

Larchmont 2006

Buttons Padin's detailed report about this year's Larchmont Spring Invitational, which includes the complete results for all three divisions, has been available on the class website since mid-April, at www.cr914class.org/regatta_2006_larchmont.php. The regatta also provided material for two other articles, the one that follows, plus one on page 6 that details some of the painful lessons that were taught by the nasty weather there on Saturday.



Pearls of Wisdom from Dave Ramos Tuning, Setup, Maintenance and Boat Handling Tips

as recorded by Buttons Padin

In his Friday evening seminar at the 2006 Larchmont Model Yacht Club Spring Invitational, Dave Ramos shared some of his best practices. Thanks, Dave, but now the cat's out of the bag. The following are some of Dave's key points. (Gee, I wonder what he kept to himself, because the Big Dog went out and won the Invitational again that same weekend!)

Tuning

In this section, the quoted mast rake settings are measured from the lip of the transom to the point at the top of the masthead crane where the crane (after-flange) meets the trailing edge of the vertical cylinder.

♦ **Light air** – Mast rake 53-7/8". Set enough head stay tension so the jib won't luff prematurely. Ease, then tighten the jib halyard until scallops just disappear. Too much headstay tension in light air will prevent going wing-on-wing downwind because as the jib boom goes off centerline the leech tightens. Twist the main just a bit. Jib boom should point at the last hole in the main chain plate allowing the slot to breath. Outhaul should be one inch at max draft. In smooth water with no waves, use less outhaul as you're not looking for power. In flat conditions, move the outhaul 1/16" aft flattening the main slightly.

♦ **Medium air** – Mast rake 54-1/8". Lower shrouds should be tight, diamonds tight, mast really straight. Outhaul gets increasingly tighter flattening the sails.

♦ **Heavy air** (over 13-15 knots) – Mast rake 54-3/8". Tighten the diamonds. Sail with little vang. The mainsheet holds the boom down upwind, and downwind the loose vang will de-power the main, giving you better control. In heavy air, trim the jib 1/2" tighter. This will hold the bow down. Don't try to point high; if you get hit by a wave you'll go into irons. Just keep the boat moving fast, avoiding short tacks and pinching and falling into irons. If you keep rounding up, the rig is too far back.

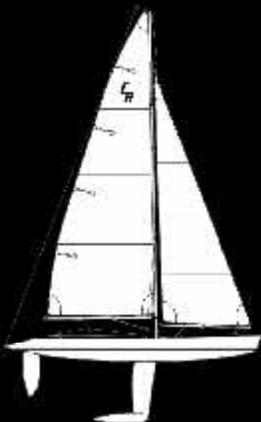
“ [In heavy air] *keep the boat moving fast, avoiding short tacks and pinching and falling into irons.* ”

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CR 914 Class

A one-design class
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If there is still too much weather helm, increase head stay tension, and tighten the lower shrouds to bring the rig aft.

After wet days

◆ Pull out the receiver and let it air out. You can also dip the entire receiver into rubbing alcohol and let it evaporate over night. While you have the receiver apart, clean it with Aeroplate for lasting protection against moisture.

◆ Never store the boat with the hatch closed

◆ Always disconnect the battery; if any moisture is in the boat, the battery can develop electrolysis.

◆ If you sail in salt water, wash out the inside of the boat with fresh water every few weeks...removes salt crystal build-up

Main sheet fraying

Look at the split ring on the main

traveler. If the split is positioned so the sheet runs across it, the sheet will fray. Rotate the split ring so the closed portion is the load-bearing surface.

Coping with downwind blasts

Before the puff hits you, trim sheets a bit, head up slightly so you have the ability to square off and ease the sheets when the puff hits. Or, sail by the lee and hide the jib behind the main. Then, as the puff hits while you're by the lee, bear up into the puff to maintain control.

Setting the sail winch arm

When full trim, arm should point at forward port corner of the hatch. Set the fine tune adjustment mid-way, which will allow you some extra trim ability when you need to pinch.

Thanks Dave!



Individual consultations like this are a feature of the Friday evening clinic at Larchmont

These Toys Are Dangerous

reprinted from *Scuttlebutt*, Issue 2107, June 2, 2006
(called to our attention by Chuck Eldred)

MIAMI (REUTERS) - A Florida man drowned after jumping onto an inflatable raft and paddling out to the middle of a lake to try to retrieve a stalled, radio-controlled toy boat, police said Tuesday. Another toy boat punctured the raft, causing it to deflate rapidly, and the 31-year-old victim could not swim,

Miami-Dade Police said. The accident occurred Monday evening at a park northwest of Miami where the victim and several friends were racing the remote-controlled boats. "I think it was all purely accidental. It's a fluke," said Detective Joanne Duncan.

