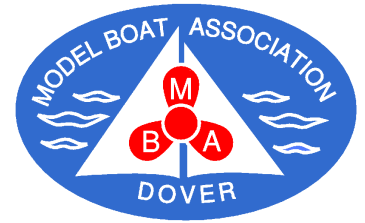


The MBA Dover Newsletter



Issue 24, Winter 2007

Welcome again, this time to the Winter edition of the KK. This year has been a very interesting one for our club. Our new elected committee have worked hard to maintain the high standard and good reputation that the club has in our area. We have put on most of our planned regattas, and still managed to represent the club at outside events ran by our fellow modellers. We attended events organised by the Chantry club at Bluewater, Maidstone Cygnets and Ramsgate Vikings and also had a good show at the Southern Model Airshow held at the Hop Farm. We have once again returned to Ashford Bybrook Barn to operate on their picturesque ornamental lake and of course put on a very professional display at the Dover Regatta. All in all an exceptional year for the club. Our membership continues to be very healthy but we could still do with some more youngsters to keep the junior section alive. Encouraging younger members to actually build models must be one of the club's major aims, these skills need to be passed on. In an effort to promote these skills, the club has started to build small pusher tug models known

as Springers.

The concept is similar to the club 500 racing boats in that everything is built to a strict set of rules so the operation of them should be similar, and competitive.

On the subject of competitions, at the recent committee meeting that is held regularly to keep everyone up to date and to sort out any issues, it was decided by a democratic vote to suspend all the competitions on regatta days for the coming year as a trial. The reasoning behind this decision is sound although it will almost certainly not please everyone.

It has been noted that only a handful of the members actually participate in these competitions, talking to the majority, the general consensus is that most prefer free sailing. The fact is that competitions take up a great deal of time, are labour intensive, and use a large proportion of the lake that is occasionally encroached into by members free sailing. The judges then have to address the situation which can sometimes cause embarrassment. It must be emphasised that this is only a trial period, at the end of it we will re-assess the situation and, if



necessary, run competitions again on regatta days.

The yacht organiser Colin and the scale secretary Len have been working together to put on some sort of event on other free weekends, when these dates have been worked out they will be posted on the club's notice board.

The annual trophies will be presented as usual this year, at the club's Christmas party. The Annual party and Trophy presentation which will be held at The Cricketers on December 3rd at 7.30. Come along for an enjoyable evening.

Merry Christmas!

Alan..

George Knott Lighthouse Model 1862

During some family history research, I discovered that back in the 1700,s our family were lighthouse keepers. On my mother's side, they were the Knotts and this name is famous for manning the Trinity house lights for many years. One such ancestor was a George Knott; he served in many lighthouses as the keeper including South Foreland, Eddystone and ending up at North Foreland. The interesting and almost unbelievable coincidence is that he was a very skilful model maker. Some years ago in model Boats Magazine, there was a feature article written about one of his models that had just been acquired by the National Maritime Museum, at that time I did not link it to our family history but now I know he was a relative. George Knott built a very accurate and highly detailed model of every light that he served in, the one in the museum is of the Eddystone in 1862.

I decided that I would like to see the model for myself so I contacted the Museum who told me that it was in store at the moment, they gave me a contact number and arranged a special visit. The store is in Kidbrook, London. My wife and I arranged a date and travelled up to London to meet the manager who had kindly got the model out for us to view.

What a magnificent model it is, each section of the tower lifts off to show all the rooms which are fully furnished, there are even books in the bookcases. The sleeping quarters have all the bunks in them and another level shows the storehouse, at the top obviously is the lantern, all intricately made from wood of different colours. The main trunk of the building is accurately portrayed being made from interlocking blocks. All this work must have been carried out with the minimum of tools, and of course no modern materials except wood, and this was probably from driftwood found on the rocks. It was a privilege and an honour to have been able to see it in the flesh.

While I was in the store, my eyes were on stalks; rooms and rooms of model ships all carefully stored waiting their turn to be displayed someday. There were builders models of just about every ship made, some models over 3metres long, I was shown beautiful accurate models of warships lined up in cases, sailing ships of all types and one, a sailing man o war which is their oldest example of the model makers art built in 1660. The manager explained everything to me about the models and stated that this was the true museum, I would see far more in his store than is displayed at Greenwich.

