

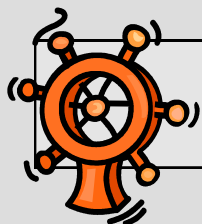


THE BINNACLE

Victoria Model Boats
Victoria, BC



Terry watching his boat go up in smoke



From The Bridge

Our previous discussions about improvements at the Harrison Yacht Pond have brought up some new topics. One idea is the possibility of a more visible sign. The existing engraved rock is almost invisible, and not noticed by passers by. Perhaps the same wording as the existing plaque, adding some mention of V.M.S.S. The purpose of a bigger, more visible sign would be to raise people's awareness of the purpose of the pond – that it is a purpose-built pond for sailing model yachts (not a duck pond). A second sign with just the name *Harrison Yacht Pond* positioned near the sidewalk at the west end might not be a bad idea.

The second subject is the nice large willow tree on the north side of the pond. It is a beautiful tree, but it's roots are going to break the concrete of the pond. Already the sidewalk is heaving from the roots. It would be devastating to lose the pond because the City could find the repair a major expense issue. I would hate to see them find an alternate use for the property because they found the repair of the pond to be beyond their budget. Perhaps removing the willow and re-planting a different type of tree further up the slope would be a good idea. Looking at old videos shows flower beds on the north side. Probably too difficult to water and maintain on that slope. They might be persuaded to put a flower bed with the new sign somewhere near the entrance path.

I'm sure that these things would help to raise the status of the pond in general which can only be better for us and for the continued livelihood of the pond.



2016 Executive Committee

<i>President: James Cox</i>	<i>382-3266</i>
<i>Vice-Pres: Pascal Smyth</i>	<i>508-1016</i>
<i>Secretary: Vacant</i>	
<i>Treasurer: Mike Creasy</i>	<i>888-4860</i>
<i>Director @ Large: Jim Briante</i>	<i>590-5708</i>
<i>Show Coordinator: Bill Andrews</i>	<i>479-2761</i>
<i>Binnacle Editor: Scott Munford</i>	<i>382-1673</i>
<i>Quartermaster: Terry Gerard</i>	<i>394-0664</i>
<i>CRD Liaison: Adrian Harrison</i>	<i>592-4232</i>
<i>Parks Liaison: Mike Claxton</i>	<i>479-6367</i>
<i>Sailing Director: Peter Stevens</i>	<i>656-8999</i>
<i>Publicity: Ron Armstrong</i>	<i>385-9552</i>
<i>Membership: Bev Andrews</i>	<i>479-2761</i>

All above (250) area code



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

May 1st: Battle of the Atlantic & 1st Race of the Denton Cup



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Rd.
Upcoming Meetings: April 14th,
May 12th, June 9th



POWER: Sundays 10 – 12
Harrison Model Yacht Pond (HMYP)
Dallas Road at Government Street



SAILING: 1st and 3rd Sundays
Beaver Lake



LANGFORD LAKE
Wednesdays 9:30
Langford Lake, Leigh Rd at Trillium



Victoria Model Shipbuilding Society

General Meeting March 10, 2016

Call to order: 7:36pm

Directors: James Cox, Susan Nelson, Mike Creasy, Jim Briante

New Members/Guests: None

Treasurer's Report: Mike Creasy reported still in the red. Club just paid insurance that also included directors insurance. Club membership fees are still coming in.

Health and Welfare: it was reported that Ron is doing well and is up and around.

Membership Report: Bev Andrews reported 48 members have paid. 22 still have not.

Events Report: Bill Andrews

- a. Beaver Fever 1st weekend of April.
Volunteers needed: Contact Barry Fox 250-294-0350 or
Bill Andrews 250-479-2761
- b. Battle of the Atlantic, May 1st and 1st Denton Cup Challenge

Publicity Report: no report tonight.

Sailing Report: Barry Fox reported he is looking for volunteers for the Beaver fever. 1st weekend in April.

Old Business: Survey for the club meeting times had a total of 40/50 responses. 42.5% of voted to leave it as is.

New Business: The Beavers are looking for a volunteer to come and do a talk Tue evening 6:30-7:30

Jim: Pond enhancements are very much needed. The club will be going to the Parks dept. to see what can be done.

Secretary Position, Susan will not be able to continue due to medical reasons.

Mark asked the membership if the club wanted to do something for Canada's 150, by show of hands the club wished to go ahead with planning the 2017 event.



