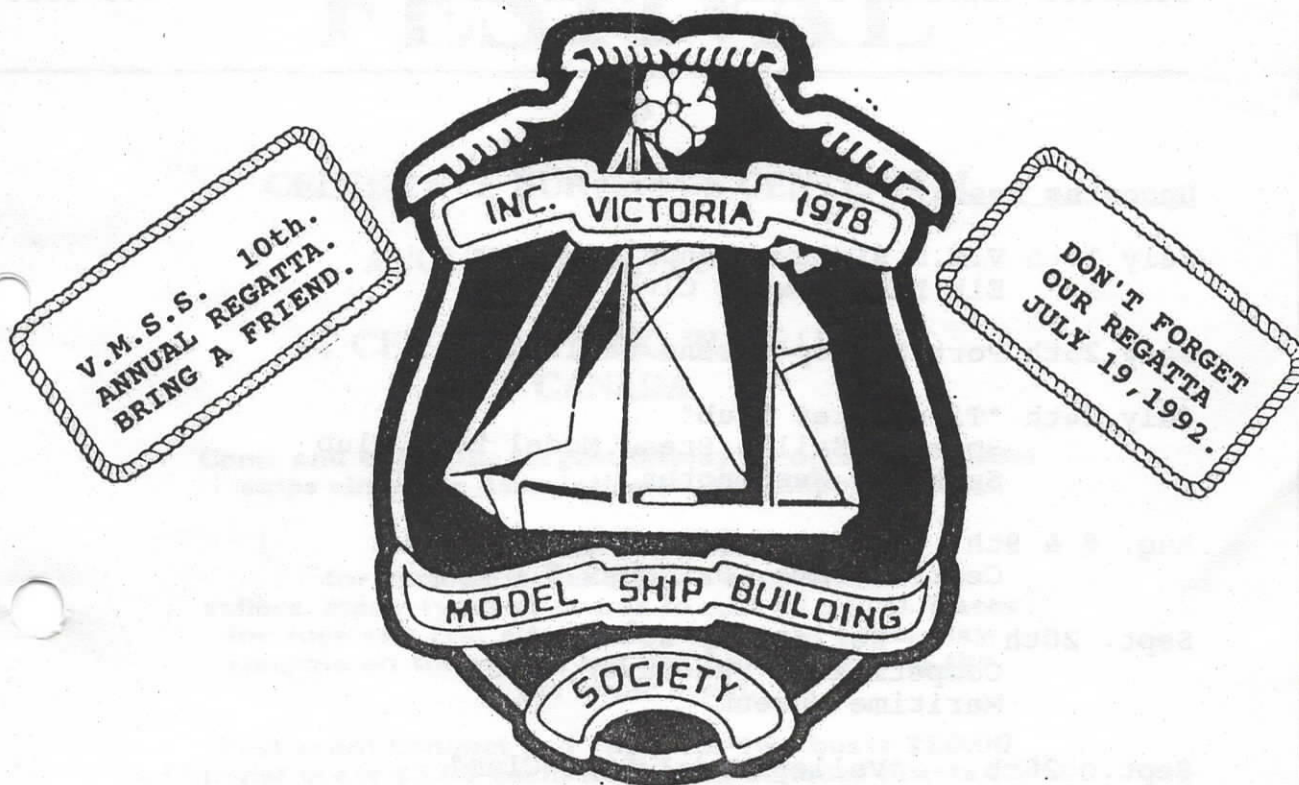


THE BINNACLE

JUNE 1992



NEXT MEETING JULY 9, 1992. 7:30 pm.

ROYAL OAK SCOUT HALL

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Upcoming Events:

July 19th V.M.S.S. 10th Annual Regatta
Elk Lake Rowing Club

July 25th Port Sidney Marina Sail Past

July 26th "Tide Water Club"
Spokane Sail & Steam Model Boat Club
Spokane, Washington

Aug. 8 & 9th "Model Marine Festival"
Central Park, Burnaby, B.C.

Sept. 20th "World Ship Society"
Competition, Vancouver, B.C.
Maritime Museum

Sept. 20th "Valley Model Boat Club"
Annual Regatta
20875 - 32B Ave., Langley, B.C.

First & Third Sunday each month
V.M.S.S. R.C. Sailing
Elk Lake (south end)

Second and Fourth Sunday each month
V.M.S.S. R.C. Power
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Additional boats \$3.00 each. Additional banquet tickets \$12.00**

Entry only \$10.00 (two boats).

Pre-entry only, deadline July 1st 1992.

**For further information phone. 597-2282 or 438-1950
or write Dick Copland. 15298 - 87A Ave.,
Surrey, B.C. Canada. V3S 4Z9**

REGATTA 92 PRELIM. ISSUE

1992
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2052

BAD NEWS

A few days after last month's regular meeting, Henk Meursing fell and broke his hip. The good news at last I heard was Henk was recovering nicely at the Victoria General and should be home soon. The bad news is that Henk is a key player in the organization of our regatta, and we are going to need some volunteers. His shoes will be hard to fill, but knowing Henk as we do, he's always well organized. Let's help Henk out with this and make the 10th Annual Regatta the best yet.