Who's Gotta Regatta

This table lists all the CR 914 regattas that were scheduled this year at the time this issue went to press. Schedules can change, however, always check the up-to-the-minute Schedule Page of the class website for the latest information. In the following list, when URLs are listed they will

direct you to reports about those regattas that have already been held (whose titles are shown in gray) or Notices of Race and entry forms for regattas that are scheduled later this season.

Sixth Annual Cow Pond Regatta

March 25 * Chestertown, MD

www.cr914class.org/regatta_2006_cowpond.php

Larchmont Spring Invitational

April 7-9 * Larchmont, NY

www.cr914class.org/regatta_2006_larchmont.php

Cordamadera Regatta

April 29-30 * San Diego, CA

Washington College Spring Regatta

May 20 * Chestertown, MD

www.cr914class.org/regatta_2006_washcoll.php

The Yacht Club's Spring Regatta

May 21 * Houston, TX

Route 66 Regatta

June 10 * Tulsa, OK

www.cr914class.org/regatta_route66.php

AMYA Region 1 Championship

June 11 * Marblehead, MA

www.cr914class.org/regatta_region_1_results.php

Cleveland Race Week Regatta

June 19 * Cleveland, OH

www.cr914class.org/regatta_cleveland.php

Toms River Rotary Regatta

September 9 * Island Heights, NJ

Bill Murphey - murphey3rd@comcast.net

AMYA Region 4 Championship

September 16-17 * Cincinnati, OH

Pablo Godel - pablo@godel.com.ar

www.regatta1.com/cmyc

Sharp HospiceCare Regatta

September 23 * San Diego, CA

Jennifer Luther - jluther@san.rr.com

New England Championships

September 24 * Marblehead, MA

Chuck Winder - chuckw88@msn.com

East Coast Championship

September 30 * Rehoboth Beach, DE

Tucker Thompson - tucker@t2p.tv

www.rcyachts.com/Regattainfo/2006/EC_Champ.htm

CR 914 National Championship

October 20-22 * San Diego, CA

Doug Mc Kerrow - mckdm@sbcglobal.net

www.sdyc.org/cr914

Columbia's Cup Regatta

November 5 * Columbia, MO

Tom Trabue - mutualsail@aol.com

www.m3sc.org

The Yacht Club's Fall Championship

November 5 * Houston, TX

Graham Elliott - elliottshome@houston.rr.com

AMYA Region 2 Championship

November 11-12 * Annapolis, MD

Ernest Freeland - efreeland6@comcast.net

CR 914 Midwinter Regatta

January 27-28, 2007 * Fort Lauderdale, FL

Vince Peritore - racsailorscove@aol.com

Helpful Folks

THE CLASS SECRETARY RECENTLY RECEIVED the following email. The author had posted a question on the Yahoo CR 914 Group forum about how best to apply sail graphics and a dialog had followed, the upshot of which was that my advice to test marking pens on a piece of nylon or dacron cloth to be sure they are waterproof was misleading, because the ink can soak into soft fabrics – unlike CR 914 sailcloth – and create a fuzzy edge (that advice, in the registration package that each new registrant receives, has subsequently been rewritten, incidentally).

"Yeah Dick, I kind of thought that might be the case about the sail material taking the ink better, but I just wanted to make sure. I guess as I get older and my vision isn't what it used to be I'm **more sensitive to sharp edges** anyway, as I also surmised from going over some of the past posts on the forum, the CR 914 Class has a really helpful bunch of folks that sail it, and I am looking forward to being involved."

Phil Adams (#1346-Makani)
Laguna Lakes MYC, Cambria, CA 

An Improved Way to Adjust Lower Shrouds: Tie One On

How to “purchase” better tuning

by Chuck Luscomb

Chuck Winder recently shared a story with me about a large model sailor who thought the 914 was a “toy” boat. After he discovered how many adjustments there are on the 914 that affect boat speed – approximately 15 compared to the five or so on his model – he acknowledged that the 914 was much more than a toy and admitted that it actually takes some skill to sail a 914 well and to poke your bow bumper out in front from time to time.

