

NAMBA INTERNATIONAL PROPWASH

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President's Message

By Robert Holland
NAMBA President

The 2014 race season is underway as I pen this letter. NAMBA has already had large attended races in Florida, a Fast Electric Winter Warm-up in Arizona, and the cold places of the United States are starting to thaw out just a little. Races through out the NAMBA districts are starting to come up on the radar. My first race will be a District 20 race followed by the West Texas Shootout for Autism Awareness in District Seven. I plan on attending the full circuit of District 20 races, which include races in Colorado, Utah and now Wyoming. Then it will be the 2014 NAMBA Nationals in Washington during the month of July. Hopefully another District 7 race and then round out the year in Las Vegas, Nevada for the Gas World Championships. Wow, that is a lot of R/C boat racing.

Hopefully, there will be new friends to meet, put faces to my Internet friends, and rekindle existing friendships. I am truly looking forward to the 2014 race season.

I have appointed two new NAMBA Class Chairmen. The first is Dave Santistevan from District 20 who is in charge of the newly created position of NAMBA I.T. Chairman. Dave has returned to model boating after a long absence. His passion for the hobby and NAMBA is second to none. Dave currently is heading up a team of volunteers that is working on a new web site for us. After many years, model boater Chris Wittrig stepped aside from the web master position to concentrate on other areas of his life. We truly appreciate Chris' dedication over the past ten years.

Rob Wood from District Nine has been appointed to be the Combat NAMBA Class Chairman. Rob helped write and implement many of the Combat rules. He has a strong dedication to NAMBA and Combat. He worked with District Nine Director Bo Garidel and others to have a Combat event in conjunction with District Nine's first points race of the season in March of this year. Recently, we have been talking about having a Combat event at an upcoming NAMBA Nationals. Funny how the Gas, Nitro, and FE boaters cringe at the possibility of our boats sinking yet the Combat group work hard to sink boats by design. Rob is currently working closely with local city officials to secure additional event sites that allow Combat events.

Both Rob Wood and Dave Santistevan love to talk boats and NAMBA. Please reach out to them if you have any questions or comments about what they are doing for NAMBA.

Recently our insurance carrier audited NAMBA and many things came to light that we either forgot or did not know. I have included a quote from a recent letter from our insurance company. *"I still remember Jay's (insurance underwriter) comments to me after he attended the event. He was very impressed with the seriousness that the rules, regulations and safety procedures were given and that impression was probably the biggest factor in obtaining insurance from Travelers. I can also still remember Jay's biggest concern after attending the event was the exposure the open propellers presented when the boats were being handled in the pits".*

The safety of our boaters and the diligent effort to enforce our rules (all rules) is what keeps our insurance intact. We can, at any time, be visited from a field auditor at one of our races or practice days with out notice. It is imperative that we continue to be safe even when we don't think anyone is looking. The attitude that we exhibit is also of the up most importance. Remember, we have safety rules that cover, *properly shrouded propellers*. Even on practice days it is important to follow this rule as well as all of the other NAMBA safety rules. The auditors have visited our NAMBA web site and many of the district web sites in order to find our race dates and locations. They will visit our boating sites just as well since we are such an insurable oddity. **BE SAFE AT ALL TIMES AND WATCH OUT FOR EACH OTHER. NO SHORT CUTS!!!**

On a side note I will become a Grandpa soon. Maybe by the time you read this. Natalie (my better half) and I were contemplating what we would like to be called from our grand daughter. Natalie went with the customary NANA. After much thought and deliberation I have chosen Grandpa THOR.

Have fun at the races and stay safe.

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 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, running while other full size water craft 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.

NAMBA Insurance Coverage Explained

Al Waters

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.



Also, please note that NAMBA insurance does not cover 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.

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.

Aquaholics of Wyoming

By Gary Latimer

Aquaholics Model Boat Club

Editors Note: Gary Latimer, who resides in Wyoming (NAMBA District 20), has worked hard the past few years in bringing back to life the Aquaholics Model Boat Club. Just two years ago there were five active members in the club. Today there are eighteen active model boaters and the club continues to grow. So what is the secret to the clubs success in an area that can have inclement weather for much of the year? Please read on.

In our third race of the 2014 Indoor Pool Racing season, eleven racers participated. Two were junior members and two were female racers. We had approximately sixteen boats running in four classes. The classes were Thunder Boats, Open Mono and Cat, the Mini Class, and the Juniors. The rules used were no boats longer than twenty two inches, 380 brushed motors maximum, and no LIPO batteries. Props can be changed and sharpened as well as the turn fins and rudders. We are allocated two hours every other Sunday to hold our races. There are a few glitches to work out but we are well on our way with the race series.

A few of the things that we discovered are the steps and hand rails in the pool are a great place to launch our boats. We will be putting bumpers around the hand rails at the next race. The sides of the pool extend high above the water making for great bumpers as we have yet to launch a boat out of the pool.

The Aquaholics Model Boat Club would like to thank the Wyoming Athletic Club of Casper, Wyoming for allowing us to use their pool. If you would like more information on what we do, please contact me at bartboy@aol.com. I would be more than happy to provide it for you.



A race course is set up complete with buoys. For video action please go to our Facebook page by searching for Aquaholics Model Boat Club

In Memory of Wreno Wynne

By Wes Wynne
North Texas Battle Group

My father was a rare individual who could brighten anyone's day. He will be dearly missed by many.

Model warship combat attracts different people for different reasons. Some enjoy the strategy of combat, others appreciate the history, some like the technical challenges, and some just get a kick out of shooting things to bits. For my dad, the hobby was about the close friendships he developed all over the world. He loved helping others with the various technical and engineering problems they encountered. More to the point, he spent more time helping others with their challenges than working on his own ships. His enjoyment came from the close camaraderie with others. As many have said, Combat will never be the same without him.



Editors Note: Wreno Wynne was the NAMBA Combat Chairman from 2008 until his recent passing. He was most known for being a member of the North Texas Battle Group in District Seven and coordinating the annual North American Big Gun Open Championships in Kaufman, Texas.

Props Part 2 – Geometry

By Lohring Miller
NAMBA Safety Chairman

Now that we've covered some of the basic propeller theory, let's look at an actual prop. There are two ways to visualize how a propeller works. Starting with the Wright brothers, aerodynamic engineers have thought of a propeller as a rotating wing. We looked at the blade sections in the October 2013 *Propwash* Part 1 this way. Long before this, marine engineers thought of a propeller as a screw advancing through water in the same way as a screw advances through a solid object. We are going to use this system to explore propeller geometry.

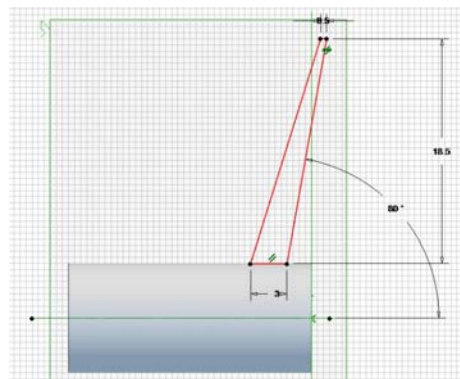
By far the most important dimension of a propeller is its diameter. Remember from Part 1, that the power absorbed varies as the fifth power of the diameter. Very small changes in diameter result in big changes in the power needed to turn a given rpm. Fortunately, diameter is easy to understand and measure. A three blade propeller, or individual blades of any propeller, can be measured by measuring from the blade tip over a shaft through the center. Subtract one half the shaft diameter and you have the blade radius.



Propeller Blade Radius Measurement

The next feature of a propeller we need to measure is the pitch. A propeller's pitch is the same as a screw's. It is the distance a screw advances through a solid in one revolution. Our propellers are usually made with constant pitch from the edge to the hub. However, because the circumference is smaller at the hub than at the tip, the blade angle at the hub will be greater. You can visualize this as a shape revolved and advanced around an axis like that in the pictures in the next column.

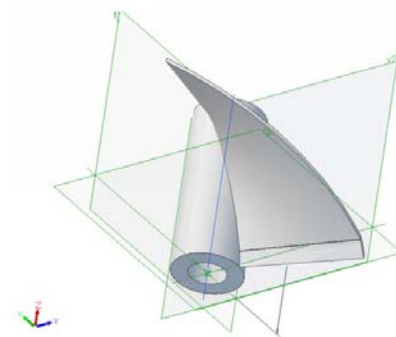
The shape in this case is thicker at the hub and is raked (explained later) 20 degrees.