I have since visited another Knott, Tommy, now 89 and living in Lowestoft where he used to be the Coxswain of the Lowestoft Lifeboat, he had given me the original information about our family and it was nice to tell him that I had visited and seen the model that is such a famous national collection.

This visit to the NMM was an absolute delight, and to me as a model maker; an experience that I know will stay with me forever. Alan..Ed

Ken Smith

It is with regret that I have to announce the death of Mr Ken Smith, from Ramsgate Vikings Model Boat Club.

Ken died suddenly after a short illness in hospital.

We all have fond memories of Ken mainly from his organisation skills at the Model Ships Rallies and at other events that he attended.

Several of our club members attended his funeral held at Margate on Wednesday 17th Oct.2007

Our thoughts are with Maggie and his family during this sad time.

For Sale & Wanted

Denis Wellard has two 40 meg two channel radio sets for sale.

They are Futaba, 40 meg AM sets complete and boxed. Transmitter, receiver, switch harness, two servos and instruction booklet. Priced at **£30.00** per set.

Phone Denis on 01303 251578

Len Goldsack is offering a racing Fairwind Yacht for sale. The details are, fitted with P.J.sails, Carbon fibre mast, reinforced hull, Futaba radio complete with uprated NiMh 6v receiver battery. Crystals and some spares, Ready to sail and in VGC.

Len is asking **£140.00** for the lot. Dover.. 01304 201755

I have been given a list of models that are for sale by member **Dave Lowe** who lives in Ashford. First of these is a Billings Flying Fish, a modern Danish warship, it is described as a, 43inch long 7inch beam. 3 motors and props, R/C included 27Mhz 2channel, with servo's receiver, speed controller batteries, carrying stand and plans. Goes well. Price **£190.00**.

A cabin cruiser "Veteran of Dunkirk landings". This model is made by hand from wood and has been restored. There is no R/C but is fitted with a prop and rudder and also a carrying stand. She is 37ins long with a beam of 12ins. Price is **£60.00**.

A plastic paddle steamer "Loreley". 29ins long, 9ins beam. It has a Como drills motor, side paddles and is complete with 2channel 27Mhz radio and speed controller. A 12volt 10amp sealed battery is also included for **£60.00**.

A large 54ins by 12ins beam cabin cruiser. This model is made from wood and requires some finishing touches to complete. There is no R/C but the shafts are in and she is structurally complete. Stand and plans included. Price **£45.00**.

A fibreglass minesweeper hull 38X9ins. River Class RN. Price **£30.00**.

A small partly built wooden cabin cruiser 25ins by 9ins beam No R/C hence **£5. 00**

Lastly another large motor cruiser hand made from wood. This one is 56ins long and 11ins in the beam. No R/C but has motors , props and rudders, all ready to fit the radio into.

Price **£70.00**.

Call Dave on Ashford.... **01233 631795**

(All the above models have a photograph but at this moment I am unable to copy them, call the editor if interested, for the picturesEd)

Colin's yacht

The Dover Regatta gave one member the opportunity to show off his expensive racing yacht by sailing it in the open sea, Colin Goldsmith our club yacht co-ordinator, committed his model to the expanse of Dover Harbour where he sailed it quite a long way out amongst the other waterborne goings on. Andrew Goldsack launched the model from the slipway whilst Colin anxiously controlled it from the beach, not a good time for batteries to fail or to loose radio contact; naturally with such an experienced modeller this did not happen! The model performed nicely to a crowd of several hundred onlookers, he even managed to get a comment from the control tent over the public address system, however, a good many of the public still didn't find our display. Nevertheless, for the club it was good PR on the PA! *(Sorry about that)*

Please Note

During events where the small boats are being used, the frequencies **40-665, 40-675, 40-685, and 40,695** will NOT be allocated to any member for general use. If you only have these frequencies, please obtain some replacements.

Soft Soldering, an Art Form

Cleanliness.

This is crucial to the other two ingredients of the operation. Many a person has thought, slap on the flux and apply the iron and the jobs done. Later a dry electrical joint, or it falls apart when stressed and invariably the job is harder to get at and rectify. The attention paid to at this point is worth it believe me! Clean the piece of work thoroughly with wire wool, emery cloth or even fine grade sandpaper, do not rub your fingers over the area to find out how smooth it as this deposits a film onto the piece of work and the solder may not adhere. I had a foreman when I was an apprentice who relieved me of the habit by clipping my ear for the '*digitus extraction*'.