Presentations/ Show and Tell:

Arnold showed an Airboat using compressed air.



Barry demonstrated how to test and change the settings on your radio servo.



Jim showed a wing sailor.

Mark showed how styrene could be used for building parts for boats. It glues up really fast.



Next meeting: April 14th 7:30PM



Beaver Fever 2016

Once again, VMSS hosted a fleet of IOM sailors from all over the Pacific Northwest. This year we ran the event a couple of weeks later than our preferred time due to the scheduling of Easter weekend. The good news around that is that the weather was very nice and sunny all weekend.

The event started on Friday, April 1st in the afternoon with competitor check in, boat measurement and some practice time for the sailors. By getting this mostly done on Friday, we can start racing as soon as the wind comes up on Saturday. This year's we had all but two of the boats/sailors checked in on Friday so handling the stragglers on Saturday was taken care of very quickly.

We set out some marks for practice and ended up with almost all of the fleet on the water for a good couple of hours of competitive sailing.

Our entry this year had people from all over Washington State, a good fleet from Vancouver after many years of that crew being quite quiet, and our band of IOM sailors from up and down Vancouver Island as well as some of the Gulf Islands. We ended up with 22 boats (a good number, and they all sailed most of the races. Not too many breakdowns. We don't organize any real social functions for Friday evening but it looks like everyone was at one of a few groups who went out to visit and tell lies.

Saturday. at 8:00 AM, Beaver Lake was absolutely flat calm, not a ripple in sight. I got out the rescue dinghy and set about putting the course marks out in more or less the right places. By 9:00 AM there was a little breeze and by 10:00 AM, our normal first race time, there was enough consistent breeze to be able to go.

And away we went. With 22 boats we use a two fleet system that gives us 14 boats on the start line for each heat. The top boats in a B fleet heat get promoted to sail in the A fleet and then at the end of a A fleet heat the lower finishing boats get relegated (a nice word for "demoted") into the B Fleet for the next race. And on it goes. Some of the sailors spend a lot of time sailing if they are good enough to sail up into the A Fleet but maybe not quite good enough to stay there. Sounds a bit complicated but works out and is a system used all over the world for radio sailing.

As the day progressed, so did the wind speed and we started to get some really strong winds that were pressing the boats very hard and by mid-afternoon we were seeing a number of boats occasionally submarining or getting blown over. For these boats that is usually the sign that it is time for a change of rigs to one of the smaller sets. However, it wasn't consistent enough to warrant that change so the sailors just had to deal with the momentary excess wind. If anyone would have changed down, they would have given away too much boat speed the rest of the time.

Saturday ended with 11 full races (that's 22 starts if you are counting) on the books which is enough to call the regatta a complete event if the weather was to change to state where we couldn't have competitive sailing.

Saturday evening, we (mostly) went to Gaby's Seafood for our traditional social get together. This was well attended and a good visit was had. We get to have our own room for this and that makes it easier to mingle and visit.

Sunday morning the lake was a bit more promising as there were ripples on the water already at 8:00 AM. The forecast was not too good for winds but it looked like maybe they were wrong (it does happen). Course set, 10:00 AM arrives and away we go.



Well the forecast was righter than we hoped for and the wind direction started to change and we had to change the course to suit that. Not nearly as nice wind as Saturday and looking like it would not improve. After our lunch break we started in again but started to get shiftier wind all the time and also dying off as well. Dying winds with boats powered by the wind is never a promising situation.

On Sundays we usually quit sailing a bit earlier to allow all of the folks travelling to get on the road to go home. Usually that is 2:30 or so. At 1:00 we had just about the worst condition we get at Beaver Lake, where the wind is actually winds and they compete from both ends of the lake which leaves our sailing area caught in the middle of the wind battle and with no wind at all on the surface. So, at 1:00, with another 6 races (12 starts) on the books we called the event.

Awards time!!!

The winner this year is **Kelly Martin** from Bellingham, WA. Kelley is a long time radio sailor who, I believe, used to sail here on occasion when the active class at the time was EC12. He is a very good sailor and always is in the running at IOM regattas whenever he sails.



Second place this year is **Graham Herbert** from Hornby Island. Graham is a big supporter of this event and IOM sailing all over the area. He is always a force to contend with and actually lead this event for most of the weekend.



Third place goes to VMSS member **Peter Stevens** who had a rough start to the weekend but finally settled in after the first morning and sailed back into contention to take this place.