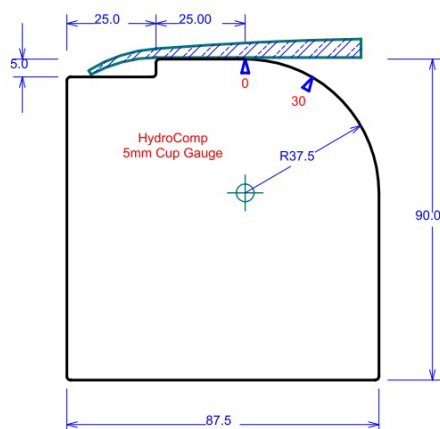
A propeller blade cross section

We revolve and advance this cross section forward at the basic pitch to create most of the blade surface and rearward at a higher pitch to create the cupped section. The pitches can be constant or varying as the shape revolves along the axis. A varying pitch is often called progressive pitch and may be described as progression percent.

Cup can be measured several ways. In the above example we used an increased pitch for a small distance. That is very similar to a method suggested by HydroComp. Cup is used to increase the effective pitch of the prop. They found in full sized props that this increase was around 21 times the height of the cupped section. That is, a 250 mm diameter prop with a 1.85 mm cup had an increase in effective pitch of around 39 mm. They suggest using a cup gauge with various steps like the ones pictured on page 5. We effectively measure cup in a similar way with our pitch gauges as explained in the following.



Cross Section Rotated and Advanced Along an Axis



Cup Gauge

There are many ways to measure pitch. Today modelers usually use one of two pitch gauges. The Orlic style gauge measures the distance the blade advances with a set rotation. There are variations on this gauge, but the principles are the same. The Wood/Speedmaster style gauge measures how many degrees a blade needs to rotate for a fixed advance. The older Hughey gauge uses the same principle but with less precision.



Orlic Pitch Gauge

As you can see in the picture above, the Orlic gauge has a dial indicator and a series of stops that define the amount of rotation for the measurement. To find the average pitch in the area you are measuring, divide the indicator reading by the fraction of the circle. Let's use an ABC 2018 prop as an example. The nominal pitch is 1.8 times 2.0 inches or 3.6 inches (91.44 mm). If you pick a five degree stop and measure somewhere in the middle of the blade, the dial indicator should read .050 inches (1.27 mm). Five degrees is 1/72 of a full circle so the pitch will be .05 times 72 or 3.6. Because this prop has a constant pitch everywhere except in the cupped

area, you should get the same .05 reading in most areas of the blade from hub to the outside edge. As cast, I get between .049 and .052 most places on the blade with my pitch gage. If you pick a ten degree rotation, the indicator reading will be twice as big or .10 inch in a constant pitch area. Props with progressive pitch will usually have higher readings (increasing pitch) as you go from the leading edge to the trailing edge. Many propeller modifiers add progressive pitch to stock props.

Cup is measured in the same way. Usually you will need the smallest rotation stop to stay within the cupped section. Even so, you are actually measuring some average pitch in an area of rapidly increasing pitch. Our example has a fairly constant indicator reading of .085 (2.16 mm) where the five degree rotation is in the cupped area. That makes the average pitch in the cupped section $.085 \times 72 = 6.12$ (155.4 mm).

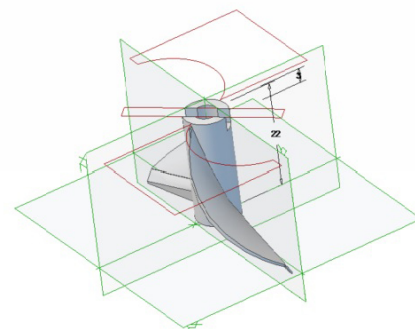


Wood/Speedmaster Pitch Gauge

The Wood/Speedmaster style gauge is a little harder to understand, even though it measures the same thing as the Orlic gage. With the same ABC 2018 prop as above I will go through the calculations. These gauges come with a pitch chart, so you don't need to do any math. Here we use a fixed step set by the black stepped wheel and measure the rotation. This time we calculate the fraction of a full 360 degree rotation the step represents. For the lowest .0625 inch (1.59 mm) step the gauge should read 6.25 degrees on our 3.6 inch pitch prop. That is $1/57.6$ (360 divided by 6.25 is 57.6) of a full circle so the pitch would be 57.6 times .0625 (the step height) or 3.6 inches as above. Again, this rotation should be constant over all but the cupped area in the stock prop. A .125

inch step will give double the rotation as long as the pitch is constant.

Measuring the cup is done the same way with the smallest step. However the cup pitch may not be the same as measured by the Orlic gauge. This is because we are looking at a small area of rapidly changing pitch differently. Both gauges measure the average pitch over different areas. If we use the smallest rotation for the Orlic gauge and the smallest step for the Wood/Speedmaster gauge, the cup reading would only be the same if the Wood/Speedmaster gauge reads five degrees and the Orlic gauge reads .0625 over the cupped area. It doesn't really matter, except when comparing readings that may be taken using different gauges.



A 3-D view of a full propeller

Another propeller parameter is the blade rake as shown in the blade cross section picture above. This can be difficult to measure, especially if the propeller doesn't have a straight rake that goes through the propeller axis. Place a small straight edge along the blade to find a position where it touches from hub to tip. The angle this makes with the axis is the rake. Most stock model propellers have the same rake from leading edge to trailing edge and the rake line goes through the shaft axis. That situation is what the blade cross section picture above shows. A way to generate this kind of rake will be discussed later.

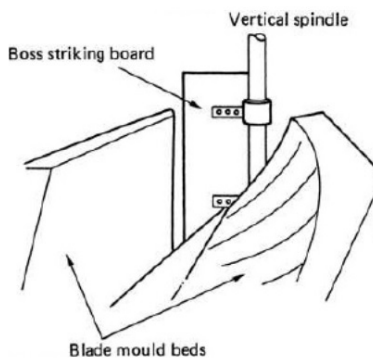
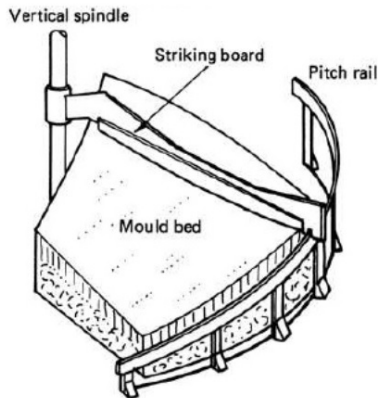
The final propeller parameter we will discuss is the blade area. Part 1 showed the various ways this could be measured. It showed a cut using circular arcs to shape the projected blade outline. The area of these arcs was easy to calculate
(Continued on Page 6)

Props Part 2 – Geometry

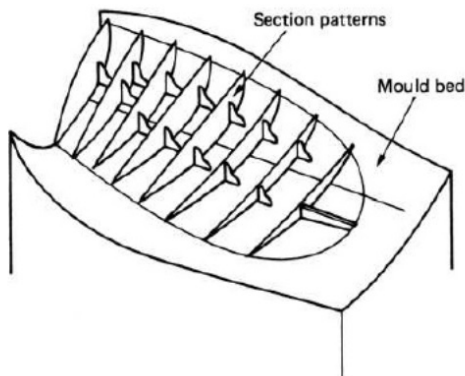
(Continued from page 5)

and could be compared to the disk area of the propeller. Most model propellers have around 50% projected blade area to disk area for two blade props and around 75% for three blade props. A way to generate this arc will be discussed next.

So how are propellers actually made? Long before there were computers, the principles outlined above and in Part 1 were used to generate propeller shapes. A foundry sand base was shaped by rotating a striking board around the propeller axis. This board was angled to give the desired rake and followed a pitch rail set at a fixed radius. The hub was swept in the sand with a similar method. This gives the shape of the hub and rear (stern facing) side of the prop.



