

THE BINNACLE

DECEMBER 1993



NEXT MEETING JANUARY 13, 1994 7:30 p.m.
ROYAL OAK SCOUT HALL

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 45083 MAYFAIR POSTAL OUTLET
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Executive Committee 1994

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	DICK BRYANT	SPECIAL EVENT	656-9908
	CHRIS TAYLOR		652-1331
	GEOFF WALTON	ROVING REPORTER	592-5874

UPCOMING EVENTS

January 13th, 1994:

V.M.S.S. Regular monthly meeting
Royal oak Scout Hall 7:30 p.m.

February 3rd. - 4th, & 5th,

Canwest Mall Show and Mini Regatta, Featuring!
WestCom 's Largest indoor model boat pond.

February 10th, 1994.

Special Video Presentation (Part II)
by Bill Barker and Jack Lenfesty (A Must see event.)

Winter months till June.

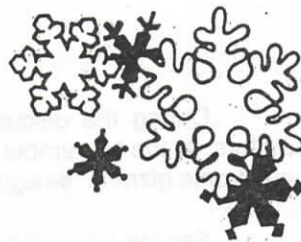
First and Third Sunday
Sailing South end of Elk Lake. 1: p.m. - 3: p.m.

Every weekend (weather permits)

R.C. Power / 1m R.C. Sailing
J. de. F. Pond Colwood Center



Christmas Greetings



On behalf of the executive and directors of the V.M.S.S. for 1994. I would like to wish all modelers and their families a very merry Christmas and a Happy New Year , good boating and happy sailing for the coming year.

Bill Huckin pres.

NEWS EVENTS:

Coming up in February will be the Canwest Mall Show and we are planning to have a "Mini Boat Regatta". This will be for boats 16 inches and smaller - fair warning guys - get working of those small boats now.

We are fixing up a small course, etc..... more on that later.

The regatta will be run on the Saturday between 12 noon and 2:00 p.m.. This will give the bigger boats a chance to operate on the other days of the show.

The Admiral
be after some Power Boat NEWS - to be more

SUPPRESSION FILTERS FOR ELECTRIC MOTORS

by Don Koehler

During the discussion on filtering RF interference, caused by the operation of electric motors, at the November meeting, it became apparent that a series of short articles on "standard" electronic gizmos, designed for and explained by a layman, might be useful.

For the first instalment, I thought I might cover a simple type of suppression filter for the propulsion motor. There is no magic involved in this, and I won't attempt to explain how it works 'cause I don't really know all the theory of it. Hopefully the accompanying diagram will help you to install one with no problem.

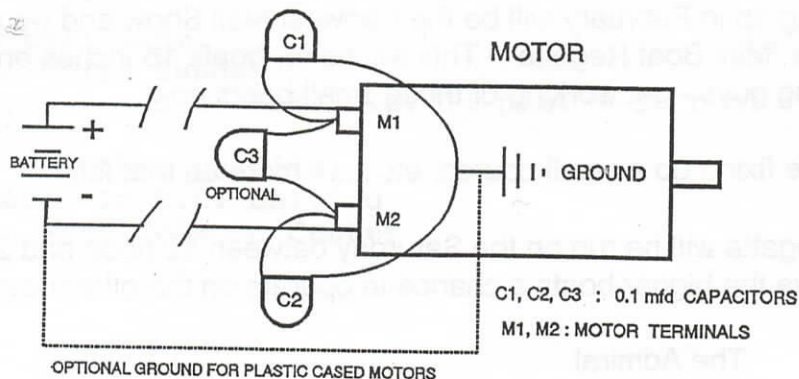
The most common filter uses two (or sometimes three) 0.1 micro-farad (mfd) capacitors. These are fairly cheap (\$1.58 each, tax included) and are readily available at Radio Shack (part no. 272-1069). It is important that the values be adhered to as higher ranges will accentuate the RF spike that was referred to at the November meeting. Lower range capacitors better meet the need as they are more sensitive to voltage changes etc.