These events don't just happen. It takes a certain amount of planning and it takes the help of a number of people to make a success. From our club, I get the help of a number of people. One of the logistical things that can be problematic is to provide shore side lunch. I am very fortunate to have **Bill & Bev Andrews** step up every year to take this on and deliver hot dogs, snacks and beverages for everyone connected with the event. In addition, the lunch crew is augmented by some other long time helpers lead by **Mike Creasy** and a number of others who drop by and pitch in. That is a huge help that most any organizer would be thrilled to have at their side.



In addition, **Leah Mathewson** and **Dave Seager** acted as observers, scoring helpers and rescue boat captains over the two days and were great contributors to a smooth running and successful event. This sounds like a very simple thing to do but both of them have a lot of sailing experience and their knowledge and ability to make independent decisions and take care of details without having to involve me allow the event to keep moving at a good pace.

I also get help with the operation of the event in the person(s) of **Ron Armstrong** who does a great job of helping me do the scoring as well doing his normal job of getting us publicity in the local papers and other media. The proof of that is in the number of people who show up to watch the racing, take pictures and ask questions. I think we had almost the biggest crowd this year and many stayed for longer than they had planned from what I can see.

Usually this event is a source of revenue for the club. Last year didn't work out that way but back on track this year after some better planning and cost control. So the benefit to VMSS is recognition by the competitive sailing folks they will come to a well-run event that keeps them coming back and the club being able to get something of a cash inflow to help it operate in the black. We need to find a way to have similar kinds of events for our other boating activities. Now back to actually sailing for me for another year!!

Barry

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	Kelly Martin	77	Bellingham, WA	V8	38.0	5.0	2.0	12.0	2.0	2.0	12.0	6.0	1.0	1.0	5.0	3.0	12.0	2.0	1.0	1.0	2.0	5.0
2	Graham Herbert	31	Hornby Island, BC	Puff	41.0	1.0	9.0	2.0	1.0	3.0	2.0	1.0	5.0	9.0	2.0	5.0	2.0	7.0	7.0	2.0	1.0	13.0
3	Peter Stevens	54	North Saanich, BC	V9	68.0	12.0	15.0	16.0	19.0	7.0	8.0	5.0	6.0	2.0	1.0	4.0	1.0	6.0	6.0	3.0	4.0	3.0
4	Martin Herbert	34	Saltspring Island, BC	Calypso	75.0	6.0	5.0	14.0	3.0	6.0	5.0	9.0	10.0	4.0	6.0	7.0	11.0	5.0	4.0	5.0	9.0	1.0
5	Jerry W Brower	42	Lake Stevens, WA	Kantun SMX	86.0	5.0	3.0	6.0	4.0	1.0	1.0	11.0	8.0	7.0	14.0	9.0	3.0	12.0	14.0	23.0	5.0	11.0
6	John Ball	7	Parksville, BC	V8	99.0	4.0	8.0	3.0	11.0	4.0	10.0	3.0	9.0	10.0	8.0	12.0	8.0	11.0	20.0	16.0	6.0	4.0
7	Joe D'amico	86	Sequim, WA	BritPOP	103.0	2.0	1.0	13.0	12.0	17.0	3.0	7.0	2.0	13.0	4.0	13.0	4.0	1.0	13.0	15.0	18.0	18.0
8	Larry Stiles	64	Sedro Woolley, WA	Cheinz	109.0	6.0	7.0	10.0	16.0	18.0	4.0	8.0	3.0	3.0	3.0	1.0	13.0	17.0	11.0	9.0	19.0	15.0
9	Steve Kibble	9	Victoria, BC	Goth XP	113.0	2.0	14.0	1.0	13.0	19.0	7.0	4.0	11.0	5.0	9.0	11.0	17.0	16.0	2.0	12.0	15.0	7.0
10	Bill Langjahr	88	Anacortes, WA	Cheinz	116.0	3.0	11.0	5.0	8.0	12.0	6.0	14.0	17.0	11.0	11.0	8.0	10.0	15.0	12.0	6.0	7.0	6.0
11	Stan Schofield	94	Nanaimo, BC	Zoom	121.0	3.0	12.0	4.0	7.0	11.0	15.0	17.0	14.0	15.0	16.0	19.0	7.0	3.0	3.0	7.0	11.0	9.0
12	Bob Lewis	27	Vancouver, BC	BritPOP	123.0	4.0	4.0	11.0	17.0	5.0	9.0	10.0	18.0	8.0	10.0	6.0	9.0	23.0	19.0	4.0	14.0	12.0
13	Dale Chase	37	Hornby Island, BC	Calypso	127.0	12.0	6.0	7.0	9.0	8.0	11.0	12.0	16.0	14.0	23.0	15.0	15.0	13.0	5.0	10.0	3.0	2.0
14	Bob Copley	76	Port Alberni, BC	V8	136.0	7.0	21.0	9.0	5.0	13.0	16.0	23.0	12.0	20.0	12.0	2.0	6.0	9.0	9.0	8.0	12.0	16.0
15	Nigel Ashman	28	North Vancouver, BC	Vancouver Mk3	161.0	10.0	16.0	15.0	22.0	15.0	20.0	18.0	7.0	6.0	13.0	18.0	18.0	8.0	8.0	11.0	8.0	8.0
16	Mark Wallace	92	Saltspring Island, BC	Zoom	166.0	7.0	13.0	22.0	10.0	9.0	23.0	2.0	4.0	12.0	18.0	10.0	16.0	14.0	18.0	17.0	16.0	19.0
17	Fred Herfst	96	Sidney, BC	Ska	179.0	1.0	10.0	20.0	15.0	10.0	23.0	13.0	23.0	23.0	23.0	23.0	5.0	4.0	10.0	18.0	17.0	10.0
18	Bill Wilson	69	Port Ludlow, WA	Kantun SMX	194.0	9.0	19.0	8.0	6.0	14.0	19.0	19.0	15.0	16.0	15.0	16.0	20.0	10.0	15.0	13.0	21.0	21.0
19	Rob Mulder	51	Vancouver, BC	Calypso	198.0	12.0	20.0	17.0	14.0	16.0	13.0	23.0	13.0	17.0	7.0	14.0	15.0	18.0	17.0	15.0	13.0	15.0
20	Gunther Yip	93	Vancouver, BC	Zoom	239.0	8.0	18.0	21.0	20.0	20.0	17.0	15.0	21.0	21.0	17.0	20.0	19.0	19.0	16.0	20.0	10.0	20.0
21	Roger Kibble	168	Saltspring Island, BC	IKON	256.0	8.0	17.0	19.0	18.0	21.0	23.0	16.0	19.0	19.0	19.0	17.0	23.0	23.0	23.0	23.0	20.0	17.0
22	Geff Nutter	82	Nanaimo, BC	Alternative	271.0	9.0	22.0	18.0	21.0	22.0	18.0	20.0	20.0	18.0	23.0	23.0	21.0	20.0	21.0	19.0	22.0	22.0