Graphics of how sand casted props were made before there were computers



Blade templates in the upper mold after removal

The blade form was laid out on each mold bed with templates and filled with a sand mix. A reinforced mold was formed over this for each blade. The upper mold was then lifted and the template structure and sand was cleared. A core for the shaft bore was added and final hand shaping was done. Finally, runners were added to feed metal to the hub. After casting the propellers, they were smoothed by hand and the shaft bore was finished. Today large, one off propellers can still be made with similar methods but are often finished with multi axis CNC machines. If more than one propeller is needed, a conventional wood pattern might be made. A streamlined version of these methods can be used to machine model propellers.

Understanding how this works helps understand propeller geometry. Of course one off propellers can also be cast with sand or lost wax techniques just like large propellers.

The first thing to realize is that for constant pitch, the pitch rail described above is a straight line that

is wrapped around the mold at a given radius. A fixture can be made to hold both this pitch template and the propeller.

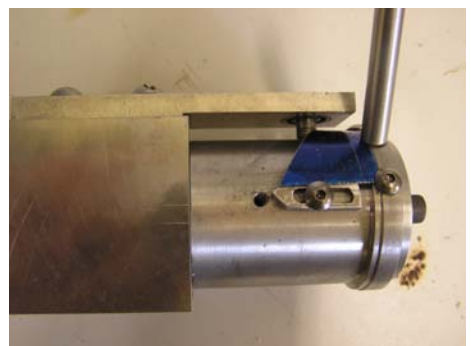


Pitch cutting fixture - exploded view

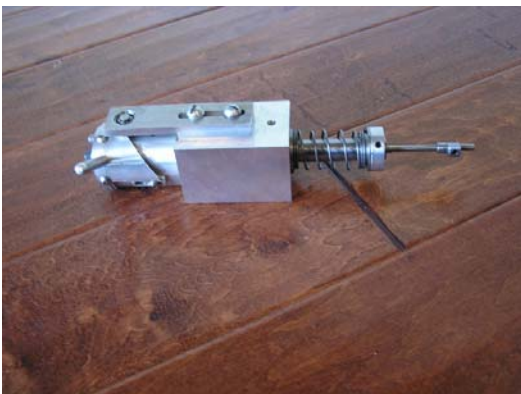
The pitch template is designed to take up around 1/4 of the pitch drum's two inch diameter, so for our ABC 2018 prop we need to layout a line 1/4 of the pitch drum's circumference long. That is $.25 \times 2 \times 3.1416 = 1.57$ inches long. At right angles to this we need a line 1/4 the pitch long or $1/4 \times 3.6 = .9$ inches long. The triangle formed by this layout gives an unwrapped picture of the pitch at two inches diameter.



Pitch template layout and cup bracket



Pitch template and cup bracket installed on Pitch Drum



A pitch cutting fixture

Bending this to fit the pitch drum allows a constant pitch propeller to be machined. This template could also be formed to give progressive pitch. In that case the pitch line would be a concave curve with a power angle at the short end blended to a higher angle at the trailing edge. The cup is set by adjusting the bracket that holds the tall side of the pitch template. Several brackets with various angles can be made. The basic characteristic will be a set cup height as described above. A 1/8 inch radius transition is set by the 1/4 inch diameter template follower. This is matched in the blade by a 1/4 inch end mill. Rake is set by angling the fixture in the milling machine. In this case we matched the ABC 2018's 10 degree rake.



The fixture in the milling machine



The index disk showing the offset holes

An indexing feature allows rotating the pitch drum relative to the shaft to cut multiple identical blades. The drum can also be rotated two different small fixed amounts with two offset holes to give a tapered blade cross section. The ball end mill gives a blade to hub radius. A video of a similar fixture used to cut helical gears can be found at http://www.youtube.com/watch?v=blaZ5tz0_6E.



The propeller in the fixture



Blade Outline Fixture

The blade outline can be machined in a second fixture. The propeller is mounted on a shaft on a rotary base. The base rotates around a central axis marked by the shaft hanging from the arm. The propeller shaft assembly is moved along the slide to locate the center of the radius from the propeller shaft centerline. The two screws on the shaft assembly lock it to the rotary base to hold this. The propeller is rotated to locate the center of the radius relative to the trailing edge. The upper screw on the propeller shaft assembly locks the blade in position, and the lower screw indexes the other blades into the same position. The fixture is located in the milling machine from the central axis shaft to determine the radius. See the full propeller picture to get an idea of how a radius in one plane can



Setting Blade Radius Location from Shaft Center

cut the blade outline. More than one radius can be cut and blended together if necessary.



The blade radius center location



Milling the blade outline

The propellers made by these fixtures will need some hand finishing, especially sharpening the leading edge. A variety of materials can be cut ranging from machinable wax to steel. The advantage of this or fancier digital propeller manufacturing is the ability to explore the effects of exact changes in propeller geometry. Making a propeller with these methods is a lot of work. 3D printing and casting for one off props is expensive. Most of the time, a stock casting can be made to work very well.

In the final part on propellers, we will look at how to improve and modify existing stock propellers.

Editors note: Lohring Miller is currently our NAMBA Safety Chairman. He was inducted in to the NAMBA Hall of Fame in 2011. He has been a past District Eight Director several terms and Contest Director of two NAMBA Nationals. Lohring not only contributes safety articles for the Propwash, he also provides tech articles on a continuing basis. Please refer to past issues of the Propwash online if you may have missed some of his writings.

In Memory of Betty Overton

By Dave Rychalsky
NAMBA History Chairman

Our NAMBA *Propwash* is a good place to read about model boat racing activities, engine modifications, rule updates, and basic interfacing within the various groups of racers as well as the non racers. It is also a forum that provides information on members and unfortunately, too many times, it provides sad information.

On Saturday February 15, 2014 NAMBA lost one of it's "sweethearts" of all time.

Betty Overton, wife of racer William Overton passed away suddenly. Betty had been an active NAMBA and club member of the Sky Hydro Model Boat Club for over twenty eight years. She attended more races than most active boaters, yet she never raced. In District One, William would come to every race with Betty at his side. From the moment I noticed Betty and William pull up in their car, I would make my way over to greet Betty with a big hug and a kiss. If I was having a tough time, or there was some type of confrontation, I would spend ten seconds with Betty and life would be perfect. Betty was the sunshine on a rainy day and the calm in the middle of a storm. She had a magic about her that quickly turned peoples frowns to smiles.

William and Betty attended many NAMBA national events and EVERONE knew William and Betty. The effect she had on some people even carried all the way across NAMBA. Our NAMBA Executive Secretary claimed that she was the only person on the east coast who could bake the most awesome maple bar cakes.

I received the telephone call from William on that Saturday afternoon and I was speechless. I have known both of them nearly 30 years and they were our Ozzie and Harriet. At every race, William would be working on a boat, replacing an engine, or preparing for a heat. Just off to the side was Betty looking on. She sat there with a smile and was as supportive as anyone could ever be. She had sandwiches and drinks for William and anyone else for that matter. As a member of Sky Hydro Model Boat Club, Betty would help William with many aspects of model boating. When Sky Hydro sponsored a District One race, Betty sat at the CD table helping out and organizing the paperwork. One of the toughest jobs at a race is manning the scoring table. The CD table is the nucleus of a racing event and to sit there all day can be exhausting. Betty was a trooper and stayed there with a smile the entire day. I looked forward to spending time sitting with Betty talking, kidding, and joking with her. In seconds I could tease her and we would have a great laugh together. I can not fathom the thought of going to a race now and not seeing Betty. Especially for me, the passing of Betty is devastating.

Every year, new model boaters join NAMBA. Some try other hobbies and move on. We see that in every district in NAMBA. The longer people stay in NAMBA, the more affect they have on the rest of the model boaters. In my years as a District One boater and District One Director, I have met hundreds of people in this great hobby. Model boating was a big part of Betty's life and she was a big part of our District One family. I adored Betty and loved every single minute I spent with her. Even though Betty never competitively raced one boat in her life, she had such a tremendous effect on our district and all of our boaters. When we lose a relative, friend, co-worker or acquaintance, we experience a sense of emptiness and pain. With the loss of Betty, this hurts and will leave a mark that will never go away. For those that did not have the opportunity to meet or know Betty, you will never know how special she was.