Fluxes

In this enlightened age, you do not have to wait until your wife has gone next door before you whip out the copper bit, put it on the gas stove and carefully get the corroded lid off the jam jar that is filled with spirits of salts that give off a noxious vapour when the iron is dipped in it. You normally end up with a nasty cough because this is an active flux, which, if not thoroughly washed off afterwards, causes corrosion. This is the green stuff that never goes away, verdegriis. As an aside, it means 'green of Greece.' Most of these fluxes go under the name of 'Bakers soldering fluid'. They are however good for solder flow and cleaning surfaces to be soldered, so a little dab of this helps with a passive flux. The firm mentioned in the appendix does a non-toxic cleaning salt.

There are ranges of fluxes on the market that will, if applied right, will be suitable for most applications. These are the passive fluxes or rosin fluxes as they come in a paste or liquid variants.

In a liquid form, "Carrs" comes in a variety colours depending on what you wish to affix with it, green label for steel, red label for nickel silver, brass and other copper alloys. Brown for stainless steel and yellow for white metal and other low melt point alloys. They come in 50ml containers, far safer than the Bakers fluid when used in the close confines of the workshop.

Then comes the self fluxing solder usually about 18 SWG, which is used in the electrical industry for circuit wiring etc. handy when having to make a re-connection inside a model in tight circumstances. Never apply the flux by finger for safety reasons! but always use a cotton bud or something similar, this allows more of the flux to reach the area intended. It is a good idea to apply a small amount to an odd piece of the work to see if it brightened or not, if it did it is an active flux, never use a active flux on a PCB or any circuit board, it will destroy it. Finally, always check the hazard level on the container, some can be lethal in confined spaces, hence my opening comment.

Solders

In this one it is more a case of you pays yer money and you takes yer choice.

I will set out some of the more usually used ones for us modellers. Again read the package and see if there is a warning about lead fumes.

C+L Finescale do a low melt solder that they call Carrs 145 Detailing solder. It's 40/60 tin/lead alloys and it is particularly useful when having to put fine details on my models where they have already been soldered. I set my iron to about 140 degrees C to do the job.

Universal solder is the 60/40 tin /lead composition, this is the one most regularly used by electronic and modelling buffs. Multiword Solders put this type on the market; Ersin, which has now been bought up by the Loctite group, makes it. Its colloquial name is 'blow-pipe' or 'tinman s' solder. The copper in the solder helps to prevent pitting of the bit by using an inert flux. There is another solder of this same composition to this, which is not so kind to the bit, so again, read the labels.

Solder paste, there is confusion over this one and certain rules apply. Some of these are with lead and others are not. CuP alloys Ltd. Do a 60/40 paste at a 183 C in 50mg pots.

This is without lead. However you can still get leaded paste, it is not yet illegal as some persons would have you believe, the trick with the paste is to keep the heat on the job until all the paste has melted. It is ideal for putting in a lubrication tube into the prop shaft of a plastic hulled vessel, with a suitable heat sink attached. Also you get a clean joint with no globules or runs.

A cautionary note, tin/ copper solder uses a far higher temperature and it does not flow as well as the lead solder, this is because of the higher temperature and one has to be careful of it's application.

With the multicore self-fluxing solder, to obtain a good connection of the two components, the solder must be applied to the work and not to the iron. This type in the main is ideal for wires and circuit boards.

The wattage is dependant on the size of the solder. Most tend to use solder sticks far to large for their particular iron. As a rough guide, the following may help; up to 20watts with a bit size of 4.5mm the maximum stick size would be 22 SWG or 0.70mm/0.0276ins. 20-40watts, 18 swg, 1.25mm/0.0492 inch.

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There is one other type of solder but I have never used it, this is solder tape for small repairs. My own humble opinion is that there are products on the market for this sort of repair.

Soldering Irons

Electrical

I personally have an Antex iron with a variable heat range and a choice of bits. This way I can cover most of the jobs that I take on, successfully. The tips slide over the iron element and cover it like a glove; I obtain very good heat transfer this way.

There are of course the older iron bits that screw on, but inevitably the 4BA screw seizes up on you with all the attendant problems ensuing. Not good investments price wise. There is one older industrial one that you might pick up at a boot fair, this one has a bit that slides inside the element, they use far more power heating up the ambient temperature than they do the bit. Also you would need to purchase a copious supply of Band-Aid burn plasters.