Thanks to Mike Claxton, Barry Fox & Jim Cox for submitting photos for this event.



150 Birthday Showcase Update

by

Ron Armstrong

This article was supposed to come out last month but I was ill. That is also why I did not attend last month's meeting. Mark Giles did a great job standing in for me.

So my original intention to salute the Canadian 150th Birthday stands---a parade of Canadian model ships around Harrison Pond, hopefully with P.A. commentary about each vessel's significance in the country's history, from 19th century to date. My rough count is that we have at least 16 Canadian models in the club right now. To refresh, the definition is Canadian built, bought, converted, or crewed. The latter is very relevant with naval vessels from World War 2. Several squadrons of MGB's, MTB's and Landing Craft were built in Britain and never saw Canada but all were Canadian manned. In the merchant service, tugs especially have been acquired elsewhere for Canadian operations.

The date has not been decided beyond next summer sometime. The Showcase or Parade will be followed by all the events Mark is organizing.

At the February meeting a new member (perhaps our newest) took the plans for the ferry ``Mill Bay``. For other members wanting to build, in my collection are the following:---

Landing Craft Infantry (D-Day). Essentially a rectangular box with smaller such on top

BC catamaran ferry North Island Princess plans plus photos

Tug Seaspan Monarch. Also some photos in tug history book

Sternwheeler ``Mount Royal``. The plans are unusual in that the sections are from keel to house tops. Also I have a good photo in a book

WW1 Sub-chaser---Rumrunner---Fishpacker. One of several on this coast but the one I have photos for is Hickey

Plans for USN minesweeper for hull of coaster Uchuck 111, plus detailed photos and conversion plans

Members need not be put off by the scale, mostly 1:48 or 1:50. You can reduce and render in any scale most convenient to you.

There are still club plans in storage with Mike Claxton, but I have not been able to arrange a time to sort through them.