As can be seen by the diagram, for a two capacitor setup, one capacitor is led from each motor terminal and is grounded to the motor case. This is good for 5 pole motors but will only work if the motor casing is metal, as in Marx and Mabuchi motors. You might at some point use a plastic cased motor and in this case you can take the lead back to the negative side of the battery (dotted line on the drawing) rather than to the case itself. If the motor you are using is especially noisy (in the interference sense) such as a three pole motor, a third capacitor can be mounted between the motor terminals and this should assist in dampening the worst of the noise.

To assist the filter in doing its job, there are several common sense things you can do. First, mount your receiver as far away from the motor as possible. Second, if it is necessary to run servo leads past the motor, ensure that they pass as far away from it as you can.

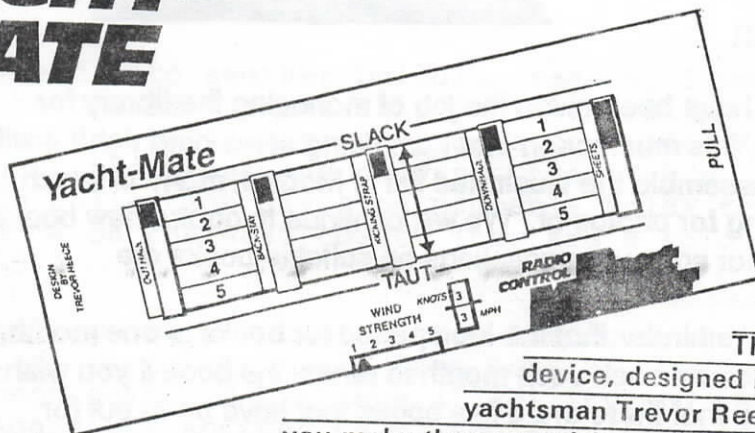
The filter described here should do the job in ninety percent of all cases. If not, the next instalment will describe a slightly more complex filter for three pole and/or plastic cased motors.

SIMPLE RF SUPPRESSION FILTER



NOTE: SPEED CONTROL OMITTED FOR CLARITY

INTRODUCING YACHT- MATE



This ingenious device, designed by practising yachtsman Trevor Reece, will help you make those agonising sail tuning decisions.

without it, some skippers may never get the hang of it.

We hope that your Yachtmate will put you on the best course for successful hunting!

Using your Yachtmate

Yachtmate is a guide to sail setting and indicates what adjustments are necessary as the wind strength changes. The first requirement is to make sure that the mast is perfectly straight initially with adequate support by shrouds, stays or other means, to keep it straight whilst actually sailing. Avoid wrinkles or creases in the sails as they will upset the air flow and lose power.

When the leach of a sail is too tight that will also lose power. If you have uphauls on the sails instead of downhauls, use the guide for downhauls. Only relatively small movements are needed to effect the given adjustments.

For a sail with a foot length of 12in (300mm) the total movement of the clew outhaul is only 1/2in (12.7mm). For a sail foot length of 2in (610mm) the total movement is approx 1in (25mm). For this reason the chord sections on the Yachtmate have exaggerated outhaul movements to show the effect more clearly.

When the downhaul (or uphaul) is tensioned too much, a crease will appear vertically behind the mast. When adjusting the back-stay, look at the top of the mainsail. As the stay is tightened, the leach will fall away and this will allow air to be spilled.

- The leach of the sails should have a slight curve from top to bottom set by the kicking strap. When in the slackest position, the centre of the leach should be about 2.5% of the sail height away from a straight line from boom to masthead, i.e., approx 2in (5mm) for a sail height of 80in (203mm). Gradually increase kicker tension with increasing wind but never to the extent of making the leach straight. The leach of the jib should be a little more curved than the mainsail.