The smaller propane torches really get the molecules dancing in the materials. You can get extra flame heads and it is a clean flame unlike the old paraffin/petrol blowlamps. Good when a relatively large area has to be heated up.

Another cautionary note here, there are some irons that run on 110volts, these are meant to be run off a centre tapped transformer for safety reasons. Never plug them into 240volts Some are used in factories where they use 12/24V deliberately to stop pilfering. With a reduction in voltage comes an increase in current (Amps), the stuff that does the work. So working on a rough guideline that for every 25w, you need 2amps at 12volts and so forth using Ohms law, not any old power source will do.

Also, the length of cable comes into this, as you can suffer from voltage loss if the cable is too long.

Leading on from this is the wattage v fusing of the iron, for instance, an 18w iron needs only a 0.075amp fuse, a 25w needs a 0.105amp fuse. So in the lower ranges the current rating would use a 2amp fuse. For the ubiquitous 13amp fuse, the iron would be too big to lift and you would be welding. Remember your safety.

Tools

Decent tools turn out decent jobs mostly! The half-blunt side cutters, the badly damaged pliers etc, make a job hard work.

Most soldering irons come with a sponge to wipe the bit clean when it is hot; this saves the flux and solders building up on the bit. Eventually, you would have to file it off and probably destroy the bit in the process.

An old 6ins second cut flat or half round, or round tail file is useful when removing spelter from the job. 'Ah' I hear you say, have you tried to clean one afterwards? What you do is get hold of a strip of non-ferrous metal about ½ x 6ins long and run this up the grooves of the file, it digs out the softer metal. With the rat-tail, I suggest holding it in a vice and using your Mrs's brass oven cleaning brush when she's out! It's as effective as she will be if she catches you.

A small pair of decent electrical side cutters for the circuit board or wiring work

A small pair of duck billed or wireman's pliers with insulated handles, to use as a heat sink.

A decent pair of ordinary pliers with insulated handles.

A pair of helping hands with magnifier.

I have several small wooden jigs made up to hold items square, these have holes in them for inserting small pieces of old coat hangers into to hold and prop up the work.

You can never have enough help when soldering, it is a nightmare having to de-solder and when I do, I prefer the old method of applying the iron and giving the job a tap on the work surface. Some use de-soldering braid, others the fancy vacuum pumps, neither of which I bother with.

The Method

First and foremost, use the size of bit that is appropriate for the job in hand, this means large area, If it is at all possible, a bit of pre heating with a naked flame would not go amiss, this would save the iron a great deal of work.

With small components such as electrical fittings, a small bit with suitable heat sink attached should be sufficient, i.e. the duck billed pliers.

Do not make the mistake here of holding the iron on the work too long; just a touch should suffice. This would happen if for instance you were to solder on the lubrication tube to a shaft of a plastic hulled model. No meltdowns please!

Clean and if necessary flux the surface and make sure it is square, straight and level by using a jig if required. If using a flux cored solder, make sure the solder is on the work piece and not the iron. Tin the tip by bringing it up to temperature and dipping it briefly into the flux and then apply a small amount of solder to the tip, believe me this simple piece of advice is so often ignored, then wipe off the excess solder on the dampened sponge. Observe that the solder is evenly coated on the flat point of the bit; this is how the bit should look throughout its lifetime.

Re-tinning should take place regularly; the maxim is, look after the bit and the bit will look after you. Tin both articles that you are going to join along the joint line one irons width either side, this helps the solder

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flow along the joint When you put the work piece into a jig, or hold a wire to the surface, place the iron on the work, place the solder behind the iron in the direction you are going and just as the solder melts, draw the iron and the solder together along the job. The finish should be concave not convexed. When it cools, test the joint then wash off the oxides that have formed, you should have a reasonable joint, however, and there is always is such a thing as a dry joint, this is nothing to do with gunger or hashish! A dry joint occurs when either the solder did not receive sufficient heat to run into the joint or the material was not cleaned and fluxed sufficiently so the solder did not take.

On electrical circuits, this is one of the main causes of failure although with some circuits it can cause an intermittent fault that can keep you looking for the problem for weeks. Always give a moderate tug to the wire or joint to see if it has taken, if it comes away, then you know you have a dry joint, if this is caused by oxidation you can tell by looking at the discolouration of the soldered joint.

When I was joint wiping in a plumbers class at school, a fellow called Gunson put a clod ladle into a hot metal pot. It exploded all over him and the rest of the class. The trick was to put a piece of paper onto the pot and if it turned brown it was ready to go, you then warmed the ladle! The right heat is essential for good adherence.

