

Lake Ronkonkoma

ICE BOAT and YACHT CLUB



Racing



Cruising



Safety



Building

VOLUME 17

<http://www.iceboatlongisland.com>

DECEMBER 2012



John at the Grill



<http://northwindiceboats.com>



SARNS Runners -SOLD



<http://cefirmbach.com/index.ml>

CATHERINE E. FIRMBACH - PHOTOGRAPHY



It's Not the Speed
It's the Sudden Stops



DN STILL AVAILABLE



DN Padded Boat Bag
Northwind Iceboats

Message from the Commodore

Our annual swap meet was held on December 8th. The weather was rain free. Perhaps we have to thank Brian Weeks and all the other departed members in holding back the rain drops. I want to thank the many members and friends that showed up helping to make the meet a success. I especially want to thank Steve Duhammel of North Wind Iceboats of Ma. His hardware is really top quality. It was great seeing Cathy and Paul Goodwin, coming all the way from Detroit.

Our prior swap meet cook, Doug Adams, couldn't make the meet (went sailing in BVI), so thanks to John Ziermann who stepped up the the BBQ. He did a fantastic job cooking the delicious food that Rich Crucet prepared. And what about that cheese and broccoli soup!!!

Special thanks again goes to Kevin Weeks for allowing us to hold our annual swap meet at such a great location and making such a delicious pot of coffee.

REMINDER: The January meeting is rescheduled to **Wednesday January 2nd at 7pm** since the first Tuesday of the month this January is New Years day.

I wish everyone happy holidays and a healthy and an icy New Year.

Ralph

Ralph Hilbert - hilbertalph@gmail.com



FOR SALE
Circa 1950 ?
"MEADE BATWING"



I have a real old 50's or 60's two seater Batwing Iceboat I'd like to sell. The boat is in fair to good condition and needs some TLC, but it's complete. Asking \$600. Thanks
Ron Dignard rjd051@hotmail.com.

(editor)

This is a MEADE BATWING GLIDER two seater that would make any iceboater happy to own. These were built by the MEADE GLIDER CO. as a sideline to aircraft. They were also advertised in magazines as kit boats. Beautiful on the ice with the lovely "Batwing Sail". See another here:
<http://www.bayfrontcenter.org/news-events/2010/02/antique-iceboat-sailing-again>

LIBRYC

SOME FUN STUFF

DECEMBER 1947 - EAST ROCKAWAY BUILDER "90 MPH"