Wind Strengths

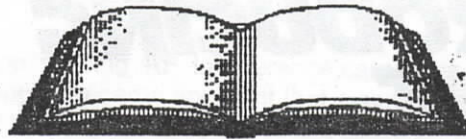
- Smoke rises vertically or nearly so. Boat upright
- Wind felt on face. Boat heels up to about 10°
- Light flags or burgees extended by wind. Boat heels up to about 30°
- Wind raises dust and moves small branches. Boat heels more than 30°
- Small trees begin to sway, Heavy going. Chain sails?

SAILORS CORNER- K.L.

Ron Hillsden recently brought to my attention "Yacht-Mate" as a tuning device for our members. The cost is \$5.00 each, this guide at that price is an inexpensive way to improve your ability on the race course. Ron is prepared to make a group purchase for us. Those interested contact Ron at 479-5760. Please enter my name on your list Ron.

E.C. 12. News, Rob has built himself a 8x12 ft. workshop for fiberglass construction of the hulls. This heated shop will allow him to have the hulls out soon.

MERRY Christmas Sailors



Library Report

Well I have been given the job of managing the library for another year, this must mean that I am doing something right! I will continue to assemble the Illustrated list of Models, many of which I am still looking for photos of. We will continue to acquire new books in the next year so your suggestions on suitable books are welcome.

Just a reminder that the loan period for books is one month, and you can come back each month to renew the book if you wish. I have noticed that there are a few books that have been out for three months, so let's get these back by the January meeting,

Thanks, and happy holidays!

Doug Dyer - Librarian
658-5645

FEBRUARY MEETING

At our February monthly meeting we will have another segment of 'Quality Ship Building' - Part 2, entitled 'Planking The Hull and Deck'. Bill Barker is the narrator and constructor, Jack Lenfesty is the camera crew. We all know that constructing a model requires hours of work, but to construct, narrate and film at the same time takes a special talent. A good attendance at this meeting will show our appreciation to Bill and Jack for their extra efforts.

Elections for the new year were held at the November general meeting. The new officers have been installed, and all have been assigned a position. Myself having been designated "Reporter at Large", means I will be after some Power Boat NEWS - to be more exact - this means I will be after you Jack Lenfesty!

The Admiral

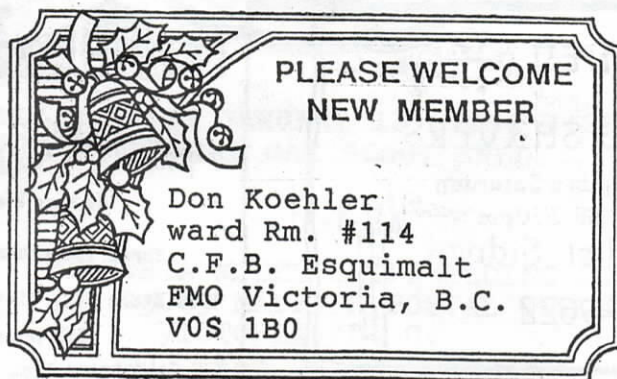
Museum Musing

As we head into another building season, I would like more of us to consider membership in the Maritime Museum. There is a very self-interested reason for this. After acquiring both the plans and drawings from V.M.D. and Yarrows, the collection division probably holds the largest number of same on the West coast. They are a gold mine for ship modelers.

Until recently we were forced to buy American, British or European kits. Or, if we build from scratch, our choice of model has been governed by the availability and usefulness of plans. Again our sources have been American and British. The arrival of Vanguard Model Marine in Ottawa meant we could at long last, choose Canadian prototypes.

Now we can, thanks to our Maritime Museum, go a step further. A whole array of B.C. prototypes are available to us. Guy Mathias and his staff intend to preserve all these drawings carefully so they can be read and copied easily. So now we can choose local vessels to replicate, and why not? Modelers else-where do exactly that. We have a rich marine heritage on this coast - and more of it should be seen in our pond.

RON ARMSTRONG





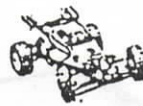
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