I will have all my plans at the meeting for perusal, and selection if desired. I have spoken to the Burnaby club president about the Showcase. He thought his power members may be interested and that they might also like to see the above plans.

There already has been blowback about the focus on Canadian models. This is wide open for discussion at the monthly meeting.





Results from last month's survey concerning Proposed meeting time changes of the VMSS

TOTAL RESPONSES 40

Question 1: Preference for meeting times

Response	Count
Leave as second Thursday of month in evening	17 (42.5%)
Move to Saturday morning during winter months (9:30 -11:30 am)	11 (27.5%)
Move to Saturday afternoon during winter months (2:30-4:30 pm)	4 (10.0%)
Alternate meetings with every other month being on a Saturday	2 (5.0%)
Other, please specify...	6 (15.0%)
	<i>Total: 40</i>

Other:

- Earlier in the weekday evening is better. 6PM Saturday afternoon 4:00 - 6:00
- Not interested in any meetings any time but thanks for asking
- I live in Parksville and do not attend meeting due to travel distance
- I would like to join again, but have another meeting every Thurs.
- Alternate meetings every other month being on a Saturday morning 930 - 1130



Question 2: If first preference not an option

Response	Count
Leave as second Thursday of month in evening	9 (23.1%)
Move to Saturday morning during winter months (9:30 -11:30 am)	6 (15.4%)
Move to Saturday afternoon during winter months (2:30-4:30 pm)	7 (17.9%)
Alternate meetings with every other month being on a Saturday	9 (23.1%)
Other, please specify...	8 (20.5%)
Total: 39	

- Meet after sailing on Sunday afternoon
- Earlier time in the weekday. I would not be able to attend on weekends
- Same
- different evening meeting - weekday not weekends
- do not attend due to travel distance
- A second choice is not required. The status bar for change should be set high 70%-80%. We do not want to lose more members than the few we are trying to accommodate.
- Also suggest to have model sailing on Saturday and/or Sunday afternoon at Harrison
- only meet every two months instead of every month

Contributions to the Binnacle are welcomed.

**Deadline for submissions: Sunday
before the monthly meeting.**

Editor: *newsletter@vmss.ca*

Shelbourne Subyard

No, it is not a misprint. This month the 'Shipyard' has become the 'Subyard'.

After my last acquisition, the 6 1/2ft tug boat, I decided that I was done with any new projects. As it is now, the Shipyard Headquarters is bursting at the seams with ships either complete, being built, planned to build or under repair. That brings us to last month's meeting. Upon arrival my eyes opened wide when I see all the submarines up for auction displayed. The family of Romain Klaasen has donated these boats to the club. Romain is currently residing at Broadmead Lodge. I had my eye on the "Boomer" as he called it. Actually until the meeting I never knew its name. He just always called it the Boomer. After I placed my bid, I watched all meeting to make sure no one outbid me. In the end I attained my desired sub and all his other boats found good homes as well. The only thing that perplexed me was "Where in the heck am I going to put a 5 1/2ft sub?"



I started to examine it on the following weekend just to see what I was I for. The boat had not seen water in sometime. Surprisingly the only structural repair needed was a broken stern dive plane. A little drilling, new rod, some glue and Bob's your uncle. Electronically, that is another story. Only the servos used to launch the missiles and the dive alarm still worked. All others servos, speed controller and the motor needed to be replaced. Luckily I have a vast collection of supplies, which brought up an interesting conversation with my wife.

The following is a Coles Notes version of it:





Me: Great, I forgot I had a new speed controller, motors and several servos. I just saved some money by not having to buy anything.

Cathy: Weren't those for boats your building and you'll have to replace them later?

Me: Yeah.

Cathy: That's not really saving money then.

Wives just don't understand guy logic.

So now all the servos have been replaced along with the motor. During the motor replacement a problem showed itself that I could fix but might come back to bite me in the ass later. So I chose to remove his belt system and go direct drive. Currently waiting for a special coupler to arrive. The only 'X' factor was the radio. Romain had used an old Nautical Commander radio with some modifications. But it was missing the battery. A quick trip to Jim Cox's, who has a similar radio, to test it using his battery proved successful. Had it not, that would of caused a dilemma. You surface dwellers have it easy using 2.4Ghz radios. Try to find a 4 to 6 channel 75Mhz radio, that's frustration. While there he gave me a prototype for a torpedo launcher that he found in Romain's workshop along with his missiles that he used to launch. The torpedo launcher was designed for the Boomer as it fit in nicely and all the supports matched up. One last parting gift was a small envelope that was packed full of receipts. It seems Romain kept a record of every penny put into the "SSBN FLORIDA", the Boomers actual designation. Totalling his receipts it came to \$4663.65. In today's dollars, that's \$6471.07.

