bow wave of the large battleship Richelieu. Luckily, Le Fantasque had battened all watertight doors, and survived the dunking, buying time as the Richelieu passed on. Captain Wood exploited her only remaining strength, her diminutive size and maneuverability. He turned and fled to the deep open sea outside the Western Gulf, quickly becoming a mere speck on the horizon. By the time Richelieu was able to turn to reengage, Le Fantasque was outside effective range. This strategy, fortunately for Le Fantasque, worked. For, in short order, Richelieu was engaged by other Allied forces, Le Fantasque being lost in the fog of war. Le Fantasque took advantage of this to zig and zag back to port, maintaining extreme distance from the fray, and made it back to port to service and rearm. Little did Captain Wood realize that Richelieu, too, had run out of ammunition and also needed to return to port to rearm.

Cossack had tried to attack Dunkerque, but came under Dunkerque’s guns and was holed well below the waterline before she could complete her torpedo run. Cossack once again

Continued on page 6

BYOB (Bring Your Own Battle Plan)

By Wreno Wynne

NAMBA National Combat Chairman

Axis Team:

Andrea Doria, CL Webster commanding 0/0/0 0/0/0 0
 Richelieu, Mike Duffy commanding 4/0/0 9/1/0 155
 Dunkerque, Wes Wynne commanding 0/0/0 8/1/1 155
 Lutzow2, Jerry Ethridge commanding 5/0/1 8/5/1 2/1/1 450
 Mogador, Charlie Webster commanding 0/0/0 1/2/0 60

Allied Team:

Impero, Jacob Zieleniewski commanding 0/0/0 4/0/0 7/1/0 135
 USS South Dakota, Rob Fristrom commanding 5/0/0 6/1/3 3/0/0 315
 USS Dallas, Jeff Burns commanding 6/2/1 L 0/0/0 160
 HMS Cossack, Ben Lee commanding 0/0/1 S 0/0/0 0/0/0 50
 Le Fantasque, Rob Wood commanding 0/0/0 0/0/0 5/2/1 150
 Richelieu, Mike Duffy commanding (changed sides from Axis after second sortie)
 1/0/0 10

The Bring Your Own Battle plan day consisted of three sorties. Missouri had to leave the theater, but was replaced by Impero, a fair trade, but not enough for the Allied team to carry the day.

Refitted in haste following the sinking in the prior engagement, the command and control system of Andrea Doria failed, quickly turning the vessel into what would be

BYOB (Bring Your Own Battle Plan)

Continued from page 5

succumbed to the not-so-gentle ministrations of the French guns, seeking the cool deep, and putting her captain in the running for the coveted Most Sunk award.

The Mogador made her first appearance during the second sortie, with a newly-fitted pump installed the night previous with the invaluable assistance of Jeff Burns. With the pump performing beautifully, the Mogador, despite receiver issues, seemed, for a time, unsinkable. She exchanged fire with several vessels and went around the buoy several times before receiver issues limited her range. The Captain of the Impero subsequently reported that bbs had penetrated his hull and these were believed to have been fired by the Mogador. After taking at least three holes below or near the waterline, the Mogador finally settled into the deep, her twin forward guns firing one last salvo skyward as the tri-color slipped beneath the dark waves.

The final sortie of the BYOB was a Western Warships (WWCC) style short sortie. Richelieu, switched sides for this sortie, ensuring that whichever side won the day, the French would be on the winning side. Viva la France!

Final score, including sinks and losses, Axis scored 5,340 points against the Allies, while the Allies were only able to tally 945 points against the Axis.



While USS Reluctant bravely dodged and weaved well at the beginning, she quickly ran out of fuel and was at the mercy of the armed ships with no maneuvering and no pump. Several captains helped her by pushing her back into the fray when she began to drift away, but the Italian Impero could not resist putting her under. Reluctant was first to succumb. She was followed shortly by San Pablo, who bravely held on for a tremendously long time with her decks awash. The armed ships were taking little chance of an unarmed ship winning and dispatched the Cimmarron and then the little Mogador in short order. By the end of the first round, all ships being out of gas and ammo, it was down to the Richelieu, Impero, and DKM Lutzow. In spite of losing an accumulator in the stern, rendering her stern turret mute, Lutzow was able to return to battle to outlast Richelieu. But the feisty Lutzow was finally put under by Impero.

This was the second time Impero won the Texas Cage match. Way to go Captain Zieleniewski!

Last Man Standing, Texas Cage Match

By Wreno Wynne

NAMBA National Combat Chairman

Nine ships enter, one ship leaves.

Entries:

- Richelieu, Mike Duffy commanding
- Lutzow2, Jerry Ethridge commanding
- Mogador, CL commanding
- Impero, Jacob Zieleniewski commanding
- USS South Dakota, Rob Fristrom commanding
- USS Dallas, Jeff Burns commanding
- USS Cimarron, Ben Lee commanding
- SS San Pablo, Charlie Webster commanding
- USS Reluctant, Wreno Wynne commanding.



