

THE BINNACLE

SEPTEMBER 1992



NEXT MEETING OCTOBER 8, 1992. 7:30. pm.

HARRISON BOAT POND
Foot of Douglas

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 45083 MAYFAIR POSTAL OUTLET
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UPCOMING EVENTS

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

Sept. 20 "Valley Model Boat Club"
Annual Regatta
2875-32B Ave. Langley, B.C.

Sept. 26 & 27th
15th Annual Golden Gate Model Concourse
at the beautiful Spreckles Lake
Sponsored by the San Francisco Model Yacht Club

Oct. 8th V.M.S.S. regular meeting(_____)

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

Second & Fourth Sunday each month
V.M.S.S. R.C. Power
Harrison Pond

SAILING RESULTS - SPRING 1992

The following are the results of the Spring 1992 sailing season. These results were reached using the handicap system established for the sailing races. Those who may wonder how this handicap system works, can consult **Derek Baker's** article in the February 92 issue of THE BINNACLE.

In order to qualify one must have raced at least 6 races with a particular boat. The reason for this restriction, is that it takes at least that many races in order to establish one's handicap.

Position	Name	Boat	# of Races	Final Score
1	Meursing, H	1M	14	1.5
2	Glennie, R	R	8	1.875
3	Lockley, K	M	21	1.952
4	deSchepper, R	M	31	2.226
5	Meursing, H	EC12	11	2.636
6	Baker, D.	M	12	3.083
7	Woodword, R.	R	28	3.143



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SAILING - FALL, WINTER & SPRING SERIES:

This will be our third year of the V.M.S.S. sailing program, & here hoping that this up coming winter weather will be just as favourable to our sailors as the last. Remember how great last winter was with only one rained out sailing Sunday,

During the sailing season, we'll have three series; Fall, Winter & Spring, with each lasting three months. The Fall series starts on the first Sunday in October, 1-3 P.M., and we'll be aiming for 25 - 40 races per series.

Our handicap system will be in place with Derek at the computer, punching in those finishing times.

The handicap works on the basis of showing up the Yacht-Skipper combo that sails the most consistently, whether well or poor. Interesting, it definately indicates who is improving and who is slipping. So like all handicaps systems, it has its limitations, but it gives the sailors some results to look at and consider how well we're doing at the game.

This year we have some new Sailors with new boats, to compete with the old familiar faces. I'd like to welcome the following to our sailing season; Murray Baines, Richard Hall, Jack Plummer, Chris Paul, Lois Lockley, Chris Rennie, Chris Taylor, Ron Hillsden, Josie Winsor & Dick Bryant.

We're all hoping to see Henk Meursing back in October, he assures me he's working at exercises for his hip "everyday" so he can sail in October.

The following are some ideas I've picked up over the Summer & would like to pass on to you.

S.S. FACTOR - SKIPPER STUPIDITY - The main reason we're not all winners, recognize your own S.S. & work to improve that weakness.

Start with the most proven equipment. Its hard enough to get even the best equipment to work right all the time. Trying to adjust uncertain gear means adding another variable, which only adds to ;the skippers frustrations.

Set your rig up the way the leaders in the class do. This sounds like pretty lame advice, but its the quickest way to running with the lead boats. con't.....