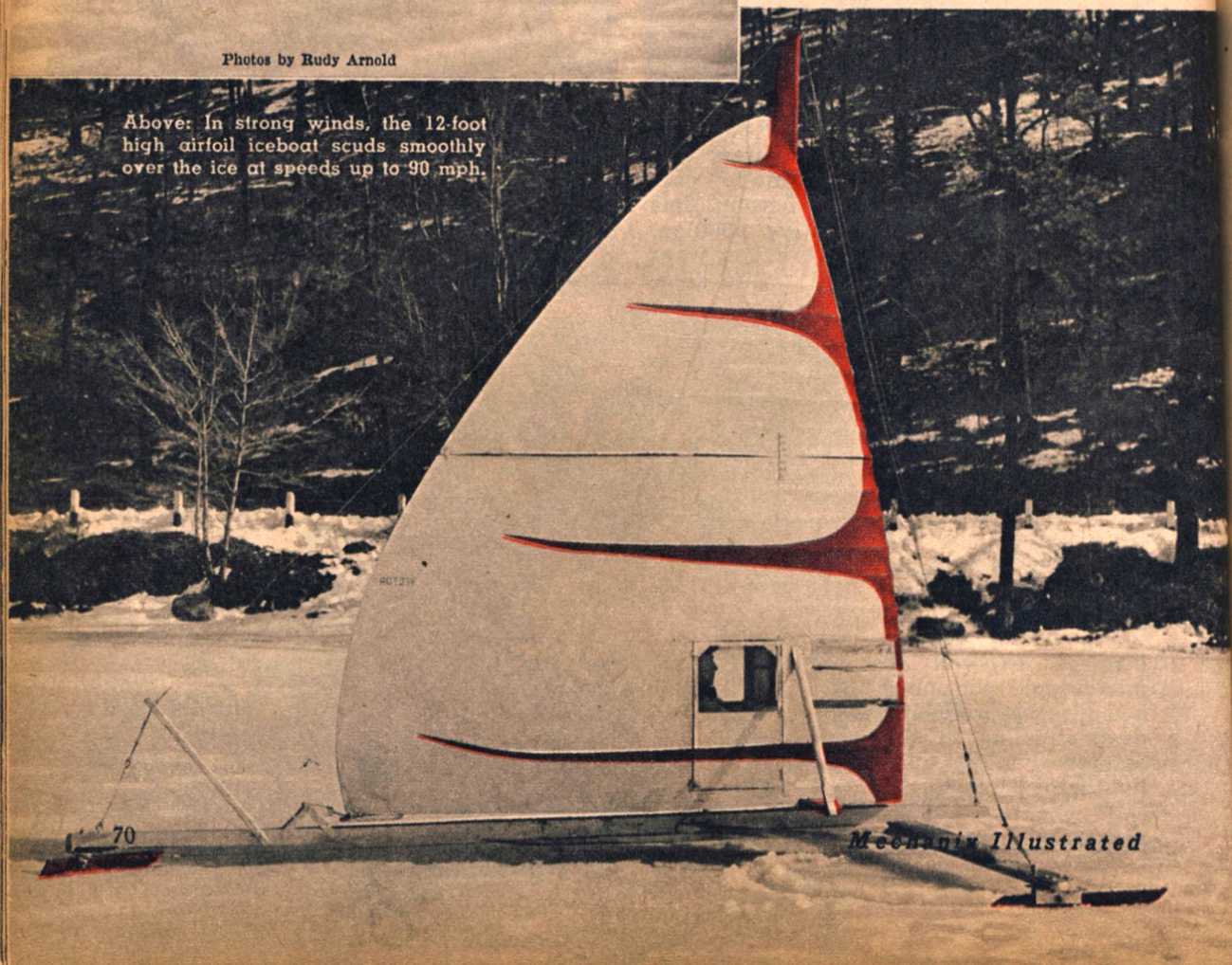
Airfoil Iceboat

THIS remarkable iceboat was built to see what advantage could be gained by adapting airplane technique to the iceboating field. According to the builder, J. L. Finch of East Rockaway, New York, the craft's performance compares favorably with the speediest types in *strong winds*. In light to moderate air she loses out because the airfoil does not flair out like a conventional sail. In high winds, he's had it up to 90 mph.

The airfoil is made of doped fabric stretched over a wood frame and resembles in shape the tailfin of a large airplane. The pilot sits completely sheltered inside and surveys his course through a transparent section of the covering.

Photos by Rudy Arnold

Above: In strong winds, the 12-foot high airfoil iceboat scuds smoothly over the ice at speeds up to 90 mph.



Mechanix Illustrated

The craft has a conventional rear steerer type iceboat chassis and is guyed four ways at the top. The airfoil can swivel a quarter turn each way from center; the pilot turns it to the most favorable angle by pulling on a sheet or rope which passes through its after edge and is tied to the backbone. Steering controls pass through the pivot point to the rear runner.

The airfoil section, which comes apart half way up for ease in transportation, is 12 feet high, 10 feet long at the foot and 20 inches thick at the thickest point. The weight of the sail portion alone is 125 lbs.; total weight of the iceboat is 290 lbs. The sail section shape is nearly the same as the aircraft airfoil known as NACA No. 99.

Finch built the first version of this iceboat a number of years ago and each year he has made revisions to improve it. At first a runner plank with a runner on each end was solidly attached to the sail section near the front, and a third runner was attached below the after edge. No system was found along these lines which would insure good control under all conditions so the arrangement shown here was adopted. This version is simple and practical and with it this most thrilling of

sports can be enjoyed with the greatest possible safety. When icy winds are whipping past you at 90 mph, the protection of the airfoil is not only comfortable but a safeguard against frostbite.