Maneuvering and Gunnery 2008**Gunnery 2008:**

- 1st - USS Missouri, Don Payne commanding
- 2nd - Dunkerque, Wes Wynne commanding
- 3rd - HMS Cossack, Ben Lee commanding

Maneuvering (Warship) 2008:

- 1st - HMS Cossack, Ben Lee commanding
- 2nd - USS Missouri, Don Payne commanding
- 3rd - DKM Lutzow², Jerry Ethridge commanding

Maneuvering (Cargo Ships) 2008:

- 1st - SS San Pablo, Charlie Webster commanding
- 2nd - USS Jeremiah O'Brien, Dr. Bob Fristrom, commanding
- 3rd - USS Reluctant, Wren Wynne commanding

Scenario "Cargo is King" Team Champions 2008:**Pink Team (Axis)****Axis team:**

Andrea Doria, CL Webster commanding
 Richelieu, Mike Duffy commanding
 Dunkerque, Wes Wynne Commanding
 Lutzow², Jerry Ethridge commanding
 Le Fantasque, Rob Wood commanding
 SS San Pablo, Charlie Webster commanding (secunded to Axis Fleet)

Allied Team:

USS Missouri, Don Payne commanding
 USS South Dakota, Rob Fristrom commanding
 USS Dallas, Jeff Burns commanding
 HMS Cossack, Ben Lee commanding

Scenario "BYOB" Team Champions 2008:**Pink Team (Axis)****Axis team:**

Andrea Doria, CL Webster commanding
 Richelieu, Mike Duffy commanding
 Dunkerque, Wes Wynne Commanding
 Lutzow², Jerry Ethridge commanding
 Mogador, Charlie Webster commanding

Allied Team:

Impero, Jacob Zieleniewski commanding
 USS South Dakota, Rob Fristrom commanding
 USS Dallas, Jeff Burns commanding
 HMS Cossack, Ben Lee commanding
 Le Fantasque, Rob Wood commanding
 Richelieu, Mike Duffy commanding (changed sides from Axis after second sortie)

Combat Awards 2008:**Most Feared 2008:**

- 1st - USS South Dakota, Rob Fristrom commanding
- 2nd - Dunkerque, Wes Wynne commanding
- 3rd - Impero, Jacob Zieleniewski commanding

Last Man Standing, Texas Cage Match 2008:

- 1st - Impero, Jacob Zieleniewski commanding
- 2nd - DKM Lutzow², Jerry Ethridge commanding
- 3rd - Richelieu, Mike Duffy commanding

Most Cargo Delivered 2008:

- 1st - SS San Pablo, Charlie Webster commanding (*secunded to Axis*)

Best Performance by a Rookie Captain 2008:

- 1st - CL Webster, commanding Andrea Doria
- 2nd - Charlie Webster, commanding Mogador, SS San Pablo

Most Damaged Without Sinking 2008:

- 1st - DKM Lutzow², Jerry Ethridge commanding - 267 pts
- 2nd - USS South Dakota, Rob Fristrom commanding - 172 pts
- 3rd - Richelieu, Mike Duffy commanding 127 pts

Most Damaged (Sunk) 2008:

- 1st - Dunkerque, Wes Wynne commanding - 294 pts
- 2nd - Andrea Doria, CL Webster commanding - 96 pts
- 3rd - HMS Cossack, Ben Lee commanding - 77 pts

Special Sieve Award aka "Holier than Thou":**(most holes regardless of damage score)**

- 1st - DKM Lutzow², Jerry Ethridge commanding - 54 holes
- 2nd - Dunkerque, Wes Wynne commanding - 36 holes
- 3rd - Richelieu, Mike Duffy commanding - 27 holes

Best Sink 2008:

- 1st - HMS Cossack, Ben Lee commanding
- 2nd - Andrea Doria, CL Webster commanding
- 3rd - Mogador, Charlie Webster commanding

Most Sunk (aka Davey Jones award) 2008:

- 1st - Ben Lee, commanding HMS Cossack, USS Cimarron
- 2nd - SS San Pablo, Charlie Webster commanding
- 3rd - Andrea Doria, CL Webster commanding

Best of Show 2008:

- 1st - LST, Rob Wood commanding
- 2nd - HMS Cossack, Ben Lee commanding
- 3rd - Le Fantasque, Rob Wood commanding

Best Looking Ship 2008:

- 1st - HMS Cossack, Ben Lee commanding
- 2nd - Andrea Doria, CL Webster commanding
- 3rd - Lutzow², Jerry Ethridge commanding

Best Engineered Ship 2008:

- 1st - Lutzow², Jerry Ethridge commanding
- 2nd - HMS Cossack, Ben Lee commanding
- 3rd - USS Missouri, Don Payne commanding

Greatest Distance Traveled 2008:

- 1st - Rob Wood
- 2nd - Ben Lee
- 3rd - Dr. Bob Fristrom

Spychalski Award 2008:

An award for good sportsmanship and aid to other captains in honor of Brian Spsychalski

Rob Fristrom, Chesapeake Battle Group

Congratulations, Rob!

Your Insurance Coverage Explained

By Cathie Galbraith
NAMBA Executive Secretary

As we begin a new year of model boating, I thought it might be a good time to provide a reminder of just what our insurance coverage is all about. NAMBA membership provides you with liability and property damage coverage in the unfortunate event that your boat should be involved in an accident in which a spectator is injured or damage is done to someone else's property. This coverage is \$1,000,000 per occurrence and \$2,000,000 aggregate. Of course, this does not cover damage done to another model boat in the normal course of running. This coverage is primary coverage, so you do not have to look first to your homeowner's policy for protection as is the case with some of the other boating organizations. In addition, it is individual insurance rather than site insurance, which protects you no matter where you are running, not just at pre-approved lakes and ponds, as with some of the other organizations. Of course, keep in mind that you are also expected to be complying with all local and state laws and restrictions. If you are running a boat on a lake on which you are trespassing you may not be covered. Several years ago the NAMBA Board of Directors authorized the addition of a \$1,000,000 umbrella policy to add to the above mentioned coverages.

In addition, NAMBA offers additional site coverage to protect the owner of the running site with the same \$2,000,000 as is afforded the individual member. While this is not required for the individual insurance to be in effect, some cities and site owners require this additional coverage. Registered clubs may purchase this coverage at a cost of \$45.00 per year. However, please keep in mind that NAMBA site insurance provides insurance for, and names as an additional insured, the site owner only when the accident involves a NAMBA member. We do not provide general liability coverage for site owners for all possible hazards which can occur at their lake, but merely for those caused directly or indirectly by an insured NAMBA member. In addition, this coverage does not cover the site owner if an uninsured boater or a boater who has insurance through another organization causes an accident at the site.