In her life, Betty had eight children and all of them loved spending time with their mom. At Betty's funeral, each had numerous stories to tell about their mom. As the packed crowd listened, we all knew that our lives would now have a void. We will miss you Betty.



Safety Corner - 2014

By Lohring Miller
NAMBA Safety Chairman

With the winter building season behind us it's time for all the usual safety reminders. Model boating is an exceptionally safe sport. Because of this it is easy to remember that once in a while people are seriously hurt and even die around R/C boats. NAMBA's most important safety rule is do not operate your R/C boat while full size boats, people, or pets are in the water. Model boats have seriously injured people and pets when this has been ignored. At least two deaths have resulted. Fortunately not by NAMBA insured boaters.

Another common incident is falling out of the retrieve boat. If you're wearing a life jacket, this will be embarrassing but not fatal. However, falling into cold water like that in the rivers and ponds in the Pacific Northwest will cause severe shivering. This will make it impossible to swim after as short a period of time as ten minutes.

Hypothermia takes a lot longer so drowning is usually the cause of death. That happens to one or more people rafting or canoeing every year in my area. I do not care if you are an Olympic swimmer. Wear a life jacket.

Spinning propellers are another hazard. I have personally watched experienced boaters stick a finger in to a prop. Boats dropped so a propeller hits a foot can cut through a boot with serious consequences. Even stopped propellers on electric boats need to be approached with caution. If the radio is on, the operator may decide to test it by blipping the throttle. When retrieving a boat the ESC should default to the off state, but I would not always depend on it.

Fires are the last serious hazard. Modern balancing chargers coupled with modern speed controls that have low voltage shutoffs have made it hard to cause lithium polymer battery fires. Even so, it is still possible to defeat these safety measures and either over charge or over discharge lithium polymer batteries. Overloading usually only puffs the battery, but caution should be used if this happens. Put a puffed battery in a safe area or a sand bucket and watch it.

Standard fire extinguishers will put out a lithium polymer battery fire if they are big enough. Putting the battery in a container full of water or the pond will also work. That will not cause a lithium or other reaction since the lithium is tied up with the plastic. It will just cool the fire and extinguish it. It will take a while though. The most important thing is to separate the burning battery from other combustible items.

Fuel fires are also a possibility. Standard nitro fuels are fairly safe. They are harder to ignite than gasoline and burn with a cooler flame. Gasoline and camp fuel are potentially explosive and burn much hotter. Water only spreads the fire, so use an extinguisher. The only time I have used a fire extinguisher around model boats was for a gasoline fire. A detached plug lead ignited spilled fuel in the bottom of a boat when the engine was turned over by pulling on the starting cord.

There has been some discussion about spark ignition and nitro fuels. We have run up to 40% nitro standard boat fuel in a Quickdraw motor as well as nitro, methanol, gasoline and oil mixes in modified Zenoahs. It may be hard on plugs at the higher nitro mixes, but I can not see a safety reason for outlawing spark ignition in open fuel classes.

Attitude Reflects Leadership

By Roger Hooks Jr
NAMBA District Nine Member

How does the leadership quality in you affect the environment around you?

Before I go further let me make it clear that this is not critique on our NAMBA President or District Directors, but a careful examination of ourselves as members. Each of us has a leadership quality. It first starts with our family, and possibly at work, friends and other circles of influence. Each of us has the ability to lead and influence others. Whether it is on a large scale or a more intimate one on one relationship. So it is important for us to know that our attitude as members is just as important to influence our organization as our appointed leaders.

Have you seen the movie *Remember the Titans*? It was a true story about a football team featuring Denzel Washington, Will Patton, Wood Harris and Ryan Hurst. The moral, on its most basic level was to challenge us to overcome differences in an attempt to achieve a common goal. Well into the story, as the opposing sides continue to wear down from fighting each other, there was a turning point which was to become the most profound statement of the entire film. The two leaders of the team, Gerry Bertier and Julius Campbell played by Ryan Hurst and Wood Harris squared off in a war of words with Ryan's character, Berry Bertier pointing out the bad attitude in Wood's character, Julius Campbell. In that moment Julius replies "*Attitude Reflects Leadership...*". He pointed out Berry failed to hold his friend accountable to the same standard that he expected of Julius and his friends.

I have done my share of traveling across the nation for races and some where along the way I found myself at a racing event. The man on the microphone had a really poor attitude and his negative disposition was broadcast in his every word through out the entire pit areas. Before long, the bad attitude had begun to infect the entire race site. Arguing on the drivers stand began to occur. Agitated members were beginning to be at odds even in their own pit areas. The less than ideal outlook from the CD table began to manifest itself from the Hot Pits to the Cold Pits. It was not until it was suggested that we stop the race and take a moment to gather ourselves that the event turned around.

"*Attitude Reflects Leadership*". So what is leadership? As soon as you line up for the next race you become an ambassador of NAMBA and that is a leadership role. Every spectator is looking at you as someone special. You are an athlete of sorts. They



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are envious of your ability to control such a high speed piece of equipment. Or even to afford such equipment. Even among each other in the pit areas your craftsmanship, your conversations, your equipment, your knowledge, your driving ability, your tenure, your wins are all reasons you have influenced people around you.

In these momentary gatherings, as we move from heat to heat ask yourself two questions. "What is my attitude?" and "How does my attitude influence others?" Would my language, even in the heat of the moment, turn a mother away with her kids? Would my criticizing of fellow members affect my friends around me to the point that no one has anything good to say about anything?... or... are you able to extinguish a heated moment before it even flares up by dismissing it as just one of those things that comes along with racing? Would you be able to turn a critical eye into a helping hand in an attempt to correct a problem? Do you hold your fellow pit team members to

(Continued on page 10)

Attitude Reflects Leadership

(Continued from page 9)

the same standard that you may hold competing members? If you took on the attitude of helping fellow members would your leadership reflect in the attitude of those people you may influence?

What I believe is that 5, 10, 50, or 100 members can take much more of a leadership role in the attitude of an organization than an appointed officer can. So it is up to each one of us. We have heard it before. There are many times you can not stop problems from coming your way. But you can control how you handle them. Let's look within ourselves and take inventory of our own attitude. Make sure it is a positive one and let the leadership quality in each of us affect those we influence around us.

In 2014, District Nine has dedicated itself to building and maintaining positive attitudes through the leadership values of each and every one of our members in support of our new District Director, James Garidel.

News and Notes in Nine

By Roger Hooks Jr.
NAMBA District Nine Member



As the economic downturn fights to maintain its upturn, District Nine is embracing the struggle with a renewed vigor addressing the issues of the times with aggressive activity to build our district, increase membership, and activate new race site venues.

As many districts may have experienced, water is becoming more difficult to find. There are a variety of

reason but the bottom line is, if we have no water we have no races. So with that being said, District Nine has aggressively moved forward in securing new race sites with as many as four possibilities on the table as of today. Gary Moll of Manteca and Jim Piazza of Fault Line Racing have been working diligently to prepare a new race site in Dixon, CA. This is a fantastic multi-purpose alternative motorsports facility. It is sure to provide exposure to District Nine that should add interest and membership.

After nearly a year of unavailability, Kaiser Cove in Fremont, California is nearing it's ideal water capacity for the site to go back into full race rotation.

We are grateful for Dave Bestpitch and his work with Lake Minden Resort. His efforts have provided District Nine with unfailing support. Lake Minden's onsite camping areas allow for campers to camp and set up their pit areas lakeside. For those that do not camp, they provide an ample amount of mobile homes and cabins that are only a few minutes walking distance away. District Nine has enjoyed many pot luck dinners and even movie nights provided by the audio/visual expertise of Mike McKnight. I myself, have even stepped out to town nearby to catch a movie and dine at one of the restaurants. And not too much further a way is a Casino with concerts and slot machines. Due to the unavailability of other race sites we had depended on, Lake Minden allowed us to steadily increase the number of events held at their resort with no difficulties whatsoever. If every race site could be as gracious and accommodating as Lake Minden, keeping and securing race sites would never be an issue.

Other race sites such as Seaside headed by Bob Tuttle, have some promise of coming back online. There is conversation from Chris Jackson that Reno is a possibility. New sites such as Vacaville and Berkeley also look to be a possibility as Dave Bestpitch and myself continue to iron out the details.

