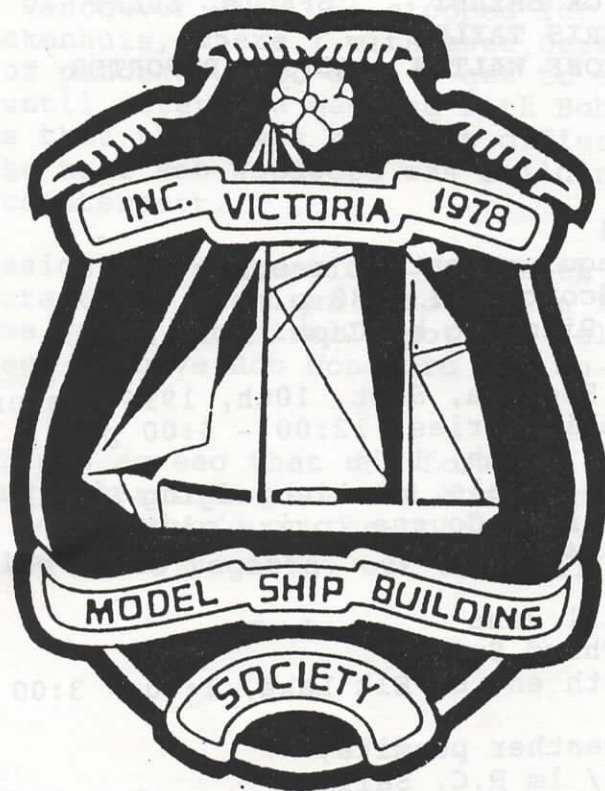


THE BINNACLE

FEBRUARY 1994



Next meeting March 10th, 1994 7:30 p.m.
Royal Oak Scout Hall

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EC 12 M

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Sec. Henk Meursing

FINALLY!

On January 10th, Derek Baker and I took on the task of getting the **EC 12 M hull** approved. We took the Nine o'clock sailing to Vancouver, although the weather was just awful especially on the Vancouver side. We stopped for lunch at the Dutch Pannekoekenhuis, where I witnessed Derek devour an enormous platter of pancakes, but didn't get to see him swallow however, until after the meeting with Bob Sterne was underway. It seems that there was a slight difference in the measurements of the hull **Rob Woodward** was building, to those of it's accepted counterpart.

After much discussion and suggestions from both sides, it was decided to contact the American Association for their opinion. After some wait, Bob finally got the fellow on the line and they agreed to give Rob Woodward the go-ahead under current rules.

In the meantime it was agreed that the formerly made three boats will be grandfathered. We returned home happily with and congratulated Rob Woodward on the good news. We hope that in the upcoming **NORC** regatta, our club will be well represented.

Henk.

NORC (North west Racing Circuit)

Regatta dates for 1994 :

NORC I April 9 and 10 VICTORIA Elk Lake
NORC II May 14 and 15 SEATTLE Juanita Beach
NORC III June 18 and 19 PORTLAND Portland
NORC IV July 16 and 17 VANCOUVER Trout Lake
NORC V Sept. 10 and 11 GIG HARBOUR Surprise Lake

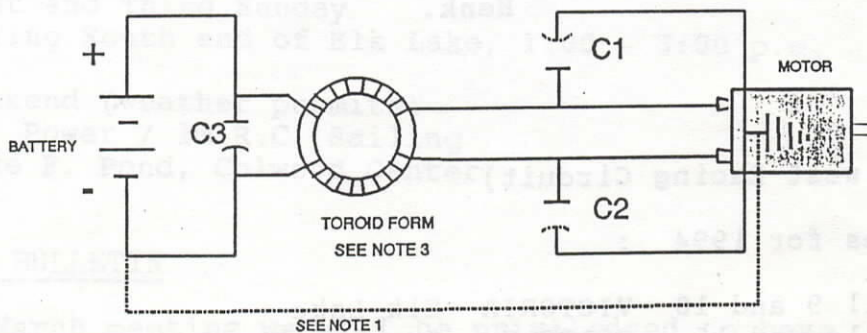
SUPPRESSION FILTERS FOR ELECTRIC MOTORS PART TWO

by Don Koehler

In the first installment, we covered the arrangement for a basic suppression filter suitable for most electric propulsion motors. However, many of us use other motors in our models to pump water either in or out, to run radar or to provide animation in various forms. In many cases, these motors are not designed with radio control models in mind and can be extremely noisy.

