

**PERFORMANCE
MODEL BOAT CLUB**

The Buoy Blaster



The Official News Letter of the Performance Model Boat Club

President
Mike Laing

Vice President
Don Vlcek

Safety Officer
Nelson King

Treasurer
Sharon Vlcek

Secretary
Gary Atkins

Editor
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Presidents Message:

Thanks to everyone who came out to our End of the Year Party and to you all who help make PMBC what it is. A Big THANK YOU to the exiting PMBC Officer Staff, with your dedication and help, you and our membership have made or club one of the few premiere clubs in the country.

The next few years will be very busy ones for our club, and I encourage everyone to get involved. Remember, if we're cursing at the lake or racing for the glory; let's never forget it all about having fun. I would like to welcome to our club a couple new members: David and Lucas Judy, Mike Bokulich, and Rick Heestand.

Vice President: As the incoming vice president, I would like to thank Rick Grenig for his commitment and services as past vice president of PMBC. Rick has indicated he will retain his contest director status and help with the Cleveland & Thunder races for 2009".

Thank You, Don V

Secretary's Report:

Safety Officer: As you're newly elected Safety Officer I want to encourage everyone to take the time to review the IMPBA safety regulations posted below before the start of the season. In addition to these general regulations there are several Performance Model Boat Club safety rules being enforced this year that deserve a review here:

- Boat stands should have prop guards.

I encourage everyone to incorporate permanent prop guards on their stands. Also I would appreciate anyone that has one or more milk cases they could donate to the club for temporary use as prop guards both as a temporary measure until stands can be updated and for the use by visitors that may not be familiar with our Club's requirements.

- Engines are not to be started anywhere except in the Hot Pits. If you feel you must start your engine outside the pits the prop must be removed first. No exceptions
- Other than DSM, no transmitter shall be turned on without the frequency clip in your position.
- A lookout must be utilized at all times during the running of a boat in an event, practice or testing. Solo operation will be a violation of club rules subject to disciplinary action.
- Operation of the retrieval boat requires two people at all times, one to operate and one to pick up. (Also see item 9 below)
- Safety equipment must be readily available anytime boats are being operated including first aid kit, fire extinguisher and retrieval boat with life preserver(s) and/or buoyant throwing devise.

I.M.P.B.A. SAFETY REGULATIONS

GENERAL

1. Whenever running a boat, whether during a race or practicing, there must be a spotter to watch for any unsafe conditions which should arise around the pond.
2. A positive engine throttle control will be required of all boats.
3. Anyone in the pit area MUST wear shoes. (Sandals or open-toed shoes of any kind are NOT acceptable.)
4. All inboard hydros should have throwing handles.
5. No plastic props will be used except for Fast Electric, Scale Electric, and ABS Production Class boats
6. Boat stands should have prop guards.
7. Transmitter (and receivers) on/off switch shall be positioned in such a manner as to prevent its accidental shut off if bumped either during launching, handling, or racing. Same shall apply to switch on boat.
8. There will be no model boats running on the pond while the pickup boat is working. The pickup boat may not go out as long as any model boats are running.
9. Coast Guard approved life vests and/or floatation devices should be worn, or at least available, in the pickup boat. (Some state laws specify children MUST wear them.)
10. Spectator area should be back 20 feet from the shoreline, and signs posted: "No Spectators Beyond This Point."
11. "NO SWIMMING" signs should be posted in conspicuous places on all sides of the pond.
12. Any tent, dining fly, canopy, or similar device must have adequate in-ground anchors.
13. All accidents must be reported to the club's Safety Officer. In the event of an accident, the Safety Officer will write his opinion on the accident, and forward it to the IMPBA Safety Director as soon as possible.
14. IMPBA Accident and Injury forms will be kept at the race site at all times. If there should be an accident, it will be recorded on these forms and sent to the National Safety Director as soon as possible. The forms will be a prerequisite to payment of claims.
15. NEVER bring boat back to pit area straight in--always run parallel to shore while slowing it down.

For a more through review and understanding visit the I.M.P.B.A. web site at <http://www.impba.net>. As we look forward to another enjoyable model boating year lets all work to make it a safe one.

Nelson King
PMBC Safety Officer

Treasurers Report:

Lake Update: Still frozen

News: Recap of the email that followed the EYP by our president; Mike Laing:

- **EYP election results:** President: Mike Laing, Vice-President: Don Vlcek, Secretary: Gary Adkins, Treasurer: Sharon Vlcek, Safety Officer: Nelson King
- PMBC will put in a letter of intent to the IMPBA to host the 2010 NATS and the 2011 Gas NATS.
- **Changes to the club rules and bi-laws** were accepted and now are active.
- **Drivers Challenge will be back**
- **Club Races are Back** with: Six Classes: 21 Tunnel, 45 Tunnel, Open Cat, Thunder boat, Open, and Stock Mono (open to nitro mono up to 45, gas motor with only pipe modification or stock canister)