This takes care of soft soldering.

Stores.

'NoClean' solder paste can be obtained from: ORION, Rue de la Fontain, 21806 Chevigny, Saint Sauveur, Dijon, France.

CuP AlloysLtd, 15 SandstoneAve. Walton, Chesterfield. S42 7NS Tel;01246567288

This article has been reproduced in its entirety, I have not edited the contents as some technicalities in the piece are beyond my knowledge, I would welcome feedback on this type of article from the membership. Ed..

A talk by William Mowll.

Those of you who read the modelling mags regularly will recognise the name of William Mowll. William is famous for building two splendid model ships, the SS Great Britain and HMS Warrior, both have been serialised in Model Boats over many months in the past; a hardback book written by him is available describing in great detail the build of SS Great Britain. .

William (Will) is relatively local, living just outside Canterbury in the same village as our Treasurer Douglas Turton. Being from a similar background Douglas also knows Will and he arranged for him to come down to our club and give a talk about his models and how he builds them

The meeting was arranged for the 1st October and we welcomed him to our club on that date. After some club business he took the floor and spoke for about an hour and a half about his methods and techniques and how he uses certain favourite tools to achieve certain results. The audience enjoyed his talk immensely and afterwards he offered for sale copies of the aforementioned book at a very reasonable price, and as a very nice gesture, donated the proceeds to our club funds.

Our secretary sent a letter of thanks to him and we look forward to maybe having another talk by him in the future.

Regatta Reports

July 22nd Club Regatta

The morning of the July regatta started off in a similar way to the June event, which had to be cancelled due to heavy rain. The weather was again bad as the membership arrived to help getting the equipment set up, this time however, as the forecast was reasonable, the decision was taken to go ahead and a restricted size compound was put out.

Due to work commitments, I did not arrive until midday and was pleased to see all the usual events under way. This was a welcome relief as several of the usual helpers could not be present this time due to illness and other commitments. A different steering and towing course had been set out and according to those who attempted it, said it was challenging and enjoyable.

By this time the sun was shining and many of the models were on the lake showing their paces. I noticed two new members who had brought along their new models both Model Slipway kits and both built to very good standards. Adrian knight had his Vliestroom Dutch buoy laying vessel and Barry Wright his Trent Class Whitby Lifeboat. Both were powered by MFA Torpedo 500 motors and performed well all afternoon.



Model Slipway Vliestroom by Adrian Knight



Model Slipway Trent Class Lifeboat

By Barry Wright

Charles Male continues to add detail to his amazing destroyer model, and this time he had a gunfire module fitted, very realistic and produced by JJC electronics.

A sad sign of the times was the disappearance of both bench seats that are in our area and that we use regularly. One had, according to the park keeper, been smashed and the other been uprooted and thrown into the water. The Council has removed both.

Thanks are due presumably to the local yobbos who frequent the area when it is unattended. We have witnessed some of this goings on when we meet on Wed. evenings at the Abbey. On a lighter note, This regatta was a success and enjoyed by everyone despite it being low key.

August 19th Club Regatta

Unfortunately, the August regatta on the 19th was also plagued with the bad weather that we have come to expect this season. It was raining early, which means that not many people even attempted to attend the regatta. A decision was made though, to set up and run some kind of event for the membership, the yachts did manage their three heats and had a successful race; the winner was A Hounsell with Derrick Rudge in second place.

The power boats had a free sailing day dodging the showers that got more frequent as the day wore on. Despite the showers, there was quite a number of the general public around asking questions and watching the boats perform in front of them.

At around 2pm we started to pack up and get the equipment away during a brief lull in the weather. Lets hope for some better conditions for the September showing.

Dover Regatta. August 11th/12th.

We attended the Dover Regatta as planned on both days, the weather on Saturday was as good as it gets, beautiful sunshine and hot, very hot with the gazebos offering welcome relief from the heat for members and models alike. The turnout on Saturday was not great but we managed not to disgrace ourselves, ten tables of models was a good show. Ken Greenland and Frank Jobson manned the small boats all day keeping them running smoothly with Roger Shields making some extra adjustments to the odd boat when necessary. The location in the

Granville Gardens was a little away from the main area of events that attracted the crowds; we were basically back where we started 9 years ago, however enough members of the public visited us to make the attendance worthwhile.