And yes, NAMBA's coverage is in effect any time you are running, not merely at sanctioned events. This includes practice running or unsanctioned club or fun events. Of course, coverage would probably not be valid if you are blatantly breaking one of the NAMBA safety regulations, such as operating a boat while swimmers are in the water, or consuming alcoholic beverages or illegal drugs while running a boat. In addition, NAMBA insurance does not cover you when you are participating in a sanctioned event of any other organization which has its own insurance coverage, whether primary or secondary. So make sure that you are confident that the coverage provided by the sanctioning organization is sufficient to protect you during that event, as you will not be able to rely on your NAMBA insurance if it is not.

Also, please note that NAMBA insurance no longer covers you when you are flying R/C airplanes or driving R/C cars. This coverage had been provided a number of years ago but has not been part of our coverage for a number of years. We are a model boating organization and that is all that our insurance covers. Some membership cards may still refer to these activities on the back of the cards since we have to have 10,000 cards printed at a time, but again, participation in R/C cars and planes is no longer covered by our policies.

NAMBA insurance also provides you with a \$1,000,000 personal accident policy which covers injuries which you may incur while running your boat or while assisting someone else with their boat. In the past, this has covered such injuries as a cut hand,



or torn ligaments suffered when a boater slipped on the mud in the launch area. This policy is secondary insurance. That means that if you have health insurance at work or through a family member, NAMBA insurance will expect your primary policy to pay first. Then, once your primary policy has paid what it covers, NAMBA's secondary policy goes into effect. This would cover such things as deductibles, amounts over the policy limits, etc. If you do not have health insurance of any kind, NAMBA's policy covers you the same as if it were a primary policy.

There are of course deductibles on both of these coverages, \$500 on the liability coverage, and \$100 on the personal accident coverage. However, in the past, NAMBA has been able to pick up the cost of these deductibles, and we assume we will continue to do so in the future as long as funds permit.

As you can see, your NAMBA insurance provides you with the best protection available through any of the model boating organizations. Hopefully, you will never have to make use of this coverage, but if you do, you can be assured that you are covered. Continued availability of this exceptional coverage is of course to some degree up to you. Make sure that you are aware of all of the safety regulations, and use common sense in your running. Preventative medicine is always better than having to resort to a cure. By avoiding needless accidents, we can insure that the coverage will be available when really needed.



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Revised March 2009

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Local VFW 7734 and Insane Boats Gives Back to the Pico Rivera Community

By Jeff Michaud
Insane Boats

On December 21, 2008, Insane Boats was proud to be a participant in the VFW's annual Christmas toy give away. This event is open to the Pico Rivera community, where Insane Boats is located. There were over 100 children that received a Christmas stocking, basketball, balloon character, and lunch. In addition, there were a total of 20 bikes given away at the event to 10 lucky boys and 10 lucky girls. Insane Boats donated 10 bikes to the event.

Insane Boats plans to raffle a couple of boat hulls on the website sometime in October 2009. All the proceeds from the raffle will go to assist in the VFW's annual Christmas toy give away to make it an even more exciting event than this year.



The 20 bicycles some lucky boys and girls received for Christmas



The VFW Pico Rivera representatives and Jeff Michaud of Insane Boats



Over 100 kids were on hand whose Christmas was made a little brighter

News From District 16

Rob Duckering
District 16 Director

Snow... snow ... and more snow! As I write this anyway... For some of us Canucks here in the Great White North, we look forward to the white stuff. Myself, I do a lot of snowmobiling and trips to the high country in the mountains is a monthly thing. Hi, I'm Rob Duckering and will be involved as a director in District 16 here in Western Canada. First off, a big thanks to Keith Warham for all his work in the district as the director for the last 22 years. Wow, that's a stretch. We have seen a lot of members come and go during that time as well as numerous Canadian Nationals hosted by both Calgary and Edmonton in which Keith was instrumental in supporting and taking part in achieving some great racing.

I'm looking forward to keeping the lines of communication open to all members in our district as well as NAMBA in general. The International Waters forums are a great place to participate and gain information from fellow boaters from all over the world.

Communication is key and I urge all members to get involved in a hobby in which I have participated for the last 33 years. Looks like the scale class will continue to grow with members adding vintage race boats to the fleet. A couple of our members, Paul Omerzu and Mike Lakusta travelled south to the Northwest Scale Championships where Mike won Best of Show and also had a good placing in the heats. This upcoming year should see a few of us travelling to Washington for the NAMBA Nationals in Washington.

Thanks to everyone for all the help in 2008 with setting up the race courses and hosting contests. Let's make 2009 the best ever.

Here are last years district 16 class champions;

- A Mono — Rob Duckering
- A Hydro — Rob Duckering
- A OPC — Rob Duckering
- B Mono — Allan Yuen
- B Hydro — Allan Yuen
- B OPC — Rob Duckering
- C Hydro — Rob Duckering
- Sport 40 — Rob Duckering
- X Hydro — Allan Yuen
- Open Mono — Andrew Ellwood
- Scale Hydro — Rob Duckering

NAMBA Nationals History

By Dave Rychalsky
NAMBA Historian Chairman

Well, I received a number of older NAMBA National patches a few months back. These were mostly from the 70's and early 80's. I found out that these were from Al Metelak, a previous president of NAMBA in the early days. Al passed away and his son was getting rid of Al's patches. An anonymous NAMBA member found them on Ebay and made contact with the seller to see what else Al had. So, Chris Wittrig anonymously donated these to the NAMBA historical collection. Thank you very much. He donated one patch from the following years: 1972, 1974, 1975, 1977, 1978, 1979, and 1981. We have a complete set of patches on the banner, plus we have spares for the following years: 1972, 1974, 1975, 1977, 1978, 1979, 1981, 1982, 1983, 1986, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1998, 1999, 2000, 2001, 2003, 2004, 2005, 2006, 2007, and 2008. If possible, I'd like to add some of the latter years to the spare patch collection. There has to be someone who has a spare 1987, 1997, and 2002 to donate. I figure that 1973, 1976, 1980, 1984, and 1985 will be tough.