With all the activity in developing new race sites and reactivating old ones, it is no wonder that the membership has taken on a renewed sense of excitement in our district. Several old members are looking to return to the race circuit. And District Nine member Lennard Cuenco has become the unofficial ambassador to revive the 1/8th Scale Unlimited Hydroplane Class.

The future is looking bright for District Nine and as you can see, we have all hands on deck in making it happen. There is a new attitude and it is the leadership in all of us that is making it happen.

Editors Note: District Nine has taken their races to another level. The first District Nine points race of the year at Lake Minden included the Western Warship Combat Club. Please see page 11 for a few pictures of the event.



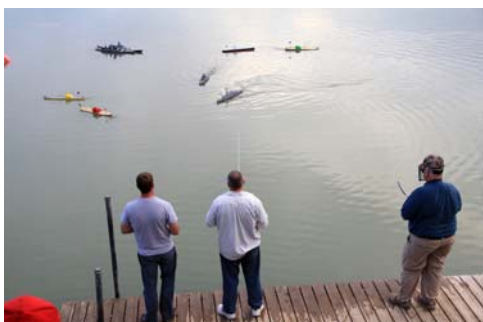
Dixon Lake is under preparation to be a new race site in District Nine



Fremont now has water and will see plenty of race action in 2014



Lake Minden has stepped up to cover many races while locating more sites



The Allie and Axis powers line up for battle Duct tape does the job on all R/C boats



The Western Warship Combat Club of District Nine joined the District Nine points race at Lake Minden, California. Word has it that some of the district heat racers were given the opportunity to do battle with war ships on the water with each other



NAMBA Combat Chairman Rob Wood with one of his ships



Sparky gives one of his talks about strategy on the water



News From District One

By Dennis Probst Jr.
NAMBA District One Director

Hello to all from District One. As the 2014 season is fast approaching we are hoping that mother nature will catch up and realize that it is supposed to warm up during the spring. Countless snow storms this past winter season have had us dreaming for some good boating days ahead. Living on the East Coast, most of us are stuck waiting for the ponds to unfreeze. However, the harsh weather did not stop our District One members from having a great time at the 2013 annual awards banquet. It was great to see a nice turn out even with a record fifteenth snow storm on the way during the month of March. We have some pictures of the good times had by all who attended.



I hope this year we grow a little more in membership. I look forward to a new season of boating and having fun with good friends. I always get a kick out of watching the kids run along with us old guys. With everyone's help, the 2014 season will be fun and safe at the same time. With that being said, I can not wait to be at the first race. See you all at the pond.... Now where is that ice melt?

In Memory of Bud Vanderbush



Bud Vanderbush was a Scale Unlimited Hydroplane racer and member of the Southern California Scale Thunderboat Association in District 19 in the 70's and 80's. Pictured above, left to right are Bud Vanderbush, Larry Knudsen, Joe Monohan, Jack Bishop, Red Blackford, Ralph Henry, and Leonard Feeback. Photo courtesy of Joe Monohan (707 Specialties)

Glow vs Spark Ignition

By Lohring Miller
NAMBA Safety Chairman

Recently there has been discussion about running spark ignition engines in the traditional glow ignition classes. When model internal combustion engines were first developed, they all ran spark ignition systems and used gasoline for the fuel. Shortly after World War II, tether car and control line speed racers started to play with fuels other than gasoline. They still ran spark ignition. The development of the glow plug was regarded as a great advancement that freed modelers from the batteries, points, and coils ignition systems needed.

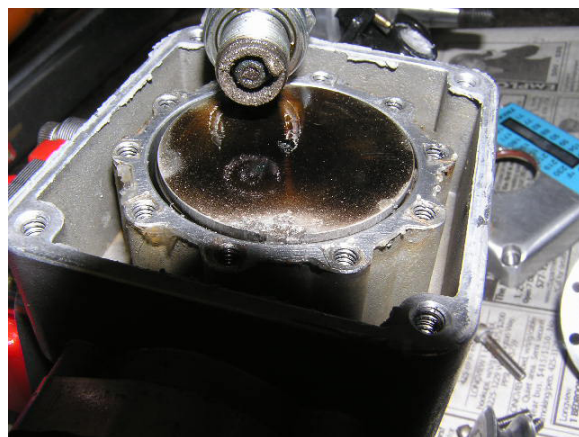
Now fast forward to the twenty first century. Compact magneto based solid state ignition systems were developed for small industrial engines and battery operated CD ignitions are widely available along with miniature spark plugs. IMPBA forgot that a glow only ignition rule was passed for what I call the open fuel classes, and NAMBA has always had that rule. With the development of the gas classes, racers wondered why their spark ignition engines could not run with similar sized nitro engines.

Mike Bontoft and I have done some testing of various fuels in standard gasoline engines. Along the way we also tested glow ignition with glow fuels in an engine designed for spark ignition and gasoline. Our experiences with the early versions of the CMB 35 could be considered testing an engine with glow ignition construction that runs on gasoline. These are the conclusions from these tests.

We ran a 26 cc Quickdraw with a glow plug head button on some standard boat fuels. Except for a modification of the WYK carb that removed the pump and pressure regulator, the engine was unchanged from the gas version. We had numerous problems with glow plugs. The ones that

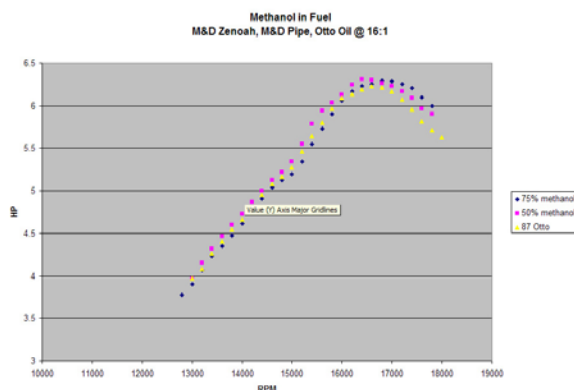
would run the engine, blew out the center of the plug at full throttle. The plugs that had a more durable constriction would not run the engine. I am sure the right head volume coupled with a plug that has a ceramic center would work. We were not particularly interested in this combination so we went back to the spark ignition head button.

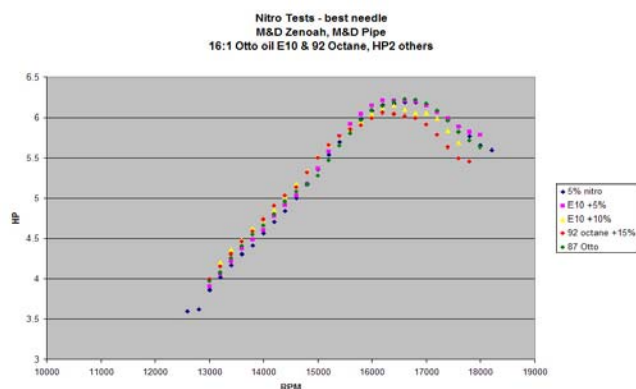
The engine ran fine on 15% nitro fuel. We then tried 40% nitro and promptly blew the plug electrodes out the exhaust. The sleeve and the piston were dinged so that ended that experiment.



Again, the proper compression and a more durable plug would probably work, but we were interested in developing a gasoline fueled engine.

The next set of experiments were done on an M&D engine. We wanted to see if any of a variety of fuels and oils would develop more power. We ran the engine on mixtures of nitromethane in both regular gasoline with out ethanol and premium gasoline that contained around 8% ethanol. The ethanol was a mutual solvent so the nitro mixed easily in the premium gasoline. We got a 5% nitro mix with the regular and 15% with the premium. We could easily have mixed in more with the premium gasoline. We also mixed nitro with a fuel advertised as E10 (actually 32% alcohol) for a 10% nitro fuel. Surprisingly, there was no significant power gain with any of these fuels. We limited ourselves to only adjusting the standard Walboro carb's mixture for best performance.





There are several reasons for these results. By limiting ourselves to an engine that was set up for best performance on regular gasoline, we did not take advantage of the various fuels best properties. We should have run a higher compression ratio and adjusted the ignition timing. Most importantly, we should have run a pipe tuned to the lower exhaust temperature. All this testing shows that no one factor alone determines an engine's performance.