- Race Dates: May 17th, June 7th, June 28th, July 19th, August 9th, August, 30th, September 27th, and October 11th. Start time 10:00 with a percentage, of your heats counting for your final score (which means you can miss a day or two). Other clubs will be invited to join PMBC in our club racing. First race is free to check us out, and if they want to come back, they must join our club. Two of the dates will be a family cookout also. We need your thoughts or conflicts as soon as possible.
- First Sunday of the month, a quick club meeting will be held under the pavilion at 12:00.
- **2008 Club racing results:** Lights Don Vlcek 1st, Mike Laing 2nd, and Nelson King 3rd. Open Class: Bob Morton 1st, Gary Adkins 2nd, Doug Click 3rd, and Bill North 4th. Congratulations racers.
- Doug Click's efforts on our club jacket resulted in one great looking coat. If you did not order yours, contact Doug soon as the order will go in on February 15th. Doug will need information from you and payment must be made before the 15th to Doug Click. Cost is 24.00 for s-xl, 28.00 for 2xl, 31.00 for 3xl plus 9.00 for out club logo, 6.50 for your name, both embroidered on the front. Doug took many orders at the meeting and Gary Adkins won his in the raffle. People do not miss out.
- If you need nitro this year e-mail me and I'll pass on what I've learned and one solution.

Thank you to the new Officers and good luck in the up-coming years: Your duties and responsibilities as you take on your new positions are listed in the PMBC Bi-laws. Anything I can do please let me know.

Swap & Shop:

Swap & Shop List		
Item	Sell/Swap	Name/Number
<i>If you have any items to list here, email me your list, and it will be included in the next newsletter.</i>		

Boat Building: Here are a few pictures of Gary's new TG Advantage gas rigger after painting. Nice job Gary!



The picture to the right is after painting the sponsons and cowl



I'm holding this spot for you Gary!

I also got a sneak-peak of another hull Gary's working on; don't have any pictures on that one. I think it's a secret weapon or something. *Thanks for sharing Gary*

Editors Note: This version of was started in January after the date and location was set for the EYP. It was a nice member turnout for the EYP. Driving conditions were better than the following weekend, when we got the big snow.

- If you have any information that you wish to share with our members, send it to donvlcek@juno.com.
- Visit PMBC on the Web @: <http://www.performancemodelboatclub.com/>

This copy of the *Performance Model Boat Club* news letter has been reviewed, edited and changed in format by our club president and forwarded to you the members of *Performance Model Boat Club* by:

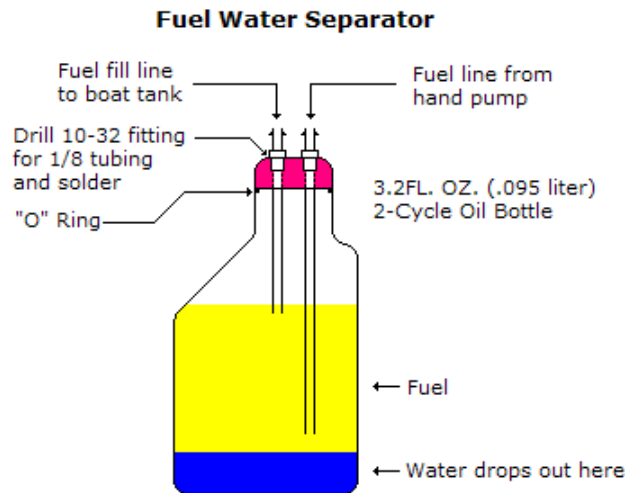
Mike Laing
President PMBC

Featured Article:

Gas Can Water Separator

During a recent contest my boat would make a couple of laps and the engine would just quit. In the next heat refueled and tried it again, only to end with the same results. This time after retrieving the boat for a second time I decided to pull the fuel tank and check it, and found water in the fuel tank. This is one of those BT style tanks that no amount of shaking will get all the water out, the only way is to stuff the tank with paper towels to absorb the water then rinse it with alcohol. After going through all of this I decided there must be a better way.

What I needed was a sediment bowl on my gas can to trap any water in the fuel, and easily constructed one before the next heat using an empty 2-cycle oil bottle.



- When fueling the boat, any water in the fuel will drop out of the fuel and remain in the water separator
- When removing fuel from the boat any water in the fuel will be dropped out in the water separator and not go back to the gas can.
- After being a dead boat on the pond and the boat takes on water (possibility of water in the boat fuel tank), simply empty the fuel tank and refill, and check the water separator.
- If you are using a hand crank fueling setup, where the fuel filler tubing goes back to the gas can (See Fig. 1). Simply crank your pump to circulate the fuel then check the water separator to see if there is any water in your gas can.
- Properly dispose of water collected in the water separator.

Note: The “O” ring in Fig. 2 is essential in maintaining the cap to bottle seal on the water separator.

Of course none of this should ever happen if you use an IV bag for a fuel tank, except if there is water in your gas can. In that case, without a water separator the water will end up in the IV bag fuel tank along with the fuel.

Where did the water come from, not sure? But I think it came from another boat, when lifting the bow to completely drain the fuel tank, the air vent tank had some water in it and it was pulled through the tank and into the gas can.

Note: The boat vent tank has also been redesigned to prevent pulling any water from it while emptying the fuel tank.



Fig. 1



Fig. 2

Don Vlcek
Member: Performance Model Boat Club