I am still searching for pins and programs from past years. I didn't get any donations for either since my last article, but I'll still stay optimistic in the hopes of one or two of you will send me one of the missing years. No one has mentioned for certain that pins or programs weren't offered at some of the early years' Nats, so, I'll guess they're out there. I became a NAMBA member in 1984, and I don't know what was offered back in the 70's. I'm fairly certain that pins, patches, and programs were the norm since 1990, though.

Once again, take some time a search through your NAMBA Nationals paraphernalia and see if you can donate any one of the items below. Besides, once I get a complete set, you won't have to see any more of my articles on this!

If you have a pin or program and don't want to mail it, you can hand it to your district director or NAMBA official and it will get sent to me. Just drop me an email. My email is Drychal@aol.com.

For the pins, I am missing the following years: 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1983, and 1984.

For the programs, I am missing the following: 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, & 1988

For those that would like to donate their pin or program to the NAMBA national historical collection, please send to:

Dave Rychalsky
10 Timber Road

East Brunswick, NJ 08816

Thank you in advance for your help.

gas engines that develop over 12 horsepower. The RS 35 cc engine might be close to 14 horsepower with the right pipe and port timing. Current Wren gas turbines are rated at 7 1/2 horsepower, though some larger models had 12 horsepower. A gas turbine scale boat has run over 90 mph.

Why is this important? We are racing model boats. Allowing larger and faster boats starts to take our boats out of this category both in potential danger and cost. The electric racers have recognized this and are moving toward spec motor classes that limit especially costs but also performance. The G-1 gas classes are close to spec classes because only two manufacturer's engines are currently used, though the RCMK engine looks promising. This has lowered the cost of most gas boats compared to nitro boats. The size of gas boats is approaching the NAMBA length limit, though. The new gas scale class will have 20 pound boats that are very close to 60 inches long powered with engines that should allow over 60 mph heat racing speeds. Other gas classes are a little smaller but race at similar speeds. Our gas and nitro boats can already do serious damage when they hit things. The standard construction netting used at most races won't stop our boats. I have observed a sports netting barrier that will, but it is more expensive. There have been one fatality and three serious injury accidents that I know about from boats hitting people. There also was an injury claim from a boat hitting a dog during a race. Only the injury to the dog and one of the other injury accidents involved NAMBA members. I'm not aware of insurance claims involving electric boats. I believe this is because of the limited numbers, size, and performance of most electric boats. Their numbers will increase, though, as the costs and performance start to match the smaller nitro boats. If we chose to run boats with sizes and weights that approach full sized boats, costs and race complexity will go up. I just participated in a full sized boat race and observed some of the things that

Continued on page 12

Safety Corner

By Lohring Miller
NAMBA National Safety Chairman

There has been pressure to raise the gas engine displacement limit so twin gas engine powered boats can be raced. This is the wrong way to accomplish this. I have nothing against twin G-1 powered boats. They will have reasonable amounts of power based in existing engines. However, a 52 cc limit will allow in much more advanced small racing engines. Fifty cc, twin cylinder motorcycle racing engines developed 20 horsepower a long time ago. Currently there are 50 cc, single cylinder, scooter engines that can approach this power. I believe we should be limiting the power available in boats to something like 15 horsepower or 15 kilowatts input power (volts times amps flowing into the motor.) Current commercial speed controls keep electric boats under 10 kilowatts with the NAMBA maximum number of cells, though the batteries could easily support double that for a short time. The 30cc nitro displacement probably keeps naturally aspirated nitro engines below 15 horsepower and I haven't tested any

Safety Corner*(Continued from page 11)*

could be needed. Contestants all sign an insurance waiver that acknowledges the potential dangers and limits liability in the case of an accident. There was an ambulance and crew standing by full time as well as a sheriff's deputy. There also was a sheriff's patrol boat on the water to keep the course clear as well as a water rescue crew. Model boat races wouldn't need the rescue crew, but might need some of the others. The entry fee was \$150 each day. My APBA annual membership cost \$135. I assume most of this was the cost of insurance.

Let's stick with model boating.

Scale Hydro Corner**By Marty Shallenberger****Scale Unlimited Hydro Chairman**

I would like to tell you about the state of scale hydroplane racing in District Eight. Nitro powered 1/8 scale hydro has dominated the area for over 20 years due to the efforts of Roger "Czar" Newton and many others, but with new power sources available for our hulls, we are starting to see some changes. Over the last few years we have seen the electric 1/10 scale hydro club grow to the point that they are seeing 30+ scale hydros show up at each of their races. We are just now getting the gas scale hydro class going in the area, and we anticipate quite a few scale pickle fork and shovel nose hulls being run this year in the Pacific Northwest Thunderboat Club. The nitro powered 1/8 scale hydro class has seen some attendance fall off over the last couple of years but that appears to have leveled off. What amazes me is that we have so many options in the area to race scale hydroplanes of all different sizes and propulsion systems. If someone wanted to attend all the dedicated scale hydroplane races in the district, they could go to 45 unique events along with the NAMBA Nationals in July and the Northwest Scale Hydroplane Championship race in October. So you can see scale hydro racing is alive and well in District Eight.