P.S. I talked to Henk on the telephone at home today. He seems to be coming along nicely. It turns out that old bones being old bones, his doctors decided to replace the entire hip joint. What an insult! For a world class modeler of Henk's calibre not being given the opportunity to make it himself.

All our best Henk, and speedy recovery.



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TO BE OR NOT TO BE A MEMBER ?

In my mind there is **absolutely** no question , I learned this out this week . A member of our club , **Mr John Isaac** asked me if I would be interested in going in on a group purchase of some 12 channel splitter chips and some miniature relays from a contact he had back in Ottawa. I said sure and jumped at the chance. A week or so ago he called me saying that our goodies were in , I couldn't wait . When I got home with my little bag

I sat right down and wired everything in as to the manufacturer's instructions. I did however, take John's suggestions and contacted **Derek Baker** to help me wire in the the radio end.

It took Derek about 5 minutes to open up the radio and about another 5 minutes to complete the job. It took the next 2 and a half hours to troubleshoot where we had gone wrong. At this point, I was set to pack the whole thing up and send it back to Ottawa. Derek then brings out his electronic bag of tricks to find the why. At about 11:30 p.m. I said "Derek I am turning into a pumpkin" and we adjourned for the evening. The next day, I called him and said I could get off a couple of hours early. When he proudly said "Come get your boat, it's all ready". As it turned out Derek had remembered that on a FUTABA two channel radio this patch insertion requires resistors between all 3 wires on the joystick boot. Very simple for him to say but I was almost ready to give up. I just want to thank both Derek and John for being there as club members.

Many thanks,

Gil Templeman

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FAST ELECTRIC NEWS AND VIEWS

The subject this month is electric motors. Nearly all of our models need an electric motor, so everyone should be able to relate to this subject.

The size of a motor (how much it weighs) has been the tried and true method of judging how "good" a motor is. This method works well when other things are equal. I have judged motors this way many times, but when motors are made differently, you need more information. I tried comparing the VOLTS applied to the motor and the AMPS that flowed through the armature. This worked better. -26
-40

When the way a motor is built is considered too, things become even more complicated. The FIELD magnet of a motor is one of the variables. In considering only permanent magnet motors, there are two main types of magnets. The COBALT magnet is a lot stronger and thus makes the motor stronger. The other magnets are referred to as FERRITE magnets.

The armature is a more complicated variable than the magnet. Armatures are really only electro-magnets that attract and then repel the magnetic force of the FIELD magnet. Electricity gets to the armature by way of the BRUSHES. The winding on the armature that makes the electro-magnet is the variable. It is made by wrapping wire around an iron core. The more wraps and the heavier the wire, the more magnetism it will make. This is why the motor gets bigger and heavier, and is why our first method of judging worked most of the time.

Now for some hard facts. RC car motors are 3 pole permanent magnet motors. The ones called STOCK are all built to a fixed standard. The others have some of the variables tweaked to make them different. The ones that we have used in boats are from the last group, with the Cracker Box being the exception. (The Trinity "SLOT MACHINE" motor works well in a Cracker Box.) Our boats need more power than do RC cars so we have used the stronger modified truck type motors. There are many to choose from, and we recently tried one that looks good. It's a Kyosho "Mega Motor" and it was on sale, cheap.

One last thing-- don't run any of these motors in reverse! They are built to run counter-clockwise due to BRUSH Timing. On some modified motors, the timing can be adjusted to zero so they will run forwards and backwards. Maybe this will be a subject for another article.....

-Cliff Shaw, with Ross Hatte

PUBLIC SERVICE ANNOUNCEMENT

from SPOKANE SAIL, SCALE & STEAM
MODEL BOAT CLUB
2317 S. University Rd.
Spokane, Wa. 99206
Phone: (509) 924-4255

THE PACIFIC NORTHWEST MODEL TUG CHAMPIONSHIPS, will be held on July 26, 1992, at Manito Park in Spokane, Washington. Events are to start at 10:00 a.m. Registration starts at 9:00 a.m.

Ship modelers from throughout the Pacific Northwest and Canada will be competing for the prestigious "TIDEWATER CUP". This event is being sponsored by Tidewater Barge Lines of Vancouver, Washington.

This event is hosted by Spokane Sail, Scale & Steam MBC, who would like to cordially invite all you model tug boat builders to bring your tug and compete for the prestigious "Tidewater Cup".

There are two (2) classes:

Class #1, Tugs 35" and under
Class #2, Tugs 36" and above.

Registration Fee \$4.00 includes one boat. For each additional boat \$1.50. Registration fee for SSMA members: \$3.00/\$1.00.


For more information call M.S. "Chief" Parker, (509) 924-4255 (after 5:00 p.m.)

New Members:

Lois Lockley
4114 Cedar Hill Rd.
Victoria, B.C.
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477-5830

Mark Obersteller
3049 Shoreview Dr.
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