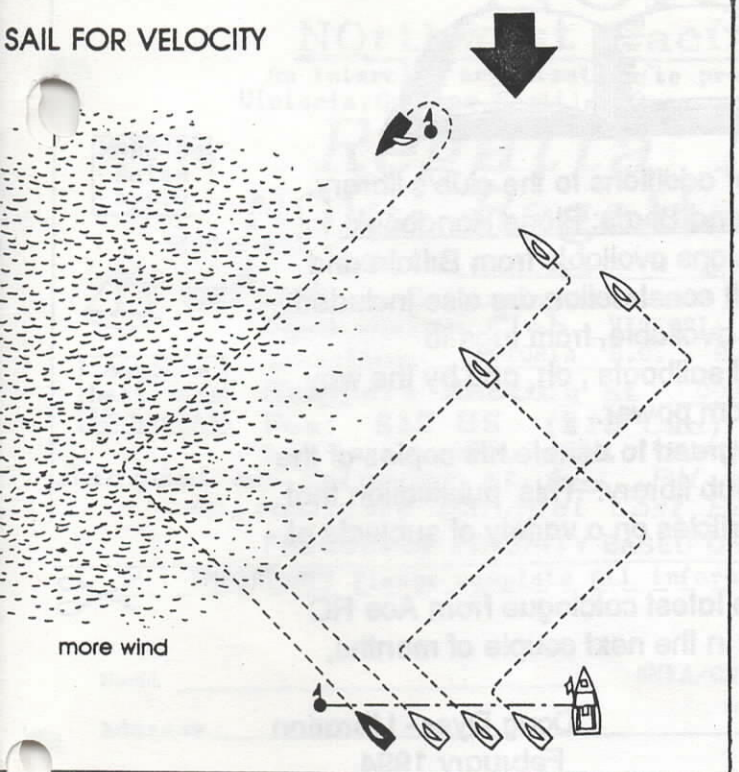
The accompanying diagram describes a more complex set up, especially suitable for three pole motors such as you might find in an automotive windshield washer pump. This one differs in including a coil (actually two coils) on an iron toroid or donut. These are not quite as available as the capacitors but any good electronics store should be able to get some (unfortunately Radio Shack doesn't carry anything like this). Even the basement of Capital Iron might yield a suitable one. Once again, you may be forced to use a plastic cased motor and in this case you can take the ground back to the negative side of the battery (dotted line on the drawing) rather than to the case itself. Note that the values of the capacitors are slightly different than those in the previous installment.

3 POLE MOTOR RF NOISE FILTER

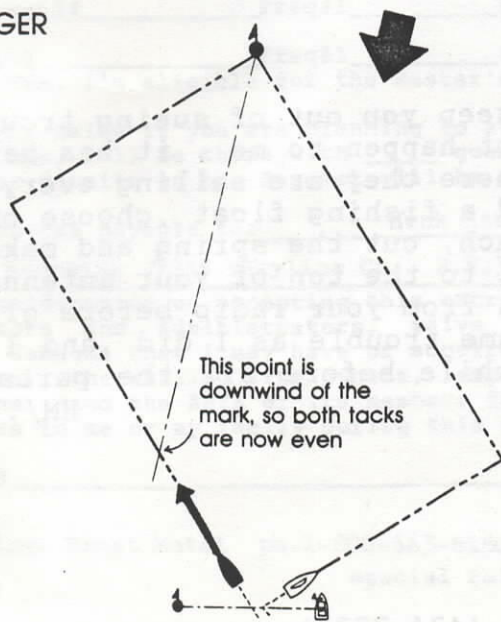


- NOTES: 1. IF MOTOR CASE IS METAL, GROUND TO CASE. IF MOTOR CASE IS PLASTIC, TAKE GROUND WIRE TO NEGATIVE SIDE OF THE BATTERY
2. C1, C2: 0.01 mfd. C3: 0.05 mfd
3. APPROXIMATELY TEN WINDINGS PER SIDE ON 3/4 INCH IRON TOROID FORM

SAIL FOR VELOCITY



SAIL THE LONGER TACK FIRST



General principles

No matter what the wind or current is doing, you can follow several basic principles to give your strategy a better chance of success.