AMA Hobby Expo**By Joe Monohan****Prop-Nuts**

Each year in January, AMA holds a hobby expo in Ontario, California. This year NAMBA members Dennis Hoover and Joe Monohan manned the booth displaying nitro boats, gas boats, photographs of model boaters with their Classic Thunderboats, and provided information on NAMBA and NAMBA racing.

The AMA mainly exhibits R/C planes and cars. However there were a lot of manufacturers that we as model boaters use in today's racing, and who have also sponsored many of our races. Dubro, Great Planes, Hobby People, Ace Hobby Distributors, and Horizon Hobbies to name a few.

District 19 model boaters like Lenny Blake (Rum Racing), Richard Hazlewood (Needles River Rats), and Booby Tom (formerly with Airtronics and now happily retired) made the trek across the state to check out the latest technology.

One thing unique about this year's expo was the number of displays touting electric. With the improved technology of Lithium Polymer (Lipo) batteries and charging equipment, motors for cars, planes, and boats can run longer, faster, and much safer. And in my case...the new helicopter I just purchased at the expo.



All types of R/C boats were represented at the NAMBA display booth



Joe Monohan answers questions in front of a back drop of Classic Thunderboats

Chat Rooms**By Dave Rychalsky****District One Director**

One of the more popular uses of the Internet is "chat rooms." Personally, I have never signed up for chat rooms, but from time to time some of the guys forward a few of the excerpts. I think it's amazing that people have so much time to sit in front of a computer and type away on how great they are and to make comments on the people that actually devote the time to helping out at races or in an organization. I did find one common denominator – the guys that do all of the complaining and spew the garbage about how things are screwed up elsewhere never help anyone or anything out, except for themselves. Well, they're just dumb jerks who really don't deserve an audience. So, for all of the jerks that continue to write back and forth on how screwed up other model boaters are, perhaps they should get off their lazy rears and donate some time away from their PC to assist in a race or being a CD.

Electric In Seven

By Jay Turner
Heart of Texas Model Boat Club

District Seven has seen a steady growth in membership within the fast electric division. The Heart of Texas Model Boat Club (the largest fast electric club in the district) continued to gain members in 2008, and we see more growth ahead in 2009. While based in Houston, the club also has a handful of members in the Dallas area. In spite of a four-hour plus drive between the two cities, most of us still manage to race together several times a year. After all, in Texas a four-hour drive is just a warm up!

As an aid to our newer members in deciding what boats to build for 2009, the club set forth new rules for two classes. Keeping in tune with several other NAMBA clubs, the HOTMBC is allowing alternate power systems in the LSH and LSO classes. Long dominated by nickel cells and 700 brushed motors, the dearth of good round cells and 700 motors, along with the NAMBA-legal LiPo power supply, has encouraged us to allow the AquaCraft and ProBoat brushless power systems from the SV27, UL-1 and BJ26 RTR boats to be used. These motors and ESCs are readily available, less costly over a season than the old power systems, and more powerful/faster. With the power system equalized across the two classes, what's not to like?

But all isn't rosy. Other clubs using these brushless power systems discovered that they can be very propeller-sensitive. Racers who are skilled in prop tweaking have a major speed advantage over those racers who lack these skills. Because these two



Some HOTMBC members give a whole to meaning to the term "bench racing"

classes are intended as entry-level, we did not want newer racers to face this handicap. Our solution was to spec the legal props for the classes, and to make those props relatively tamper-proof by choosing the Graupner K series props. These carbon-filled plastic props are thin and stiff, don't require sharpening or balancing, and are cheap. Time will tell how well the new power systems will work out, but based on the experience of other clubs we are confident that we will have a fun racing season with plenty of close competition. We expect to propose this power change in NAMBA's Limited rules sometime in the future.

To add to the ease of entry-level participation, AquaCraft has just introduced a new 27" brushless hydro called the UL-1 Superior. Modeled after the full scale Unlimited Light class winner, this hydro runs in the low-40s right out of the box. At the NAMBA SAW event in Los Angeles last October, NAMBA's Brian Buaas used a prototype UL-1 to make an official timed average speed of 65 mph - and this was with just a prop change on an RTR boat! Plenty of club members have purchased these hydros to race in the LSH class for 2009. This model is fast and exciting enough to make a challenging racer and is a great transition model for those fuel boaters wanting to give FE a try.

Besides the club's Limited Sport Hydro and Limited Spec Offshore classes, other classes popular within the HOTMBC are P Sport Hydro, P Mono, and Q Mono. Club members also have enough boats to make heats in Q Sport Hydro, P Offshore, Q Offshore, and T Offshore. Several times a year we run our T-powered models at out-of-town races against the gas boats. A very active club with over 20 sponsored races a year, the HOTMBC is looking forward to a great 2009 season.



They say a picture is worth a thousand words. Somebody is having a great day off testing at the local pond

News From District 20

By Robert Holland
District 20 Director

Hello to all. Well, 2008 was an exciting year for us here in Colorado. As most of you know we were allowed to host the 2008 NAMBA Nitro and Gas Nationals. It was quite the experience for most of the people involved, as we were quite inexperienced in hosting such an event. It was a lot of fun and we still reminisce about it quite often. We again want to express a big thank you to all of the people that helped and supported us.