The final issue is engine design. Running conventional ringed piston engines that were designed for gasoline will not cause problems when run on lower temperature methanol and nitro based fuels. They will need different pipes and head buttons. Our experiences with gasoline in engines with AAC piston and sleeve construction were not good. I am not aware of engines with much over a 25 mm bore that run even low temperature fuels. The CMB 35 with AAC construction was a giant failure. We never were able to run it at full throttle without seizing. We even seized a ringed piston where the sleeve was out of round above the exhaust port. I would be surprised if 15 cc or even smaller nitro engines that do not use ringed construction would run on gasoline. They probably would be fine with spark ignition on normal nitro fuel.

Allowing spark and glow ignition to run together in the NAMBA X or IMPBA F class would be a fun experiment. I think modern advances in spark ignition systems have somewhat overcome the simplicity advantage of glow ignitions. Greater control of ignition timing should be an advantage. Racing fuels or nitrous oxide in gasoline type engines would also be interesting. The only way to find out is by racing the two styles of engines together.



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NAMBA Goes I.T. With Dave

By David Santistevan

NAMBA Internet Technology Chairman

Happy Holidays to everyone and I hope your Winter build projects are going well. NAMBA President Robert asked me to share a little bit about myself, so I will try to keep it brief.

I am from Littleton, Colorado and I have been married to Valerie for thirty one years. We have three kids, all grown up and finished with college so I have more time on my hands than I should. I am an IT guy by trade and own my IT services company that provides network administration services and cloud computing services. I have been doing this my entire life so I have seen some changes for sure and I know a little bit about this stuff.

I started model boating in 1978 when I was eighteen years old and raced competitively for about three years. I got married and moved on to my new priorities. Now that the kids were gone I decided to get back in to model boats. It was never really out of my blood and I knew I would take it up again someday.

I got back into boating in 2011 with my primary love being outboard tunnel hulls. I am currently racing my .21 stock tunnel and a .45 Eagle outrigger. And I have just completed a gas tunnel. I hope to have a Classic Thunderboat and a .21 mono built for this next season. During the time raising kids, I flew model helicopters for over ten years. One of the most important achievements in model helicopters is to reach an ability to bring your bird back in one piece each time you fly. Fortunately I was able to get at least that far.

I attended my first NAMBA Nationals this year in Salt Lake City, Utah where I met many of you. This hobby is truly my love with the awesome people I have met and made my friends. I will be attending the Nationals in 2014 in Seattle so I am hoping to see you there. If you have any questions, suggestions or would like to just chat, I have

(Continued on page 14)

NAMBA Goes I.T. With Dave

(Continued from page 13)

included my contact info for your use. I really want to thank Robert for asking me to do this. He knows how important it is to me to play an active part in the organization and be able to contribute in any way I can. Thanks and I am looking forward to doing some fun things for NAMBA! daves@concentricsinc.com

In Memory of Herb Neelman

By David Neelman and Dave Rychalsky
Herb's son and NAMBA History Chairman

On December 19, 2013 NAMBA lost one of the senior members of our organization. My dad had been an active member of NAMBA since the 70's. He was up in age and had an unfortunate accident at home, and succumbed to his injuries. My dad was the Co-Contest Director of the 1984 Nationals in Newark, New Jersey. He was also an active member of District One's Morris County Roostertails. He attended every district meeting and made a point of putting NAMBA second to his family. At every race, he was there helping and pitting for me. He always had a gleam in his eyes because this hobby made the thirty five year model boating bond between us that much stronger. There is nothing like having a father and son in love with the same hobby. My mom Barbara, also enjoyed the hobby with him, as both were together at our District One races.



I have known Herb since I became a member and he was always promoting NAMBA and trying to make it better. Many of our District One rules has Herb's "signature" all over it. He understood the hobby and passed his passion for model boating down to his son and grandson. Both Herb and David attended every awards banquet and enjoyed watching as the trophies were handed out. Many times, when the meeting would veer off course, Herb was there to steer us back in the right direction. Herb was the guy who did all of the club paperwork, went out to get all of the permits, checked in to new racing sites, made flyers to promote NAMBA and model boating and always helped man the booth at our East Coast WRAM show for NAMBA.

When one of our active senior members passes away, we do not realize the tremendous value he / she has had until all of those things need to be done by the rest of us. We have a big hole in District One, and it will take a few people to fill the void that Herb added to model boating. We are all going to miss you at the pond and at the meetings Herb.

2014 Arizona FE Winter Warm-ups

By David Newland
NAMBA FE Chairman

While most of the country seems to be struggling with this Polar Vortex thing, we have had plenty of High Pressure patterns keeping the cold weather at bay this winter in Arizona. It certainly made for a nice setting for our 10th Annual Winter Warm-ups event in Scottsdale, Arizona. On February 21st-23rd, we gathered at McKellips Lake to get our setups in tune for the upcoming racing season. With visitors from Michigan, Wisconsin and New York, we again had a solid geographical representation.

We purposely select the class list so that it represents the most popular FE classes

currently running. It should come as no surprise that our P-Ltd Power Parameter is the most popular. OPC's, Cats, Monos, Hydros and Sport Hydros all have great turn outs in these classes. And, the P-Ltd setups keep getting more refined while offering some fantastic competition.

It is always great to see new talent enter the hobby and immediately add to the competition, as well as fit right in to the mix. Racing hard when they are on the drivers stand, and also helping out retrieve boats and pit when not. Adrien "Penske" Gambino from France, was here on a work visa and is an FE boater in his homeland. He had a P mono that finished all six heats (only racer out of twelve to do it) for an overall fourth place, and a very nicely built P-Ltd Cat, complete with video mounts in his fleet. Ray Presnall has joined us from the car racing scene with a very impressive and tuned Geico Cat. He pulled off some very impressive heat wins and provided some very good pitman assistance throughout the event.

Having the Michigan group here for this event was a treat. These guys are busy getting the 2014 Nats organized but they took the time to venture out here to race with us. Thanks to Terry Davis, Fred Seiwert and Tom Castellani for making the trip.

Another first timer to our event, Mike Paganelli, made it out from New York. What a commitment this guy had made making to enter FE racing events across North America during the past few years. I do not think anyone has flown to more events than Mike has lately. He was going to come out last year, but a Kid Rock concert in New Orleans got in the way. Fortunately, there was no tour in 2014. Pags and I have had great racing in any class but P Mono is where we have had the strongest rivalry the past few years. This year did not disappoint.

Wisconsin's Doug Peterson was the longest tenured traveler this year. He again brought along Sean Kewley who just can not be stopped with his P and P-Ltd Sport Hydro. Doug built a beautiful 32" German Cat (forget the make). However, I found it rather interesting that he skimped getting a water cooling jacket for the motor. It's not like Doug to penny pinch like that.

I would have given him one.

Leonard Feeback and Don Ast came out to clean everyone's clock in 1/10th Scale Vintage Class. Leonard needed five heat wins and a second place to take the win to Don's four heat wins and two second place finishes.

A few observations while scanning over the final heat sheet points. P-Ltd Cat by far, had the highest boat count of our event. Five entries. Alan Grossman was the only driver to get six finishes. Tom Castellani was well on his way, but the sixth round got him a DQ for cutting off a driver. In fact, he showed up at our event with a newly scratch built Cat that was giving him fits during open water. However, he got it tuned and had a heat win and four second place finishes for a third place overall. The winning boat was Jim Osborne's Geico Cat with some nicely tuned modifications.

I found some interesting stats for P Offshore and P-Ltd Offshore. Keep in mind we only ran three rounds of P Offshore on Friday and we ran six rounds total for P-Ltd Offshore over Sat/Sun. The highest lap count for a single heat of P Offshore was 13 1/4. For P-Ltd Offshore it was 13 flat. The average lap count for P Offshore was 8.32. For P-Ltd Offshore it was 10.55. For P Offshore, only one racer out of seven finished all three heats. In P-Ltd Offshore out of 11 racers, five finished all six rounds.

For ten years, Pat McDonald and I have been spearheading the organization of this event along with our local FE club members. However, during the past few years, we have been getting help from NAMBA veterans that has really helped us elevate our event.

A special thanks to Jim Osborne, Tracy Osborne, Ted McKay, Lenny Blake, Richard Romero and Al Malik for helping us out. And, some of these guys now possess some rather clean running FE boats now also.