Sail toward the next shift: In oscillating and persistent breezes, you will always gain by sailing *toward* the next expected shift. This will put you on a higher "ladder rung" when the shift comes, and that means you will gain on other boats.

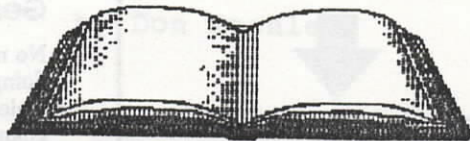
Avoid the laylines: It's best to keep away from the laylines and corners and stay closer to the middle of the course, especially in an oscillating breeze. When you are in the middle, you retain the option to tack on headers or sail for puffs; as soon as you get to a layline,

however, you lose any chance to take advantage of changes in the wind.

Because of this, you should favor the tack that takes you toward the middle of the course, unless you're very confident that one side of the course is quite favored. The closer you get to a layline, the more you should start looking for chances to get back toward the middle. Pretend you are racing in an oscillating breeze. When you are sailing *away* from the middle, tack on small headers to avoid the corners. When sailing *toward* the middle, ignore the small or temporary headers that would send you sailing toward the outside of the course.

Sail the longer tack first: This is another way to state the principle above. If you sail the longer tack to the mark, you will be heading toward the middle of the course (see Diagram 2). You will also be making your best VMG toward the mark, and you'll be in a better position to take advantage of future wind-shifts. In fact, this rule of thumb is great as a guideline for sailing in oscillating breezes.

How do you know which tack is longer? That's easy—it's the tack on which your bow is pointed closer to the windward mark. If neither tack is obviously longer, don't worry about this principle.



Library Report

There have been a couple of additions to the club's library. The first is the Model Engineering and Boats: Plans Handbook. This Publication is a catalogue of plans available from Britain and several articles on the basics of hull construction are also included. There are many different plan sets available, from tugs to passenger vessels to warships and sailboats, oh, and by the way there is a section on trains and steam power.

Bill Barker has generously agreed to donate his copies of the Nautical Research Journal to the club library. This publication that comes out monthly, and includes articles on a variety of subjects of maritime history.

Ray Bethell has ordered the latest catalogue from Ace RC and this will be added to the library in the next couple of months, thanks Ray!

Doug Dyer - Librarian
February 1994

Dangerous Antenna point!!!!

There is a simple solution to keep you out of sueing trouble! And please don't say this cannot happen to me, it has happened. The remedy is : go to a shop where they are selling everything a fisherman needs. You will find a fishing float, choose one with a diameter of cerca one inch, cut the spring and make the hole a little bit wider glue it to the top of your antenna with epoxy, but unscrew the antenna from your radio before gluing, otherwise you may get in the same trouble as I did, and I can tell you it took me quite a while before all the parts of the antenna were working properly.

HM/.

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Northwest Racing Circuit

Regatta Notice

pre-reg-
istration
required

NORC^U Regatta # _____

DIVISIONAL

Dates APRIL 9 and 10 1994

REGIONAL

EC-12M on Saturday == Marblehead on Sunday

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Banquet on Saturday at 6.-- PM at CREST HARBOURVIEW INN

Approximate Banquet Cost Per Person \$ 15.-

FREQUENCY PRIORITY BASED ON ENTRY DATE:

IMPORTANT! Please complete ALL information below, then tear here

Name _____ AMYA/CRYA # _____

Address _____ City _____

State/Prov _____ Zip _____ Phone (_____) _____

EC/12 Sail# _____ Freq#1 _____ #2 _____ #3 _____ \$12 US (\$15CN)

M Sail# Freq#1 #2 #3 \$12 US(\$15CN)

() Yes, I'm eligible for the Master's Division. 65 yrs.and over.

TOTAL AMT ENCLOSED \$

Indicate below if you are planning to attend the Banquet:

() Yes, I'll be there with _____ guest(s). () Sorry, I Can't make it.

Further details on the Banquet will be available at the race site on Sat.

Make checks payable to: Henk Meursing and mail to:

Henk Meursing 7235 Skyline Cr. R.R.#3 SAANICHTON B.C. V0S 1M0 Canada

In consideration on accepting this entry, I hereby for myself, my heirs, executors and administrators, waive and release any and all rights to claim damages that I may have or acquire against the sponsor club, or its members, the sailing site owners, employees, agents, representatives or assigns, and the AMYA or its members from any claim for injury or other damages to me or my family during this regatta's events.

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Page 7



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