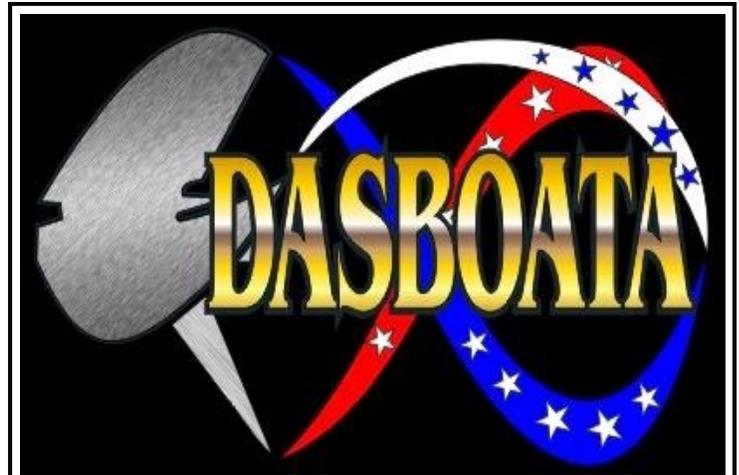
At the 2008 NAMBA Nats, we will remember "Paco" Holland wrenching on boats all week. On the night of the awards banquet, Paco won his very own boat and didn't waste any time

District 20 now has a new Director, the first time in eons. We must thank Kelly Stout who has served in this capacity since the last millennium. Kelly did an outstanding job but has now put his interest in other areas. I hope I can serve NAMBA and District 20 as effective as Kelly has.

Our racing season ended with our Annual Turkey Shoot race that is hosted by Chris and Holly Bopp. Most remember Chris as the retrieval boat operator at the Nationals this year. It's a great race and probably the most fun race we have all year. Chris and Holly bring a pot full of their home made chili, corn bread, cheese, onions, tortilla chips and drinks for all to enjoy. We have two qualifying heats per class then a winner take all-final per class. Our reward for winning the winner take all class is a turkey which is the best trophy ever!

This past racing season was a bit different than the past as we now have as many gas boats as nitro boats in our district. The odd thing is the nitro guys only run nitro and the gas guys only run gas. There is no mixing here. It is a lot of fun with the verbal banter that goes back and forth between us. Even though Gas Sucks, (just kidding), we all get along quite well. This year will be my first with a gas boat, which is saying a lot since I am die-hard nitro racer. I ran my first nitro boat when I was nine years old.

We run a women's only class here in District 20 and it is quickly becoming the most competitive class we have. Not in terms of racing on the water but smack talk between the racers and conversations with women drivers and their poor helpless



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husband pitmen. I had no idea that my wife could rant about a boat not starting. Also interesting is the way some of the other women complain about how slow their boat is. The most common comments I hear during one of their heats is "I don't have it" or "why does it keep turning" or "why is that other boat faster" and of course my favorite, "how many penalties do I have?" The women have a great time and I think they are more excited about the up coming season than us guys.

We are looking forward to our water becoming liquid again and we expect a great and fun boating season in 2009.



Some tough racing action. Lane one doesn't always bring home a win

District Director Retires

By Keith Warham
Past District 16 Director

As I write this letter to you it's -28 degrees C with a wind chill of -40 degrees, and more than 12 inches of snow. Brrrrrrrrrr. It is a good time to stay inside and watch football.

I got involved in R/C boating in 1975 with a Hughey 40 Hydro and joined the Calgary club. From there I branched out to outboards, mono's, scales, and sport 40 which I still run today. During the next 10 years I was involved in numerous positions with the club from secretary/treasurer to commodore. I have been treasurer most of my time with the club as I was a bank manager (since retired) so I guess they think I can handle the finances.

In 1986 I assumed the District 16 Director position when the previous director was transferred to Eastern Canada. The position has been very enjoyable and has allowed me to meet many boaters both in our district and other districts. The camaraderie among the district members has been awesome, and very much appreciated during my 22 years as Director of District 16. Thankfully we have not had any major problems and any concerns have always been looked after at the district level.

I have enjoyed my term as District 16 Director and look forward to working with the new director in the years to come. Thanks also to Al Waters and Alan Hobbs, past president, for all their assistance.



Keith Warham poses with his nitro scale unlimited

Remembering Jim Henry

By Doug Twaits
NAMBA Hall of Fame Chairman

Recently one of our Hall of Fame members passed away. This NAMBA member was James (Jim) Henry. I remember Jim as far back as 1985, when he and his family were attending our national event in Reno, Nevada. Mostly, I remember Jim being the pitman and mechanic for his family racers. At the time, there probably was only Ralph, Jim's son. In more recent years, I remember grandsons on the Henry team. I have not seen the grandsons in years, but if they race like their father, Ralph, look out! What a team that must be! Jim was one of the early members and founders of the San Diego Argonauts. He served as commodore of that club, and also was the District Nine District Director before the district split into District Nine and District Nineteen. He also served as our NAMBA president from 1989 to 1991. He was inducted into the NAMBA Hall of Fame in 1987. Jim was also on many national committees to help promote model boating. I'm sure we will all miss Jim being at the races in the years to come.



100 MPH On Water with Electric Powered Full Sized Boat

By Lohring Miller
NAMBA National Safety Chairman

Mike Bontoft and I have worked on several successful model boat speed record attempts. We both have been interested in full sized boat speed records as well. It was no surprise one day when he called me about the water speed record for electric boats. It was very low, just over 50 mph. He thought we should be able to go faster even with the lead acid batteries and limited voltage required at the time. We made a trip to see David Cloud's 70+ mph electric outboard hydro and decided we could design a better boat. We agreed to share costs and started a model test program.

Mike designed another of his innovative hulls. He used lessons we had learned from our previous record holding model boats and constructed a ¼ scale model. We talked to members of the electric model boating community and picked an electric power plant. We used data recording techniques from previous models and got a picture of the boat's performance. The model boat was surprisingly fast, over 90 mph. However, research on scaling showed we had way too much power and were running the model too fast. It became a study of what was the minimum power needed to get the model onto a plane. The testing was still promising and Mike started construction of the full sized boat. We bought lead acid batteries, motors, materials, and a speed control. Mike got construction underway and I did more research on the rules and power plant components. I discovered that the UIM was now allowing any commercially available battery. Our boat was much too big.