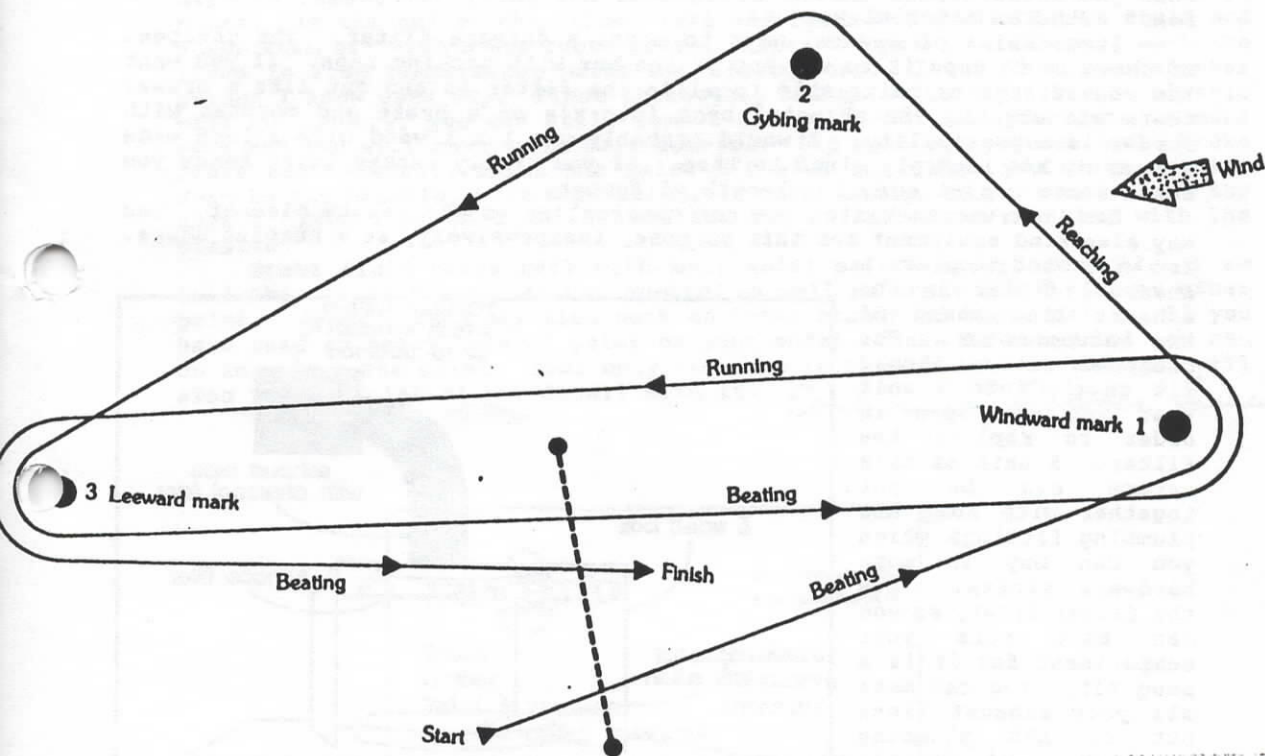
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The following diagram is our standard Olympic Course. The greater number of races this winter will be run on this configuration. The Olympic Course sets up as follows;

1. Windward Leg
2. Reaching Leg
3. Reaching-running Leg
4. Windward Leg
5. Running Leg
6. Windward Leg to finish

All the attention goes to the Windward legs in model yachting, but great opportunities exist for substantial gains with the reaching-running legs. Its on these legs of the course that our boats reach their top performance in speed & can really narrow down the distance between two yachts.

Most sailboat races are not so much won by the winners skills, as lost by the loser's mistakes. (S.S. FACTOR).
Have a Great Season, Sailors!!!



PAINT

by Bill Williams

This month I am going to cover two topics: building a spray booth and saving a few bucks and removing paint.

BUILDING A SPRAY BOOTH AND SAVING A FEW BUCKS

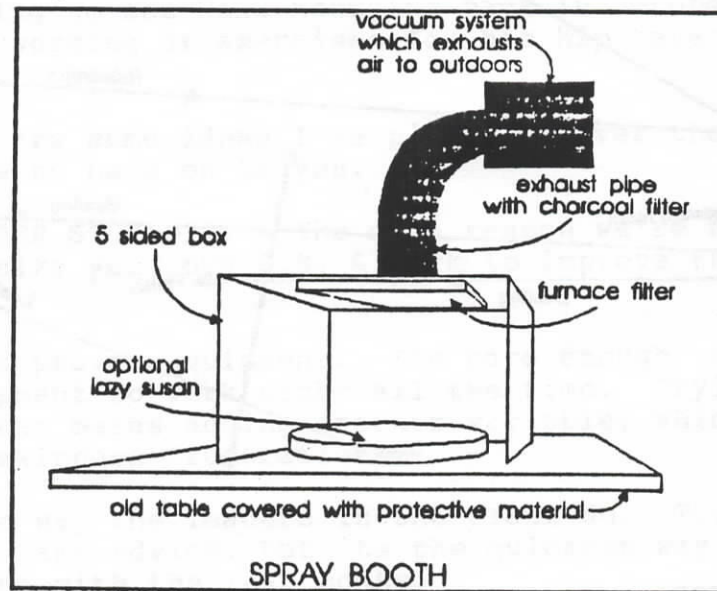
You can buy a commercially made spray booth for \$200.00 to \$400.00. Some of the most expensive units are made out of cardboard. To this you still have to add your exhaust apparatus which you have to supply yourself. You can make your own for a lot less, and what's more, it will suit your needs better than a commercial model, because you will make it that way.