Sunday, and back at the site for a re run of the day before, we had arranged to keep the loaded trailer in the DHB Marina, a secure storage for the night, this saved us transporting everything back to Kearsney. It was towed back to the gardens and everything set up once again. We were again a little thin on members but did welcome two members from Capstan Model Boat club Ken and Ray, who came down from Chatham to support us. They brought along several models including an amphibian truck, unfortunately, Ken who owns the model did not bring the ramps necessary to operate it otherwise he could have run it into and out of our small pool.

Our yachting section managed to put on a colourful display with Colin Goldsmith committing his one metre yacht to the open sea, the model was admired by those on the shore and a mention was made on the PA system, Colin also inadvertently led the sail by of full sized small craft by getting ahead of the harbour launch during that event but the commentator failed to mention it!

Frank Jobson again manned the small have a go tugs for most of the day, this time assisted by Douglas Turton. They managed to raise a very nice sum for club funds and our thanks are due to them and all who attended the Dover Regatta.



A group of members taken on the Saturday

Club regatta September 9th

Following the failure to put on much of a show in July and August due to bad weather, Our September event was much better, the day was warm and sunny which always makes any event a success. We set everything up in good time and got on with the tug towing and steering competitions which started just after 10am. It was good to see some old friends back with us for a day of sailing, some had a brave attempt at the steering and towing courses after being badgered by your scribe to have a go. It was nice to see Ken Booker back with us again after his illness, the time away had also not been kind to his transmitter batteries, he only managed one race before they gave up.

We decided that as it was our last monthly regatta in 2007, we would set up the children's 'have a go pond', this managed to make some money for the club funds, a good thing as we need new batteries for them shortly if we are to continue with this activity.

After the raffle, as most people started to drift away, we packed up and stored everything back in the shed.

This regatta was a very relaxing and pleasant one to end the season on.

Hop Farm Model "Airshow"

I have included this short report because a good many of our club attended on both days, with Derrick and Barbara Rudge staying up there camping for three days!

This was my first time at this show and I must say that I was impressed, a large pond was erected for models to sail on and this was deep, deep enough for submarines which pleased me, although my frequency was being used by the have a go boats, however, a chat to the organisers allowed me to use the frequency for my slot on the water.

The name "Airshow" suggests that model aircraft were the major contributors to the event and to be fair this was the case, the trade stands and crowds certainly favour this discipline, however, the model boats were also a major attraction, there were clubs from all over the Kent area and the South East attending, the boats side of the event was organised by Maidstone Cygnets who did a good job with frequency and booking in control. Phil Knell who has been the main contact must be congratulated, but sorry to say he was taken ill, and was not present on the day that I attended. To round off the show there was model cars performing what can only be described as a 'destruction derby', leaping feet into the air from ramps and crashing to the ground and also model tanks, some big enough to inflict serious damage on anything that got in their way.