One of these adjustments is lower shroud tension. You really should not simply “set and forget” the lowers. Getting lower shroud tension right will make the difference between a strapped jib leech and a nice full leech. You will hear some of the experts talk about backstay tension, and for benefit of jib slot/leech tension, the backstay should be firm in moderate to heavy air and eased to slack as possible as the breeze goes lighter. This works well, but coupling it with a similar adjustment of the lower shrouds will take even more of the jib leech tension away. As the breeze goes light, the ability to ease the leech tension even more gives the jib more shape and drive.

For those of you who never adjust these lowers as suggested above... SURPRISE! You may want to start thinking about this adjustment, as it really does pay dividends when done correctly. You can also remove that jib topping lift! For those of you who do adjust your lowers, here is a simple idea that will make it easier to do.

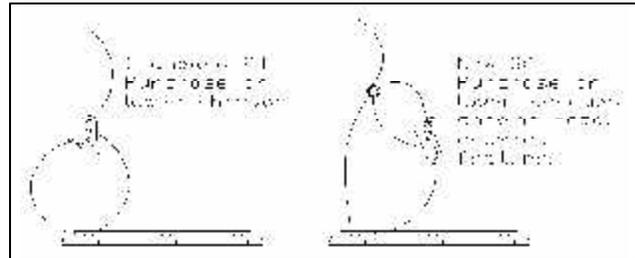
It is hard to adjust lower shrouds with any degree of accuracy. The range of adjustment with the standard 2:1 purchase bowsie setup is about a ¼” of total travel from fully tensioned to fully eased. This makes it pretty hard to get it right and to keep the tension on port and starboard lowers equal. In addition, those small bowsies can be difficult to move or grasp correctly, making the adjustments even more difficult.

It was for this reason that I followed another sailor’s lead and changed to a 3:1 purchase on my lower shrouds. The bowsies move with much less effort, and adjustments can be more precise. My 3:1 system has one additional feature. I added metal grommets in the purchase, which makes it even easier to slide the bowsies. You do not have to do this if you do not want to; a simple loop tied in the shroud in place of the grommet will be sufficient to get the 3:1 purchase you are looking for.

If you want to “tie one on” this way, here is what you will need:

- Two lengths of Spectra line to replace your current lowers.
- Two bowsies (you can reuse the ones from your old 2:1 purchase system).

- CA glue.
- Two 1/8” internal-diameter metal grommets. These are a bit tricky to find in this size. I was unable to locate anything that you did not have to buy in 1,000 per order quantities, when, to my surprise, I actually found what I needed in the CR 914 kit. Since I use rechargeable battery flat packs, I do not have any use for the stock battery holder. If you look at each end of that holder you will find small metal grommets that make contact with the battery ends. I carefully cut two of these out of the plastic and they worked very well for my needs.



How to install the new system.

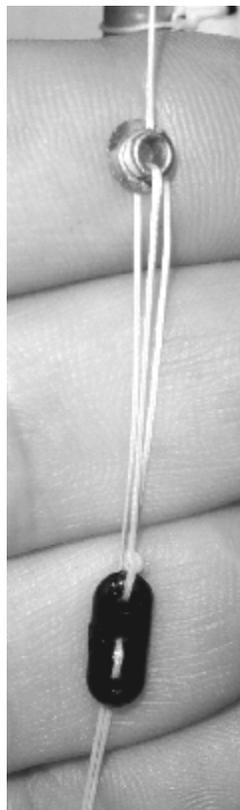
Step 1 - Remove the existing 2:1 system as well as the old shrouds, and save the bowsies for the new 3:1 set up.

Step 2 - Re-lace the new lower shrouds and leave extra long tails on each side.

Step 3 - About 4 to 5 inches above the deck, tie a simple double half-hitch knot around the outside groove of the metal grommet. It will favor one side of the line but this is not a problem. CA the knot only and take care not to soak the line above and below the grommet as these will become weak points and the Spectra may break later on. For those who do not want to use the grommet idea, again, simple loops tied in the same place will do the job.

Step 4 - Lead the balance of the Spectra through the furthest-aft chain plate opening. Once through the chain plate, lead the Spectra through the end hole of the bowsie and then back through the center hole. From the center hole, lead the Spectra through the grommet tied on the shroud and then back to the remaining hole on the bowsie and tie a single half hitch. Tension up the new setup until you like the position of the bowsie and you get full travel without hitting the grommet. Once you like what you see, put the final half hitch into the knot and CA it.