Mike started work for Ron Jones' company, Composite Structures, Inc. at this time. There he learned about lightweight composite structures and an especially promising outboard hydro design. With the support of Ron, he started construction of the boat. Meanwhile, I researched batteries and looked at tests model boat racers had done on different lithium polymer batteries. It appeared that Enerland, a Korean company, was producing lithium



The innovative outboard hull design constructed by Mike Bontoft

polymer batteries with exceptional current capacity and very low weight. Jason Choy, their marketing director, was very helpful in getting 42 – six cell packs of their best batteries at about ½ list price. Enerland was purchased by A123 Systems during this time but still honored their commitment to us.

Though our first tests were considerably above the existing APBA and UIM records, we felt there was room for improvement. We contacted multi record holder, Bob Wartinger, for help. He not only furnished setup advice, he gave us two of his record setting propellers to try. This help raised our test speeds from 80 mph to slightly over 100. With only a few weeks to go, we felt we were ready for the Devils Lake Kilos.

The late season date on the Oregon coast makes the weather a major factor in record setting at Devils Lake. This year the weather was excellent in the mornings, but became too rough for our little boat by noon. Though the trials were delayed the first day, the



Mike checks the readings while charging

water was still smooth enough for speeds over 90 mph when it was our turn. We set a UIM record at 92 mph and watched as the wind came up and stopped our attempts. On Sunday, everything was perfect and we got an early set of runs that raised the APBA record to 98.2 mph. We decided to change gears for more propeller rpm and waited for another turn. The wind cooperated and Mike started a run for the UIM record. The entrance to the kilo was a little rough so Mike held the speed to around 97 at the beginning but exited the kilo at nearly 103 mph. The boat didn't lift out as much downwind and the motor was hot, holding the return run to 99 mph for the whole kilo. Even so we raised the UIM record to 98.8 mph, only a little short of our goal.

This record is now officially recognized by the UIM as the world's fastest full sized electric boat. The British tried to beat it with a lead acid battery powered boat in November, but were unable to get out of the 70 mph area.

Information on the boat can be found on the Internet.

News Article:

http://www.tdn.com/articles/2008/10/10/this_day/doc48ee89457882c382558572.txt

Amateur Video:

http://www.youtube.com/watch?v=-yNu2_LIO9s

Pictures (requires log in):

http://www.intlwaters.com/index.php?autocom=gallery&req=user&user=123&op=view_album&album=542



Mike Bontoft running a two way pass at a record average speed of 98.8 m.p.h



The record setting team of Lohring Miller, Mike Bontoft, Bridgette Bontoft, and Gene Gager

Dos and Don'ts

By Cathie Galbraith
NAMBA Executive Secretary

With the new boating season starting to get underway I thought this might be a good time to remind everybody of some basic dos and don'ts when dealing with membership renewals, NAMBA office contact, and various other aspects of the administrative side of NAMBA.

First of all, here are some definite dos. ***Do get your membership renewal in on time.*** Memberships expire at the end of the calendar year, not one year from the date you renew. All memberships start over on January 1st of any given year. I cannot tell you the number of people who join or renew later in the year and get upset when they receive their card and see that it expires on December 31st. We cannot prorate membership fees and we cannot have memberships run one year from the date of renewal. Also, please remember that if you do not renew on time you run the risk of losing your existing number. I have had people who did not renew for several years be upset when they did not get their old number back. My comment when someone wails that all their boats have the number painted on them is that they should have renewed their membership each year on time. In addition, the number of members who wait until the day before they need their card to renew is staggering. I try to accommodate rushes when possible, but if I am not available to process it right away you may not get it on time and might miss an event because you procrastinated. We mail the renewal forms out in November so no one has an excuse for waiting until the last minute.

Secondly, ***do complete an official membership application.*** Every year I receive several membership renewals where all the person sends in is a check. I have to have the form, or at the very least a sheet of paper with all of the pertinent information printed on it. I have to have written proof of a person's membership and when I only receive a check I have to fill out the form. I also receive many memberships where a club just lists a group of members' names and includes one check for the whole group. Sometimes I get lucky and they at least

give me NAMBA numbers. Lots of these group submissions do not include mailing addresses, phone numbers, or status (adult, second adult, or junior). So I have to assume that addresses are still the same as last year. And yep, you guessed it, some come back from the post office for a wrong address. And guess who gets blamed for it not getting to the person on time.

Even when I do get the application form there are several areas that are routinely not completed. Many renewing members do not fill in the area for current NAMBA #. If I recognize the name I have to go into the system and try to find the correct number. If I do not recognize the name I sometimes assume that it is a new member and they get assigned a new number. Another area that is often missing is zip code. I do not have a zip code directory and if the zip code is not the same as the previous year I have to track it down by either calling the person or calling the post office. Equally important is listing your club affiliation if you have one. If there is none listed I will show you as an individual member when in reality you might be a member of a club. Even if you showed as being a member of a club in previous years, I change you to an individual member if that spot is left blank. And of course many of the forms received are handwritten so illegibly that I am just guessing as to what the name or address is. So ***do legibly complete the form in its entirety with accurate information.***

While the membership form clearly states that we accept Mastercard or Visa only each year I receive many that include an American Express or Discover number. We do not accept these cards as the fees charged by the bank for these are just too high. So, ***when paying by credit card, please do use only Mastercard or Visa.***