A special thanks to our sponsors, racers and Contest Directors who have been with us year after year. We hope to see you again next year.

www.offshoreelectrics.com

www.dinogylipos.com

www.mojoracingproducts.com

www.ampeaterracing.com

www.fightercatracing.com

Here are the final results:

P Offshore

1. Ted McKay
2. Doug Peterson
3. David Newland

P Ltd Mono

1. David Newland
2. Sean Kewley
3. Doug Peterson

P Sport Hydro

1. Sean Kewley
2. Jim Osborne
3. Fred Siewert

P Ltd Hydro

1. David Newland
2. Mike Paganelli
3. Jim Osborne

1/10 Scale Modern Hydro

1. Gary Rose
2. Dick Roberts
3. Ted McKay

P Ltd Offshore

1. David Newland
2. Ted McKay
3. Sean Kewley

P Ltd Catamaran

1. Jim Osborne
2. Doug Peterson
3. Tom Castellani

P Ltd OPC

1. David Newland
2. Doug Peterson
3. Pete Wijatyk

P Ltd Sport Hydro

1. Sean Kewley
2. David Newland
3. Jim Osborne

P Mono

1. David Newland
2. Mike Paganelli
3. Doug Peterson

1/10 Scale Vintage Hydro

1. Leonard Feeback
2. Don Ast
3. Gary Rose

High Points Champion: David Newland

1/10 Scale Concourse: Ted McKay

Racers Concourse: Adrian Gambino

Rat Rod Concourse: Bruce Lewis

Mr. Consistency: Pete Wijatyk-most DNF's

Mr. Salvage: Bruce Lewis

EPA Award: Terry Davis



Mike Paganelli proving his High Plains Drifter nickname washing down his nemesis, David Newland



Pete Wijatyk prepares for a P-Ltd Cat run



New racer Ray Presnall proving his worth as a very helpful pitman



Lenny Blake, Bruce Lewis, Chuck Murray and Sean Kewley get ready to launch for their drivers

In Memory of Friday Shackleford

By Betty Jo Wood
Friday's Daughter

Friday Shackleford was born May 1, 1921 and passed away on February 20, 2014 at the age of almost 93 after a brief bout with pneumonia. Truth is, he just did not feel the need to hang around any longer after twelve years without Betty and was just ready to meet up with her again. He truly did die the classic "peaceful, pain-free death" that all of us would like to have. We said our "good byes" and "well dones" on that Wednesday evening at Redlands Community Hospital in Southern California. The hospital staff helped him settle into a peaceful "nap" and told us he would not wake up from it. He passed about twelve hours later. Anyone who saw him sit in his chair and shake his leg incessantly would not be surprised to know that his feet were moving almost the whole time...or maybe he was just running towards mom! He seemed so relieved when we told him it was okay to go and that we were all doing so well and that he had done a really good job.

Of the Shackleford's left behind, the racing legacy will continue. Many trophies and championships have been won in go-karts, open wheel and stock car racing all over the country. The Shackleford racing "dynasty" now includes five generations.

The NAMBA years were really special for Friday and Betty. They gave dad a great outlet for his competitive spirit, especially after he sold his race car at age seventy. They enjoyed the travel to the various "ponds" and meeting the many great people they met through boat racing. The annual district awards banquets and NAMBA Nationals were always great fun for them.

I appreciate how many people continued to contact dad through visits, telephone calls, letters, and cards through this past Christmas that some how made it to the house in Sun City, California even though he had not lived there for three years.

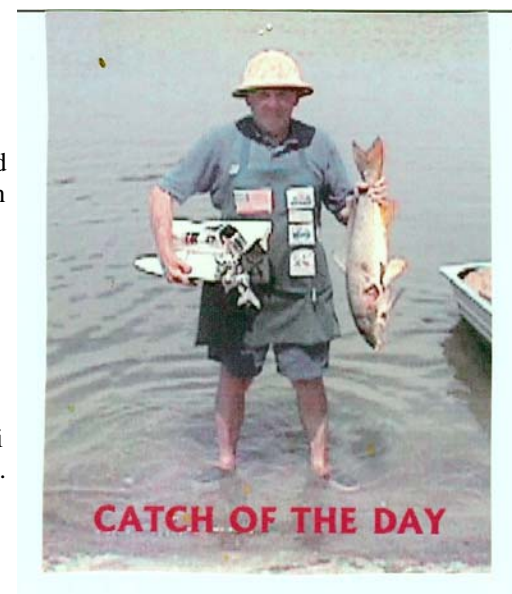
If you were to Google "Friday Shackleford", some nice tributes come up from various racing sites and tracks. Many mention mom as well and that is no surprise. They were a team in everything they did.

We did not have a memorial for dad. However my brother will be scattering dad's ashes in June on a lake in Arkansas where they loved to water ski and camp and where my mom's ashes were scattered in 2002. How appropriate for long time owners of ski boats and radio controlled model boats.

Thank you Joe Monohan (707 Specialties) for your continued contact with my dad. It meant a great deal to him and of course to the Shackleford family.



Betty and Friday Shackleford at Legg Lake



One of Friday's many trophies

2014 NAMBA FE Nats

By Fred Siewert
NAMBA District Two Director

Batteries will be smoking and hulls will be flying... across the water that is. This year's 2014 NAMBA FE Nationals will be held in District 2 by Mid-Michigan Electric Unlimiteds (MMEU) with support from Offshore Electrics and Aquacraft. Open water will be on June 23rd and racing will run the 24th through the 28th at the Rochester Oakland Elks Club located at 3100 Pond Rd in Leonard, Michigan.

MMEU has pulled out an incredible line up with a total of thirty four different classes held over the five days. There should be plenty of choices for everyone from the first time NAMBA Nationals attendee to the seasoned racer. So far, there are already fifty two racers and four hundred and thirty boats registered. Our very own NAMBA Executive Secretary, Al Waters will be the guest CD for the event. Our online sign up at www.rcracingevents.com has brought out some of the biggest names in FE racing from coast to coast and across the ocean including the owner of TP Motor from China. The race is just ten entrants shy from being the biggest NAMBA FE Nationals ever with just a few months remaining to register. This will be the one race that no FE enthusiast will want to miss and may be the ultimate FE NAMBA Nationals event to remember.

Schedule of Events

Monday will be an open water day. Tuesday will bring N1-Mono, N2-Mono, P-Limited OPC, P-Mono, SV-27 and the day will end with Q-Mono. Wednesday will scorch the water with N2-Hydro, N2-Sport Hydro, P-Hydro, P-Limited Kids Catamaran, P-Limited Mono, and Q-Cat. T-Hydro will cap the day with some of the fastest FE boats on the water.

Thursday will bring out the Offshore Course boats with N2-Offshore, P-Limited Offshore, P-Offshore, Q-Offshore and the day will close with T-Offshore.

Friday will begin with a few Catamaran classes (N2 and P) followed by P-Sport Hydro, P-Limited Hydro, P-Limited Kids Mono, Q-Sport Hydro,

T-Catamaran and will wrap up with some of the best looking boats seen in 1/10 Scale Modern and Classic.

Saturday will come too soon and feature P-Limited Catamaran, P-Limited Kids Sport Hydro, Q-Hydro, T-Mono with a great way to end the week with 1/8 Scale Unlimited Hydroplane.

Michigan has had the pleasure of hosting two other FE Nationals. 2005 which was the biggest NAMBA FE Nationals ever held to this date with 495 boats and also in 2009. This year's race will be just as much a class act as the previous Nationals before it. The club always goes above and beyond to make sure every racer has a great time both on and off the water.

Whether you are a sport boater or a hardcore racer, there is plenty of room and great times for everyone. Sign up, come on out, run a few boats, and have some laughs which come free of charge with every registration. You will head home with new friends, a new appreciation for great competition, and hopefully a new trophy or two.

