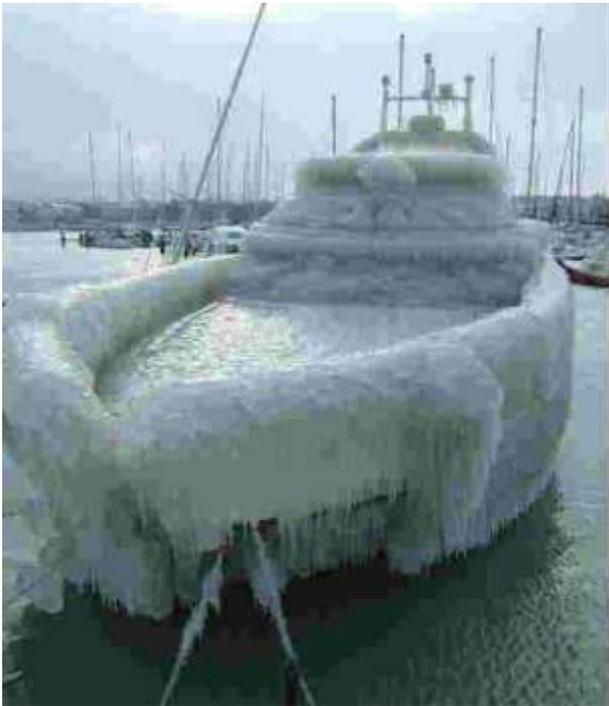


Hartsholme Electric Model Boat Club, Lincoln

Winter Newsletter

November 2011



What sort of a Winter are we expecting this time?

Farewell and Bon Chance!

I did make it clear in my earliest efforts that I had a limited number of ideas for articles. That when these had been used up it would need members to submit suitable articles to keep the Newsletter going in its present format.

I am grateful to, and offer my thanks to, that handful of members who did support the Newsletter. Unfortunately there is insufficient material coming through to sustain the production of worthwhile issues. That being the case then this is my last attempt to produce what I always hoped would be entertaining.

With a club membership level that is probably higher than it has ever been it seems odd that there aren't a few who could have produced an interesting article or two. Apparently not.

To turn out a plain document with committee members' reports, the Minutes of the AGM, a list of competition results and a list of next year's fixtures, is totally unappealing to me. It is to be hoped that there is a member who will be prepared to do that and he or she should make themselves known to the Chairman. If not, then you will have to attend the Club meetings to learn what is being agreed, what is being arranged, who has joined the Committee and what your subscriptions will be next year, etc., etc. You may also find the Minutes of meetings at:
<http://homepage.ntlworld.com/stuart.cox/hembc/index.html>

Ed.



Getting desperate for volunteers!

A Word from the Bridge

The 2010 to 2011 season is at a close and we look back at a year which has seen superb yachting regattas, tug towing competitions and a really good itinerary of steering competitions including the fabulous 'snooker on water'.

Peter Hall has certainly excelled again this year, but alas has stepped down to make way for new blood, as his personal time is being demanded elsewhere and he has no option.

John Pell sat as chair person for the 2010-2011 season and did his best to keep the meetings loosely connected to their agendas. Well done John. It is sad to note that he too stood down at the AGM in October.

Graham Hobbs, club secretary did his best to provide the written word by way of minutes and agendas for the meetings in 2010-2011 but also stood down. This was due to pressure of business and the expansion of his family and other demands on his time. When Graham joined the club, there had been no competitions for some time and in volunteering to take the Competition Secretary role, he laid down the basis of the annual itinerary of competitions, which Peter Hall expanded and improved upon during his years in the role.

Mandy Cox has been a superb treasurer and has kept control of an ever increasing sum of money. We have all noticed the new car, caravan and the fur coats but no-one has the courage to check!!!!.

The membership expanded during the year and it is true to say that HEMBC is very much alive and well.

There was some fear that some of the seats on the committee would not be filled for 2011-2012, which would have brought about the demise of the club as we know it. Fortunately the three roles have been filled and we wish those taking the role of chair person, secretary and competition secretary, the very best of fortune in their new roles.