Note that you will need to move the bowsies down to tighten them in the new setup. This actually makes it easier to adjust both at the same time, since the boat does not lift off its cradle while you are pushing on the bowsie. ➤



Sea trials:

Once you have the new purchase system in place, it is time to start to understand how this new set up will work. While at dockside, I do a “base” adjustment to the boat, including the lower shrouds, for the given wind conditions. Because of the longer travel in the lower adjustment you

will need to play around with this new set up a bit before you begin to see results. It is pretty easy once you are sailing to see how the jib leech is flying and if it has a nice shape to it or it is fully strapped. Be mindful of the backstay adjustment as well, as this will also affect what you are doing.

Questions? E-mail me at cluscomb@lewmарusa.com. 

If at first you don't succeed, you are running about average.

- M.H. ALDERSON



Pushing the Envelope - Travis Frazier's *Armstrong* (in the lead – well, for the moment at least), Scott Triick's *Pfizer* and John Rodencal's #481 have a wild ride at Cottell Park on Day 1 of the Cincinnati Model Yacht Club Spring Series. [Editor's Note: this photo is *not* out of focus! Look at the spray and waves near the hulls, and at the background scenery; they are all in focus. The rigging on the two boats in the foreground had to be moving so fast that it became blurred. And given the brightness of the day Pablo must have been using a fast shutter speed. Formula 1 racing ain't got nothin' on us!]

Survival of the Fittest at Larchmont

by Chuck Winder, who was there — with a few additional thoughts from Dick Martin, who missed out on all the fun

Attention strongly influenced the results of Saturday's qualification races, which determined the seeding for Sunday's championship divisions at the Larchmont Spring Invitational this year. When racing was stopped for the day because of the severe weather after nine races had been sailed on Saturday, only 17 of the 34 boats that entered were still sailing. Strong winds, waves and a steady cold rain were not kind to the boats (or the skippers). Darwin's principle of the survival of the fittest was at work. (Actually the race officials, who were out in the elements with no breaks, were the ones who truly suffered from the cold wet weather. We thank them.)

"To finish first, first you have to finish," some wise person once said. Only Sunday's points were used to score each of the three divisions in the regatta, but poor outcomes on Saturday because of breakdowns were still painful, since in several cases they caused boats to be placed in a lower division than they might otherwise have qualified for.

What caused the high attrition? Inadequate preparation was usually the underlying cause. Here is a list of the ways that it became manifest in the face of Saturday's stressful conditions, and what you and I can do to prevent these disasters from befalling us again.

1. Several transmitters, including mine, drowned. Protect them from the rain by using suitable plastic bags, as described in the sidebar on this page.
2. Batteries became depleted. Be sure they have adequate capacity, have been fully charged, and are waterproof. Soldered and waterproofed 4- or 5-cell flat packs are highly recommended.
3. Worn running rigging broke. Re-read Chuck Luscomb's article in the last issue of the *CRonicle* ("Don't be a Drop-out," Issue 50, pp 8-9) and replace worn strings before every regatta.
4. Boat electronics drowned. All well-

built and maintained boats will take some water into the hold in heavy weather. The most common sources of excessive water in the boat are leaks around the edges of the main hatch and through the rudder rod exit hole. Tape or Vaseline works for the hatch. There are various fixes described in previous newsletters for the large leak at the "race track" rudder rod exit hole. [See Issue 15 (1998) p8, and Issue 20 (1999) p7. You can obtain PDF copies of all back issues such as these, on the class website at www.cr914class.org/cronicle_archive.php.*] It's less common to have leaks around the rudder and keel tubes and through cracks that may occur in the deck and hull. They can be easily repaired with CA or epoxy. Be sure to insert your drain plug too!

5. One boat was almost sunk by a collision with another boat that didn't have a bow bumper. Boats must wear bow bumpers in regattas. Carry a spare bumper, and if yours gets knocked off be sure that you tape another one on before your next race.

6. A few radios developed control problems. At this regatta the larger number of radios in use preyed on weak radio systems with limited range. Do a proper range check before you leave home and at the regatta before your first race, using the method described in these pages several times [initially in Issue 17 (1999) p8; and in more detail in Issue 34 (2002) p9.]

7. Jib tack and backstay deck padeyes broke. It doesn't matter if they were broken by collisions; if they had been stronger they probably wouldn't have been broken. Reinforce them or replace with something stronger [See *CRonicle* Issue 46 (2005) p12].