Another area that presents problems is changes of address. Some members are very good about notifying me when their address changes but the majority do not. I get at least 20 pieces returned each time we send out a mailing, whether it be

newsletters, rulebook updates, or other NAMBA paperwork. While I do correct the address in the computer for the next mailing I do not re-mail the piece that was returned. So you may miss a newsletter or an important rulebook update. Please ***do notify me immediately of your new address if you are moving.***

Getting in touch with me presents its own special dos and don'ts. As some of you may not be aware, I work a full time job that takes me away from home during the day. This makes me somewhat less accessible than if I worked at home. This situation affects both mail and phone communications. I want to remind everyone that when you send something that requires a signature I am not here to get it. So a communication that was intended to be quicker usually ends up being slower, if it gets here at all. When the post office or one of the overnight delivery services needs a signature and does not find me home, they leave a note and take the package back to their facility. I cannot get in to these places during the week, and if I happen to be out of town on the weekend it may be two weeks before I can get there. Many times the package has already been returned to the sender because of lack of pickup. For the quickest attention to your paperwork, ***do send it by some method that does not require a signature and can be left in my mailbox by the deliverer.***

Just as I am not home during the day to receive packages I am also not home during the day to receive your phone calls. If I get home late it could be several days before I can sit down and retrieve voice mail. Since I usually receive at least 15 voice mails a day, retrieving and returning all of these can be a daunting task. And since I do not get home most nights until 8:00 pm Pacific time, it is hard to return east coast calls where the time is three hours later. Email is always a better, more expeditious option. I can retrieve my emails at work and answer some questions quickly while on a break or lunch. Those that require that I look up something on the computer at home can

be handled at any hour of the day or night by return email without running the risk of waking someone up. So please, *do try to communicate with me by email if at all possible*. I guarantee that you will get a quicker answer than if you leave a voice mail on my phone.

While all memberships, club registrations, sanctions, and site insurance applications are handled by this office I do not handle applications for records. There was an article in the *Propwash* several issues ago that informed everyone that applications for records were to be sent to Mark Grim. The record application forms that are included on the NAMBA website clearly show his address. When I get a record application I just have to forward it to Mark which delays the process. *So please do send all applications for NAMBA records to Mark Grim using the form that is currently available on the website.*

I also am not the person to send any district money to. I am not the person to send entries for district races to nor am I the person to send district races fees to. Several times a year I receive a entry for a district race or a check for the per boat fee that goes to the various districts for the financing of district business and awards. When I receive these I forward them on to the appropriate district. However, we recently had a situation where race fees were sent to me and I did not receive them. The club that sent them was upset that I didn't have them when in fact they should not have been sent to me in the first place. So you can avoid delays and potential hard feelings if you *do send your district money to the person they are supposed to go to and not to me.*

I try very hard to handle all of the NAMBA business in a timely manner for the individual members and the clubs. By just following the few basic dos and don'ts addressed above you all can help me keep the functions of this office running smoothly. I enjoy talking and working with all of you and know that by working together we can keep NAMBA functioning smoothly.

Membership Reminder

Renew your 2009 NAMBA membership to continue receiving the *Propwash*. This will be your last Issue unless you renew soon.

A membership application is located on the back of this newsletter or can be downloaded at www.namba.com

Propwash Advertising Rates

Classified Ad - \$10.00
Business Card - \$25.00
1/4 Page - \$25.00
1/2 Page - \$50.00
Full page - \$100.00

These prices are per issue. Multi issue discounts are available. Advertising will be printed in the body of the newsletter in the same color as the text. Please call for quotes for special or two color printing. Should an advertiser choose to supply the Propwash with professionally printed or multi-colored flyers for insertion into the newsletter, the charge will be \$50.00, as well as the delivery to the NAMBA office of approximately 1500 flyers.

Please call the NAMBA office at (619) 424-6380 for more information or for special advertising requests.

The Propwash

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2009

NAMBA MEMBERSHIP APPLICATION

THIS FORM MUST BE USED TO APPLY FOR NAMBA INTERNATIONAL MEMBERSHIP

PLEASE NOTE: Print all information clearly. In the event of an accident, this form becomes a legal form. Please do not use it for personal notations. Where any doubt of spelling of the name or address occurs, the form will be returned to the maker, and the membership will be held up. Please keep in mind that the member is not insured until the request and the fee for insurance have been properly filed with an authorized NAMBA official.

Enclosed please find \$_____to enroll me in the NAMBA Modeler's Insurance Plan.

NEW MEMBER: _____

EXISTING MEMBER: _____

CURRENT NAMBA #: _____

MEMBERSHIP CATEGORY AND FEES: Adult Member (\$45) _____

2nd Adult at Same Mailing Address (\$35) _____

(Please note: this category does not receive separate mailings)

Junior Under 18 (\$25) _____

NAME: _____

STREET ADDRESS: _____

CITY: _____ STATE/PROVINCE: _____

COUNTRY: _____ ZIP/POSTAL CODE _____

HOME PHONE NUMBER (Include Area Code): _____

CELL PHONE NUMBER (Include Area Code): _____

EMAIL ADDRESS: _____

CLUB AFFILIATION (If Applicable): _____

SPECIFIC AREAS OF INTEREST (e.g. OUTBOARD, GAS, COMBAT, ETC): _____

I WOULD LIKE TO PAY BY CREDIT CARD (VISA OR MASTERCARD ONLY):

NAME ON CREDIT CARD: _____

CREDIT CARD NUMBER: _____

EXPIRATION DATE: _____

SIGNATURE: _____

MAIL COMPLETED APPLICATION TO: NAMBA INTERNATIONAL
1815 HALLEY STREET
SAN DIEGO, CA 92154

CREDIT CARD APPLICATIONS CAN BE FAXED TO: (619) 424-8845