Much discussion has taken place within the club at meetings about the fact that most of the work to be done, week by week, such as laying out courses for competitions, tidying the boat house, cleaning the dinghy, putting up the hoist and safety rope, is always done by the same small band of people. How odd then that some of those who become vociferous in complaint about such items are never seen doing any of the work involved. There are members who truly are unable to help due to age/health limitations; they do not seem to be amongst those who complain. As the committee members who have just stood down will advise, it is very difficult to receive criticism when one is doing the best one can, in the knowledge that those who are making complaints are not prepared to get involved with any organisation. It is to be hoped that attitudes will change and in so doing the whole club will benefit!!!!.

So let's hope that folk will find it within themselves to afford the time to serve their fellow members and take HEMBC into 2012 and beyond.

John, Graham, Mandy and Pete.

Chairman's Report to the AGM

Good evening Ladies and Gentlemen.

It's been another successful year for the H.E.M.B.C. The club is still on a good financial footing due no doubt to our intrepid treasurer Mandy (whatever would we do without her).

The competition calendar this year was full and very well attended due to the efforts of Pete no doubt, the Saturday Micro Magic regatta is going very well with more people getting involved. Although I can't attend so much now I know it goes down very well due to the enthusiastic conversations we all have to endure every Sunday morning after racing.

I think the club gives a very good account of itself due to the amount of spectators we get at our regular meetings, lots of people come on a regular basis and bring their children to look at the boats.

We now seem to be attracting a few younger members into the club which can't be a bad thing; we really should encourage them as much as possible they are, after all, the future of our club.

Finally I would like to thank Mandy for all the sterling work she has done over the year, it's very much appreciated. I would also like to thank Peter, the retiring Competition Secretary, for all the work he has done over the years making this club so enjoyable for us all. Not forgetting Graham, our retiring Secretary, for all the sterling work he has done over the years recording the minutes of each meeting and seeing to all the correspondence that's needed to keep the club going.

John Pell (Jnr).

Important - Please take note.

The Senior Warden has been having problems with members of the public parking in the area that we use near to the lake. There is little doubt that they see our cars there and think that it will be alright for them to do the same. Officially the area is designated as an overflow caravan park and not as a car park.

It is very important that members ensure that their Park Permit is on display when they leave their car there. If you don't then you may find that the Wardens will insist that you move it to the main car park.

Parking there is a privilege, not a right. Jeopardise it at your peril. 2.

Secretary's Report To the AGM. October 2011

Well the year has been a good one with a wonderful range of competitions, regattas and tug towing etc. The membership has swollen, there is money in the bank and all looks fair for the future. Provided that the empty seats are filled on the top table tonight, we have a club to be proud of.

I regret that I am unable to be present this evening. However, a well deserved rest has been arranged and I am, as you speak, down in the Isle of Wight. I have enjoyed my term as Secretary, as I did my role as competition secretary, but I now find myself struggling for free time to enjoy and I feel that I really need to off load some of my commitments. As a family with young grandchildren now, we are contemplating weekends away with family and it is our intention to buy a caravan, which will mean fewer weekends free to be at the lake!! Don't worry, you will not be getting rid of me easily, for I shall never lose my love of the Sunday mornings I enjoy with you all and the events like Spilsby Show etc etc that we all have such a good time at.

The Club is going from strength to strength and it is right and proper that new blood sits at the table on the committee as this will breathe new life and new ideas and continue to help the club evolve. I have to applaud my fellow committee members who have served the club well and have maintained the great interest that the members have in the club and also are the reasons there are so many new members on the roll of members. There are also a great deal of work done by a small band of happy chappies and chapesses who deserve a real vote of thanks for their efforts on behalf of the club. These people know who they are and so do all the members. People like these are the life blood of the club and with them continuing their selfless commitment, the future is secure.

I hope the AGM runs well and whoever takes over as Secretary can be assured that I shall do whatever I can to help and advise. All the files and documentation for the club which I possess, will be delivered to the new secretary as soon as possible.

I wish you all well and apologise once again for not being there.

Kindest regards to all.

Graham Hobbs.



The designer must have drawn his worst nightmare.

3.

Competition Secretary's Report.

Dear All,

First of all I would like to thank all of my helpers for the work that they have done this year. It has been a trying year for me in many ways which has placed much demand upon my time. Nevertheless I think that the competitions have been a real success and well supported. I would like to thank everybody who took part in the competitions this year and hope that they did enjoy themselves.