Shortly after the pond is cleaned, I will have it down to trim it. Judging by my last sub, that will not be an easy feat. My ultimate goal is to have a fully functional, missile firing, torpedo-launching submarine by the end of the summer. The desire to return this boat to its former glory is two-fold. Besides being a beautiful and extremely well engineered model for its construction era, it is to also honour the man who built it. When I first decided to become a submariner, Romain helped me with my project. To this day, I still take my sub to the pond significantly more than any other surface boat. To those newer members who have never met Romain, he is unable to attend meetings anymore; you have missed quite a character.

Back to the Shipyard, there's work to be done.





Fellow club members the 2016 Catamaran Challenge is finally ready to go! More information will be available at the next upcoming club meeting. **Please note** that the deadline to enter the challenge is **April 17, 2016**.

Jim Briante

Purpose:

- A purely fun event to engage the creativity and skills that exist among VMSS members

The Challenge:

- Build a model wing-sail catamaran and race it timed event(s)

The Race(s):

- **Barry Fox** will be the race director. Race(s) will more than likely be in Beaver lake. Other locations have not been ruled out.
- Race rules to follow
- number of races and point system to follow

Date of Challenge: Sometime in the summer when **all participants** can make it.

Entry Deadline: April 17, 2016

Entry Fee: \$10

Rules:

- (1) Each entry can be single or team. **Note:** All team members must contribute to the construction project
- (2) Each individual or team will be supplied with CAD drawing of a model catamaran and assembly diagram.
- (3) Each individual or team can use all or no parts of the design.
- (4) **Type of catamaran:** Must have a wing-sail. Can be self-trimming or not. Using a jib or spinnaker is optional.
- (5) **Fabrication material:** Any material can be used for any part of the design
- (6) **ESCs & other electronic devices:** No restrictions
- (7) **Hull size:** No longer than 27" + 20%
- (8) **Hull shape:** No restriction
- (9) **Wing sail:** Maximum height 36" + 20%. maximum width at largest section 8.5" + 20%
- (10) **Wing shape:** no restriction
- (11) **Propulsion:** wind only during race
- (12) **Other on board devices:** No restriction.

**Note:**

As indicate in the **rule (3)** the construction methods of the catamaran is completely open other than the restrictions placed on hull and sail wing sizes. However, starting from scratch is not the intent of the challenge. The challenge was left completely open so that each participant can pick and choose on what they require to complete this challenge. I've invested a significant amount of time/cost in order to make the building of the catamaran the wing sail a **learning experience** that is both **fun and easy**. In addition, I have constructed a jig for securing and gluing of the hulls that is a **huge time saver** doing away with a dozen of clamps no longer needed. This jig will be made available to all challenge participants.

Items and cost of items available (only to participants):

- (1) By selecting items from the list below you will reduce the effort to complete the catamaran by at least 95%.
- (2) Some items are in short supply and will be distributed in the order I receive the registration.
- (3) Additional material is needed to finish a catamaran.
- (3) There is some urgency for all of to start at the same time because the laser cutting time included in the material cost is based on Pascal being able to batch cut. Also, this will reduce the number of trips need to make to get supplies.

Name:

Item	Cost	Your Amount
Entry fee includes: catamaran CAD drawing & assembly in pdf format, diagram for balsa sail wing layout with or without camber		\$10.00
1/8" plywood laser cut hulls & other parts	\$35	
*Balsa laser cut foils (9 ribs)	\$12	
**Flange with two bearing with mounting holes, 3/8" SS insert, 3 piece 39" aluminum mast	\$20	
**Flange with two bearing with mounting holes & 3/8" SS insert, 2 piece 32" aluminum mast	\$15	
* see balsa wing drawing for additional balsa & covering needed		
** SS insert needs to be ground to fit (drill press & sand paper needed)		
Your Total		

How would you like to win a free membership?

Every member who brings an item for **"Show & Tell"** will get an entry into the draw. Bring an item every meeting and you can have 12 entries in it. At the end of the year, one lucky name will be drawn.

So dust of your projects, tips & ideas and bring them along.

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