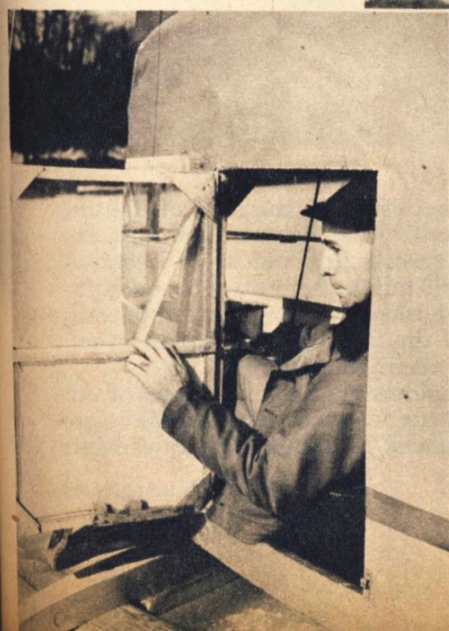
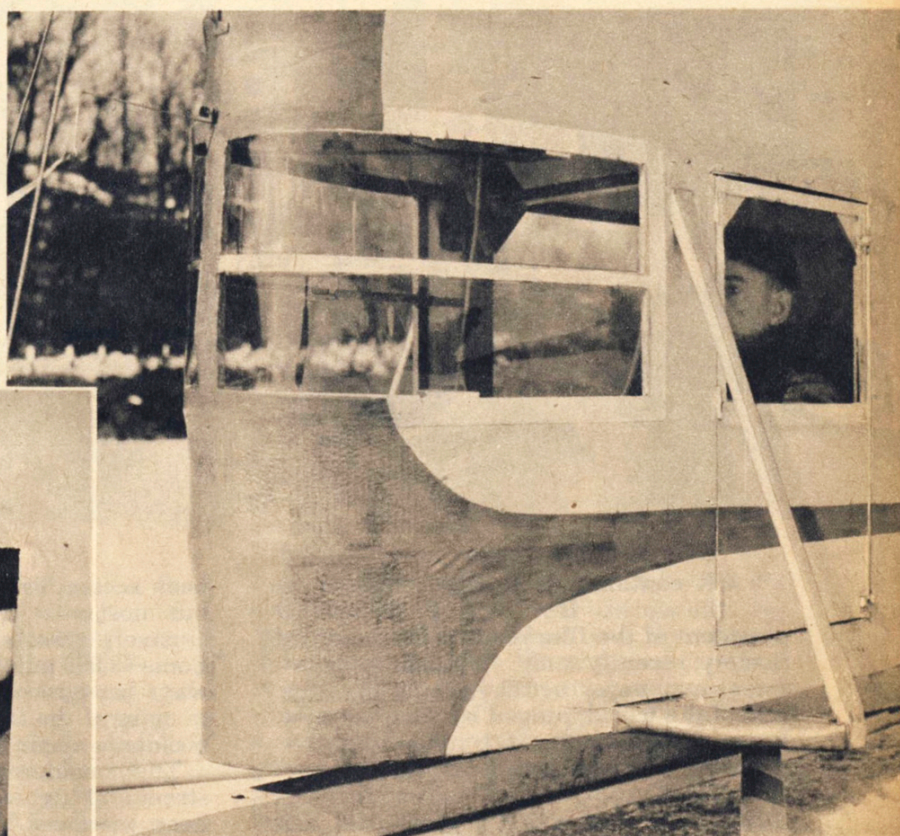
In piloting, one must adapt himself to a special set of conditions. Since the pilot is inside he has no feel of the wind on his face so a tell-tale ribbon is fastened to a bent wire in front of the forward edge to give an indication of wind direction and strength. When the sail is turned the pilot gets the sensation that the runner plank is swinging around. With the present arrangement the steering wheel has a vertical shaft and there is a tendency to unknowingly turn the wheel as the sail is turned. Finch plans to change this so the shaft will be horizontal and parallel with the direction the boat is moving. This will give the pilot a better indication of his direction and will avoid the tendency to change course when changing the trim of the sail.

These pictures were taken on Greenwood Lake, New Jersey, near the New York boundary. This lake is high enough to freeze over and remain frozen in the mildest of winters and still is subject to frequent thaws which resurface it after snowstorms. •

Left: The "sail"—closely resembling the tail fin of a big airplane—can be swiveled quarter turn each way from center.

Right: The 125-lb. airfoil is made of doped fabric stretched over a wood frame. Total weight of the craft, empty, is 290 lbs.

Below: Sheltered from winds, pilot sits inside and surveys his course through the transparent cover of leading edge.



December, 1947

71