I give all of my good wishes to Dave and his helpers for next year and will try to support them as much as I can.

Many thanks, Pete

A Word from your new Chairman.

It was kind of the members at the AGM to have enough confidence in me to elect me to this post. I will do my best to continue the good work done by my predecessors.

It is about the AGM that I wish to comment. The members attending formed less than a third of the Club's total membership. I accept that there will be a few members who are unable to attend but that still leaves a large proportion who simply could not be bothered.

What is your level of input and support?

John Stanyon

Do you realise?

Some members choose not to take the opportunity to have their say and, instead, leave a small group to make all of the decisions. In that case they forfeit the right to complain if they don't like the decisions that are taken.

The AGM meeting could have decided to grade all members as either 'active' or 'passive'. Then they could have voted that the active members would have their subs halved whilst the subs for the passive members would be doubled. That would then be official Club policy.

Food for thought!

Badges

At the AGM it was decided that each member will be issued with a badge that will consist of a holder for the membership card. It is hoped that this will make it easier to recognise members, especially newer members, and avoid the need to challenge anybody's right to be there. This system will only work if **all** members take the trouble to bring and wear them every time. If members do comply with this simple request it will avoid the need to bring in a more draconian measure such as 'No badge - no sail'.

Practical Advice

We have witnessed the rescuers' difficulties in locating Bob's tug. It is a timely reminder to all of us of the value of a rescue float fitted to your boat.

Commodore's Comments

I have to admit a *sense of personal satisfaction that this year's regattas* have been another huge success. Each regatta has been well attended which seems to confirm that they are a real source of enjoyment. Plenty of close finishes and plenty of rude banter have added to the spirit of the occasion.

All of the skippers have done well to keep getting round the course in what are sometimes very difficult conditions. Some days, when the wind is almost non-existent, it can be so frustrating but the company makes it worthwhile. A special mention for Mandy, who continues to show the men the way round, for Phil who has done very well in his first year and Chris B. who has climbed way up the leader board this year.

To our newest skippers I offer my sympathies that it can seem so difficult *to keep up with the pack. But don't be put off. It does take a while and* plenty of practice to get it right. Others have been in just the same position when they started but, as their experience has grown, they are now moving up the leader board.

To all skippers I bring to their attention an important change to the rules for next year. A boat that touches the start line before the starting gun has sounded must go round the outside of the start gate and approach gate buoys and **enter through the approach gate again**. This makes the penalty far more severe but the existing rule did not always have the intended effect. I did consult with the majority of skippers and all agreed that this change would be an improvement.

I hope and expect that next year the fight for the Cup will see a closer finish between several skippers as more and more sharpen their skills. A good tussle to top the leader board is the essence of a proper challenge.

I cannot finish without expressing my sincere thanks to Pete and Dave for setting out the course each time and retrieving it afterwards. Without your efforts there would not be any regattas.

I wish you All good luck and full sails!

Brushless Motor KV Guide - KV Rating (Revs per volt)

KV refers to the number of Revs per volt at no load or with no prop. If you have a 1200KV motor, using a 3 cell Lipo battery will make it spin at 13,320rpm (3 cells at 3.7v nominal voltage each) x 1200 (with no prop on it). A 2 cell will only make it spin at 8,880rpm(7.4v x 1200kv). Which is best?

For the same power, a lower Kv allows the use of a larger diameter prop, giving higher thrust at the expense of top speed, whereas a higher Kv requires a smaller prop, spinning it at higher RPM resulting in a higher top speed but in lower thrust. So, if you require good acceleration, are able to use a larger diameter prop and the top speed is not of concern, the low Kv is preferable. High KV will spin like mad on the same power, but without the torque – so only suitable for smaller props.

Something that often throws people - Why does a 2s pack swing a larger prop than a 3s pack? Shouldn't it be the other way round? On 2s you can swing a larger prop before you reach a particular motor's amp limit. If you tried to swing that same prop on 3s you'd exceed the motor's amp limit - so you generally run smaller props on 3s (but, of course, they spin faster - 10volts (3s) is greater than 7v (2s), thus for 3s, "Kv x V" generates higher rpm).