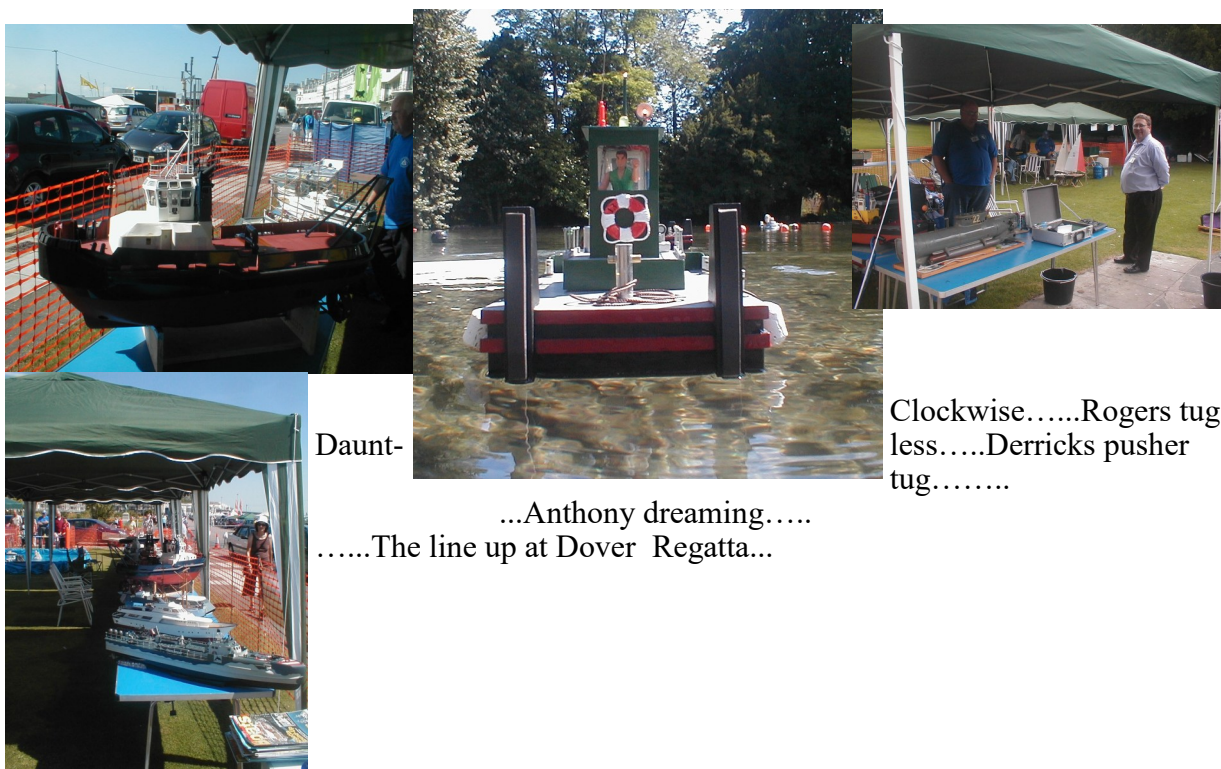
One for the diary next year.

May those who attended thank Derrick and Barbara for their hospitality providing welcome hot drinks from their camping stove. They also were to have held a barbecue on the Saturday night but due to unforeseen circumstances, this did not materialise.

Illuminated Event Sept 28th.

We were again a bit unlucky with the weather for this illuminated event, however, despite it raining hard nearly all day the evening was better and several members came down and supported the event. Five models were on the water and this time the award went to Derrick Rudge. Well done Derrick. Unfortunately nobody took any photo's, illuminated pictures of models at night always look impressive. As I was away on holiday, I cannot be held responsible for this one!

Below can be seen some pictures taken during some of the events above.



Daunt-

Clockwise.....Rogers tug
less.....Derricks pusher
tug.....

...Anthony dreaming.....
.....The line up at Dover Regatta...

Letters to the editor.

In keeping with other newsletters, I occasionally receive correspondence from members concerning various aspects of our hobby. I would normally turn these letters into contributions for the KK, but sometimes I prefer to print them in their original letter format. All letters relating to the KK are welcome, favourable or otherwise, I would welcome your comments and even commit them to print should you so wish. The following is a letter received from Barrie Warrington.

The Saga of My Electronize FR30 Electronic Speed Controller(ESC)

Not being an electronics wizard, I blew up the said item in January 2007, so I duly sent the ESC back to Electronize for repair. That was on the 11th March, with a cheque to cover costs etc.

After 3 weeks I phoned to see if they had received it and was told that they were busy but it will be done next week. Three weeks later I phoned again in fact I phoned 3 more times over the next 6 weeks, all to the same tune, will do next week, it was always the same song. I gave it a little longer and on the 15th June sent a recorded letter and still received no answer.

On the 24th July, with the help of a friend the next letter was sent to the director of the company and still no answer, but in the late afternoon of the 13th September, I received a phone call from my friend to say that my speed controller would be in the post next day, and it was! And it was working!

I do not know how this came to be but I believe that someone may have made representations to the company on my behalf.

My point is, if you send Electronize a repair, you may never see it again. They claim not to be a cowboy company but I must say, I feel their repairs are more like 'Ghost riders in the sky'.

PS The cheque was returned as they had let it run out of date.

Barrie (Warrington)

Douglas Turton wrote.

Wood, we all work with wood when building model boats, It is a joy to use special woods and I am at the moment enjoying making a steam launch from Yew. I was fortunate to make a contact with a young man through e-bay who is part of a family business that makes high quality furniture The result is that there are large amounts of off cuts that he is interesting in distributing to those people who value working with wood. He would be interested in hearing from anyone who is looking for special woods and would provide a personal service. By way of example, this week I visited their workshops and was offered a large piece of Yew (8ft x2ft and 1inch thick) for £10.00. Jeremy then spent over an hour cutting it up into pieces that is useable. (Yew is full of knots and imperfections that make it only useable in small sections)

If anyone is interested he can be contacted by e-mail at "Jeremy Lain"

jerabbie@ntlworld.com or see the website at w.w.w.mendleshamchairs.co.uk There you can also get any phone numbers Visits to the workshops are also possible by prior arrangements Although he is happy to send wood through the post. Say that you are from the Dover Model Boat club to identify yourself.