Take a look at the drawing of a spray booth, on the next page. What you basically need is a five sided box with a hole cut into the top. An exhaust pipe has to fit snugly in the hole. You need a mounting for a furnace filter which will absorb most of the paint particles that don't land on the surface you are painting. Put your unit on an old table you don't care about, or on which you have a protective covering. Add a lazy susan if you can find or make one. Now you have a spray booth.

Your spray booth box can be made from any material you find handy. A large corrugated cardboard packing crate will be just fine. It will eventually have to be replaced, but the cost should be free or next to free. If you are more ambitious you can use 1/4 inch plywood. I would recommend that you avoid styrene sheet or anything of that nature as your paint may react with the material you use.

I can think of several ways to mount a furnace filter. The cheapest of these is to tape it to the top of the box with packing tape. If you want the convenience of being able to slide the filter in and out like a drawer there are others. Sheet metal bent into z's on a brake and mounted with screws is a possibility. I would probably use 1 x 1 wood with 2 inch wide pieces of 1/4 inch ply glued to them. If you really wanted to be fancy you could route a slot out of a length of lumber.

For your vacuum system you can cannibalize an old vacuum cleaner. You may also find equipment for this purpose, inexpensively, at a surplus store. You will want to place a charcoal filter in the exhaust line ahead of the vacuum motor. The charcoal filter should fit snugly into a unit that you can open in order to replace the filter. A unit of this nature can be put together with some ABS plumbing fittings which you can buy in most hardware stores. Buy the filter first, so you can make sure your compartment for it is a snug fit. You can make all your exhaust lines out of ABS plumbing supplies. It doesn't matter whether your tubing is flexible or rigid.



There are fittings and procedures you should follow in making an exhaust hole from your painting station to the outside of your house. Go to a building supply store and ask the sales person what kind of exhaust systems they have for an R-2000 house. They will show you fittings that are designed for this purpose and will advise you how to do this while maintaining the insulation in your house.

REMOVING PAINT

From time to time you are going to want to remove paint from a model. There could be any number of reasons for this. The most common is a botched paint job: The paint is the wrong colour; you put it on too thick; the cat walked on it; some kid picked it up while the paint was wet. It could be that you bought a built up model that you want to repaint, or that you like the model you bought but you don't like its factory paint job.

If the model is made from wood, you don't have a big problem. There are many commercial paint strippers that will work fine for you. If it is made from plastic or contains plastic parts, you do have a problem. How to

remove the paint without harming the plastic underneath? Some paint manufacturers, notably *Accupaint*, make a paint stripper available that will do the job on their paint and perhaps those of other manufacturers. This is fine, but often a tad pricy. Ordinary brake fluid, the kind you use in the brake lines of your car, does the trick in most cases. It can turn some plastics rubbery, so a test should be made of the material before proceeding. Put a piece of scrap plastic into the brake fluid over night. If the plastic doesn't go rubbery you can then take the items from which you wish to remove the paint and immerse it in the brake fluid for 12 to 24 hours. At the end of this time, take the items out of the brake fluid and scrub them off with a wet tooth brush. After the paint is removed, wash the items in room temperature water and liquid soap. I use *Sunlight*; another person I know uses *Joy*. Rinse thoroughly and allow to dry. If the plastic will go rubbery, you can still remove the paint but the procedure is more work and you will have to be more careful. Dip your toothbrush in the brake fluid and carefully scrub the paint off with it. When you start getting down to the plastic, have a container of water handy, so you can immerse the object from time to time to keep the brake fluid from reacting with the plastic.

Brake fluid works well with most model paints except *Humbrol*. I am told that *Javex Bleach* removes *Humbrol* as well as brake fluid removes other paint. *Javex Bleach* may also work on other brands of model paint. If you have used an epoxy type of paint on your model, there is not a lot you can do to remove the paint. Your only recourse is to sand it off, and that will also remove a lot of the detail with it.

Cont'd in October Issue.



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