Naming conventions - **Outrunners** - BL 2215/20, BL2215/25, 2212/6, 2212/10– What's the difference?

KV is inversely proportional to the number of coil turns. You will often see this on the motor's name after the initial 4 digit number (usually diameter and length of the stator) preceded by a forward slash on the manufacturer's specs. (eg BL2215/20 where 20 = number of turns. BL2215/25 has 25 turns). Normally if a motor is available with 2 or more different Kv options, the only difference is in the winding of the motor. The motor with the higher Kv will have fewer turns of wire, and this wire will most often be a slightly larger diameter to get the same amount of copper into the slots to fill up the stator.

For example, you have 2 motors, one with a Kv of 1000 (BL2215/25) and the other with a Kv of 1200 (BL2215/20). As we can see the 2215/25 with a KV of 1000 has 25 turns of 22 AWG wire in it. To get the other version with a Kv of 1200, it would have 20 turns of wire, and since there are fewer turns, it could be wound with 21 AWG wire.

Since the higher Kv motor is normally wound with a slightly larger size wire, it can handle more current, and if both motors take the same voltage, the motor that can take the higher current will have a higher maximum power output. This is why the 2215/20 motor with a KV of 1200 can take 230 watts of power, while the 2215/25 Kv version can take only 180 watts of power.

Inrunners are usually named on their can size and motor kv, eg 36-50-1000 would be 36mm diameter 50mm long and a motor speed of 1000 revs per volt.

More on KV and Torque

Torque is a motor constant (kt) and inversely proportional to the voltage constant (kv). As kv increases, kt decreases. What this means is that a higher kv motor has a lower kt and draws more current on less volts to make its power. The lower kv motor will get you to the same point with more cells but less current.

A high Kv motor is good for running a small prop very fast, for speed. A 1500Kv motor can potentially rev at 15000rpm on 10v.

A 850kv motor can only spin at 8500rpm max on 10v, but it has far greater torque - so it can turn a bigger prop, admittedly more slowly, but generate a lot of thrust at the expense of speed.

Pete Coxon



Here is one for Eric!

Have to wonder what it is used for when the bridge has to be that high.

Not the first time that the builders have got inches and millimetres mixed up?



Never mind the miracles - I'm out of here!!!

Transmitter Setup

Now that a lot of us are using the 2.4Ghz systems I thought it might be an idea to mention the importance of the Failsafe System.

Failsafe is a safety feature that I think pretty much all the modern Digital transmitter systems have and, if you have it, you really should be using it. What it does is in the event of a loss of signal is to put the speed of the model to a predetermined parameter set by yourself. This should be **Zero** then if you lose signal, for example, you didn't change your Tx batteries like you meant to do three weeks ago, then the boat will just stop and not keep going until it hits another boat or the bank.

The failsafe can be checked simply by turning off the transmitter and see what happens. If your motor carries on running you need to check your manual as to how to set the failsafe. Just think what could happen with a really fast boat that won't stop. I always set it when I setup a new model and, if I move a receiver from one boat to another, I make sure I reset it - better safe than sorry.

Pete Coxon

Club Etiquette or Consideration for Others

A couple of pointers that shouldn't really be necessary but they are because some members don't seem to be aware of them.

1. Don't park your car close to the end of the car park nearest to the lake.
Some members do park in such a way that it blocks access for others. You would probably get all miffed if somebody asked you to move your car. You can avoid that situation by parking with more consideration.
2. The four parking spaces by the path and nearest to the lake should be left empty for use by members with disabilities.
3. Members are continuing to stand on the launch area gawping at their boats after they have launched them. They make it very difficult for others wanting to launch theirs. Once you have launched or retrieved your boat then move promptly back and away from that area.

If you have a problem with this then tell a Committee member.



Is the skipper an old fart?

Volunteers Required - Some Hope!

Volunteers are sometimes required to assist with cleaning and tidying the boat and boathouse. If you are prepared to help with this then please tell Dave Smith.