Editors note: Rumor has it that Fred Stewert's award winning world famous Kansas City Sloppy Joe's, aka Kansas City Silly Chili will be the signature dish at the FE NAMBA Nationals

Introducing Rob Wood

By Rob Wood
NAMBA Combat Chairman



I have been a model builder of one kind or another since 1958. For twenty years, I was strictly an R/C airplane enthusiast but made the switch to boats in 2002 when I joined Western Warship

Combat Club (WWCC) in San Jose, California. WWCC requires that every member belong to NAMBA and each year the club registers and secures a NAMBA site owner's insurance certificate. I am happy to report in twenty five years of operation, no WWCC member or spectator has ever submitted a claim, nor has there ever been a serious injury resulting from our combat operations. I am the current Vice President of the club and own a fleet of battleships, cruisers, destroyers and auxiliary vessels.

I was part of the team that brain stormed the current set of Combat safety rules found in the NAMBA rulebook. A complex research and development project that needed to be done since there were no detailed standards in the rulebook specific to R/C warship combat. Once the rules were finalized and formatted to fit the rulebook structure, I nominated the late Wreno Wynne for the position of Combat Chairman which he accepted. Now that he has unfortunately passed away, I have stepped up to fill that position.

I currently live in Daly City, California, married, and have five grown children. I make my living as a web developer and internet marketer, and have worked for our family business, HyperGold Web Services since 1995. Active in the local Rotary and I am a past president of the South San Francisco Rotary Club. I am also very active in the South San Francisco Chamber of Commerce of which I am currently the President of the board.

Thank you very much for the opportunity to be your NAMBA Combat Chairman.

News and Notes From The Office

By Al Waters
NAMBA Executive Secretary

This will be my second full year as the NAMBA Executive Secretary and it does keep a person busy. I have tried to keep notes of the different opportunities that occur to try and make the day to day process more efficient. Everything from membership renewals, new memberships, site insurance requests, club registrations, single event insurance, roster requests by Contest Directors for membership verification, income and expense reports, tax preparation, liability insurance matters, medical insurance matters, returning e-mail requests, and returning telephone calls. Cathie Galbraith once told me what the best part of her job was in the twenty five years she was the Executive Secretary. And she was right. It was being able to talk to members on the telephone. Hearing someone say thanks for returning my telephone call so quickly sure does go a long way. Especially if I am able to solve their requests.

Okay! Now lets move on to more important matters. I would like to thank Chris Hoffman who has been a big time supporter of the NAMBA *Propwash* by advertising his propeller business. Effective this year, Stu Barr has joined long term advertising his CMB line of motors and parts. The NAMBA *Propwash* in the color version reaches out to many who search the NAMBA web site for information. Then there is the printed gray scale version that reaches out to over 1600 NAMBA members twice a year. Considering the cost to advertise, businesses can reach out to many people for just pennies.

As I move down my list, the next topic is online membership processing. David Santistevan, NAMBA I.T. Chairman is working on a new host and at the same time, fixing the little ins and outs we come across. There are some however that we have no control over. A persons computer. Occasionally, I will get a telephone call that one can not get to the PayPal site from the NAMBA registration page. Its not the registration system. Its in the security parameters of the persons computer browser. That little program that takes you to infinity and beyond. It sometimes will not let you go to a place that it thinks might not be safe even though it is. The one thing that we will not do is have you change the security paramters of your computers browser. I have been able to work with members in getting their membership processed with very little effort. I just want everyone to understand that the system is working just fine.

One thing that you as a member can do when renewing a membership, is to verify your information. Verify your address, telephone number and e-mail address.

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News and Notes From The Office

(Continued from page 17)

Double check that you have your correct NAMBA number and club affiliation. Then make note of any changes in the Membership Notes box to insure that I catch what changes or updates you have made. Eventually, I will be able to make those changes for you, however if your information is correct now, it will eliminate mistakes on my part in the future.

You will see that there is a major rule book update package with this newsletter. Please pay close attention when replacing the pages in your NAMBA rule book. Tracy Osborne, who handles the formatting and updating of our rule book has gone to great lengths to insure that the membership has the latest and greatest. It is NAMBA's bible and insurance policy so we work hard to insure that all members are covered with the proper information in hand.

Also included in your packet is a voting proposal. Just one proposal but just as important. Whether it has anything to do with the type of boats you run is not important. Exercising your right to vote is what is important. We are all model boaters and should support each others forms of competition. Speaking of voting. If you are a NAMBA member, you have the right to vote. Full member, second member of the same household, and yes, junior members as well.

NAMBA registered club listings will continue to be a regular article in the *Propwash*. I have always said if you pick up one member as the result of being a NAMBA registered club, that in itself will more than pay for the \$10.00 cost. Check to see if your club is registered. I take pride in my membership card that my club name is printed on it.

That is it for now!



Is Your Club A NAMBA Registered Club?

By Al Waters

NAMBA Executive Secretary

Since my original article about registered clubs in the April 2013 edition of the *Propwash*, NAMBA increased from 58 registered clubs to 82. This was due mainly in part because many members did not know that their club was not registered or club officers were unaware of the process to become registered.

Below is the list all of clubs that have registered so far in 2014. If your club name is not listed below, two things could happen. Your club name will not appear on your NAMBA membership card in the future, and your club would not be able to secure site insurance for its pond.

If your club is listed, thank your club officers that they are on top of things and are doing a good job for its members. If your club is not listed, contact your club officers and let them know. I have found that many members do not understand or were never informed by their previous administration on what to do.

With the help of David Santistevan, our NAMBA I.T. Chairman, we have updated the NAMBA web site "Districts" page with all registered clubs, their web sites if they have one, and the sanctioned races for their particular district. If you do not have a web site but want contact information listed, you will need to send me that information. Preferably a name and an e-mail address. I consider this a privacy issue so I would want your permission. E-mail me at namba@cox.net.

Thank you very much.

District 1:

Del Val Model Power Boat Club
Flushing Model Boat Association
International R/C Warship Combat Club
Lakeland Area Model Boaters
Long Island Model Boat Association
Ocean County Buoy Busters
Morris County Roostertails
Morris County Electric Boat Club
Sky Hydro Unlimited Model Boat Club

District 2:

Mid Michigan Electric Unlimiteds

District 3:

Boyz N Toyz, LLC
Broward Model Boat Club
Fort Myers R/C Boat Club
Orlando Culvert Dodgers
Palm Beach R/C Power Boaters Inc.
Racing Association of Miami
Riverview Model Boaters
Space Coast Rudder Busters
Tampa Bay Model Boat Assn.
Wave Blasters of Florida

District 5:

VooDoo Model Boaters

District 7:

Albuquerque High Desert Racers
Flying Dutchman R/C Boat Club
Lone Star Model Boat Club
Rio Grande Racers

District 8:

Classic Thunder
CWRC Boats
Electric Radio Controlled Unlimiteds
Electric Scale Unlimiteds
Emerald R/C Boats
Kitsap R/C Boat Club
Northwest Roostertails
Pacific Northwest Thunderboat Association
Puget Sound Fast Electric Model Boat Club
Puget Sound Model Boat Club
RC Unlimiteds
Rose City Model Yacht Club
Unlimiteds Northwest

District 9:

CoCr Racing USA
Coyote Valley Model Marine
Devil Mountain Water Boilers
East County Boaters
Faultline Racing Team
Hydro-Maniacs
Model Mariners
Nor Cal River Racers
Northern California Scale Association
RC Modelers
Wavemasters
Western Warship Combat Club

District 11:

Greater Hartford Model Boat Club
Lakes Region Wave Runners
Wave Makers R/C Boat Club

District 13:

Caribbean RC Boat Club
St. Croix R/C Boat Club

District 16:

Calgary Model Boat Racing Association
Edmonton Model Boat Racing Association
Ontario Attack Force

District 17:

Oklahoma Model Boat Association

District 19:

4est Performance
Amigos Race Team
Antelope Valley R/C Boat Club
H2O Gassers
Outlaw Racing
San Diego Argonauts
Scottsdale Model Boaters
SoCal Fast Electrics
Southern California Scale Thunderboat Assoc.
Tucson Model Boat Club

District 20:

Aquaholics Model Boat Club
Decker Dunkers
Mile High Modelers
Northern Colorado Nitro Burners
Rocky Mountain Marine Modelers

Propwash Advertising Rates

Classified Ad - \$10.00

Business Card - \$25.00

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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 (760) 746-2408 for more information or for special advertising requests.

The Propwash

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Last Notice
Renew your
2014 membership
www.namba.com

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