Douglas (Turton)

“Model Boats” coverage

When I opened my copy of November Model Boats, I was pleasantly surprised to see a nice picture of the Chantry Model Club’s open event at Bluewater. I was even more pleased when I saw some familiar faces in the picture, in fact just about all of Dover’s contingent who attended this event were in the picture operating from the pontoon. It must have been our club’s slot that the photographer choose to publish, thank you Colin Bishop.

There were also individual photos of Derrick Rudge’s water skier, Maurice Job’s “Susie” and Gerald Vesty’s landing craft.

The main picture was also on the inside front cover of the magazine, quite a scoop!



For those of you who do not take the magazine, this is the picture.

Look carefully and you will see, Denis Wellard, Derrick Rudge, Barbara Rudge, Maurice Job, Cathy, Len Ochiltree and almost hidden, John Keeble, I only spotted him after seeing his model on the water and wondering where he was.

2.4 GHz Radio

Probably one of the biggest changes to the radio control industry for many years is the introduction of the 2.4GHz radio frequency for general model control use.

This frequency which had previously only been used by the military, can now be purchased and used by everyone. Futaba seem to have been the most successful with the Futaba 6EX sets. They need no crystals and simply scan 80 channels and lock onto an available one, no need to buy different sets for surface or airborne use, they all use 2.4GHz. A lot of our members are now buying these radios, and they are not that pricey, they can be bought for as little as £134..99 complete with servos from some suppliers.

This is obviously the way to go, no more crystals to buy and no more whingeing about not being able to get your frequency.

A word of warning though, they don’t work in subs and water spray can affect the signal as well, so fast electrics with rooster tails beware!



*Andrew Goldsack launches Colin Goldsmith’s One Metre into Dover Harbour.
See full story on page 3*

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I have been told that Marine Modelling International editor Chris Jackson, will be retiring in the new year. The new editor will be Barrie Stevens.

Over the years Chris has become a personal friend, he has published many reports about our club that we have sent in, we wish him a happy retirement. Alan

Diary dates.

The diary dates for 2008 have now been discussed and collated by Peter. This is not a task to be taken lightly as some information is still rather vague, some outside events that we like to visit, still have not come up with their dates, so we must go with what we know anyway.

As we have mentioned, our own club regattas will have a different feel to them next year mainly due to us dropping the competition element.

It has been suggested that our scale secretary runs a series of towing and steering events away from the regatta fixtures, possibly during alternate Sundays, this will have to be thought out as we already have Club 500 races during the summer. Also Bybrook barn has invited the club to operate on their water on the first Saturday of each month next year, a number of members are willing to go along to this venue and run their boats so these dates also have to be included in our diary for 2008. You will all shortly be receiving the dairy dates for 2008 based on the above information, but here are the extra dates for Bybrook Barn.

They are all Saturdays, Jan 19th, Feb 16th, March 15th April 19th, May 17th June 21st, July 19th, Aug 23rd, Sept 20th, Oct 18th, and Nov, 15th. Quite a list!

Christine and Den Wellard have been liaising with the model shop in Bybrook barn after the successful day we had there during this summer.

The Dover Regatta next year!

A brief word regarding our possible attendance at next years Dover Regatta, We do need some firm commitment from the membership to attend and assist with this event if we are to put this back on our events list. It may not be realised, but a great deal of time and effort is put in behind the scenes when we commit to any outside event, all we ask is for is your support. We are happy to do most of the organisation and liaison with the relevant persons responsible for these shows, and hopefully get the best deal for the club. Peter our secretary is already attending the regatta core group meetings and from these meetings, we have been thanked and welcomed back next year. The location will be the same as this year but they have promised to better inform the public that we are there.

Please make your views known to the committee so that a firm commitment can be made.

Model Boat Association Dover



MBA Merchandise

Caps	£5.00
Sweat Shirts	£14.00
T Shirts	£8.00
Polo Shirts	£12.00
Enamel Pin Badge	£2.50



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