Thank You

Mini Account Statement as at 20th.October 2011

		£		
General Income	Subs	1317.00		
	Donations	33.00		
	Interest	0.17	Total	1350.17
General Expenditure	Insurance	611.41		
	Stationery	151.28		
	Stamps	45.40		
	Fees	35.00		
	Donations	90.00		
	Subs Refund	8.00	Total	941.09
	NET GENERAL INCOME			409.08
Extraordinary Expenditure	Battery for Dory	50.00		
	Battery Charger	26.98		
	Storage Boxes	36.39	Total	113.37
Competition Income		8.00		
Competition Expenditure		171.70		
	NET COMPETITION INCOME			-163.70
RNLI	Income £43.00; Donation £50.00			-7.00
NET OVERALL RETAINED INCOME FOR YEAR				125.01
OPENING BALANCE				2251.33
YEAR END FINAL BALANCE				2376.34

The full accounts statement was issued to those attending the AGM. If any other member wishes to receive a copy of the full statement they should contact Mandy, cap in hand, and request a copy.

Members are reminded that, except for new members who joined on or after 1st.September this year, subscriptions become due for payment on or before the 1st.January. The subscriptions remain at the same level as last year. Members are further reminded that, in accordance with the Constitution, subscriptions paid after the 31st.January are subject to a £3.00 surcharge for late payment.

A Unique Achievement.

A special mention is due for Bob Alcock. He is, as far as I am aware, the only member who has sat on the bottom of the lake and had his boat do the same. All dried out now, Bob?!

An Ode to Sailing.

Mow the lawn! For heaven's sake!!
I think I'll slope off to the lake
To spend some time in company
Of other modellers just like me

If I can manage to recall
What I need, and take it all
Then for several hours, five at most
I'll have a chat and sail my boats

I'll park the car by several others
And go for coffee with the brothers
We'll chat and have a load of fun
Whilst Ted devours his bacon bun

Then off we go to get our boats
Oh my word I hope mine floats
I hope the batteries are not flat
If they are I'll eat my hat

We talk and sail and have a natter
What about, it doesn't matter
Advice is free, from all and Sundry
This really is our weekly fun day.

Graham Hobbs.



Pete getting ready to rise above it all!

Henry the Filth.

Once more unto the lake, dear friends, once more;
And fill the start line with our thoroughbred,
In peace there's nothing so becomes a skipper
As to break the silence with a ripper;
But when the blast of wind blows in our sails,
Then imitate the action of a fighter

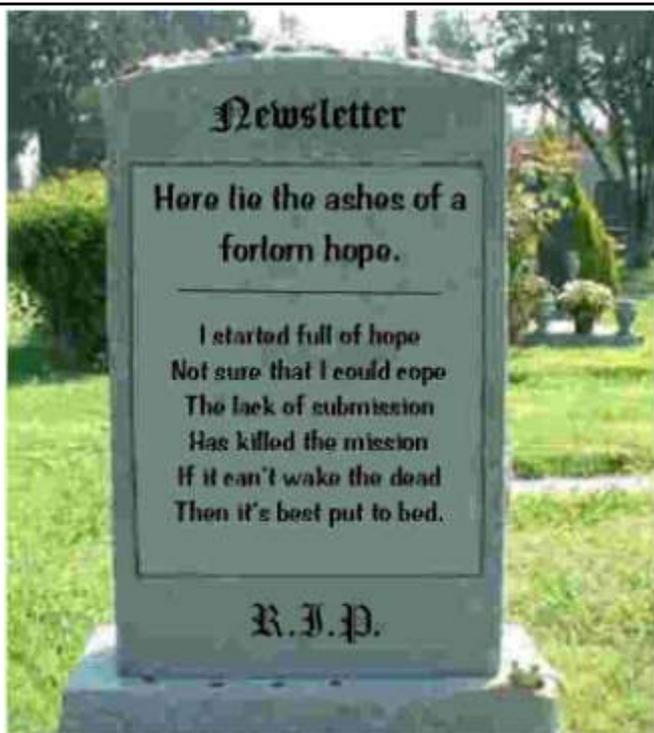
FAB with apologies to WS.



That cat, never misses the chance to make with the dramatics.



"Nag, nag , nag. So what if the lights *are* at red?"



Τωίλιγητ βεχκονσ ωιτη α προμισε οφ ενδυρινγ πεαχε.

Amen