8. Lots of other things broke, including bowsies in lower shrouds and jumper stays, goosenecks and masthead cranes. Consider replacing highly-loaded bowsies with stronger ones. The most

A Raincoat for Your Transmitter

I missed the last four races on Saturday because my new transmitter became soaked by the rain. Others had similar experiences. The Ziploc bag I had used for my previous (slightly smaller) transmitter proved to be too small to allow my hands to be inside the bag. Thumb pressure at the ends of the control sticks wore holes in the bag, which funneled rain directly into the transmitter.

The good news is the transmitter was fully recovered after removing its back and drying the electronics with a hair dryer.

The lesson

All my older transmitters have clear plastic bags permanently attached to be ready for rain. I had not yet so equipped my new Spektrum DX6. I was unprepared for the rain!

A "raincoat bag" should be large enough so your hands can control the boat from inside the bag. Controlling the boat with your fingers outside the bag is not effective. The bag seriously restricts motion of the sticks. And as reported above the sharp control stick ends will wear holes in the bag and drown the transmitter.

The solution to this problem is to permanently install a "raincoat" on the transmitter. When it starts to rain it's ready to use without searching for the bag and tape to install while it is raining.

Look at the photo that shows a properly-sized bag deployed for use in the rain.

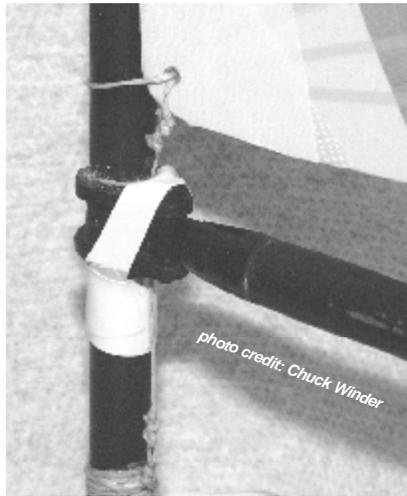
A hole in the bag is taped to the antenna to make a leak tight joint. When not raining the bag is stored out of the way by stuffing into the handle on the top of the Tx. It's not pretty but it's there when the rain starts.



* Please note that there is a bug in the website that affects some browsers. If you click on a link to a specific issue and the PDF file fails to download, hit the "Back" button on your browser and then click on the link a second time. The file then will download properly.

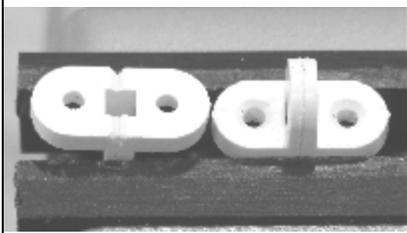
common cause of gooseneck failure is breaking of the CA glue joint that attaches it to the mast, allowing it to twist around the mast. Periodically check that joint, re-glue if necessary, and consider tying reinforcing loops of Spectra around the mast immediately above and below the gooseneck and gluing them to the mast and gooseneck with CA or epoxy. [Note that class rule 9.2 states that "All mast fittings supplied in the kit shall be used (spreaders, jumper strut, gooseneck, vang base and mast head crane)," thus prohibiting the substitution of stronger materials for the pin and other parts of the gooseneck.] The pin popped out of my gooseneck. The adjacent photo shows a simple way to prevent this.

It is significant that every boat in Sunday's Championship Division managed to finish every race in the difficult conditions on Saturday. Their owners were prepared. 📌

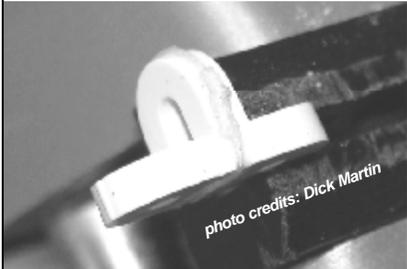


Gooseneck Pin Stopper - If the gooseneck pin works its way up out of engagement, the gooseneck will fail. One way to prevent this is shown here. A thin strip of white vinyl tape is wrapped diagonally down to both sides of the mast below the gooseneck. This does not limit the motion of the gooseneck. Another full width tape is wrapped around the mast to secure the ends of the first piece. (Tape color is optional.)

Padeye Reinforcement Technique



File a small V groove under the base and around the padeye as shown above.



Then tie a loop of Spectra around the fitting. The knot should be a tad higher up the side of the padeye than the one shown here, so that the knot will not interfere with inserting the fitting into its indentation in the deck.

Soliloquy

by Vince Peritore

AS THE YEARS SLIDE BY I FIND MYSELF LOOKING BACK and reflecting on which events have changed my life the most. I am sure we all do this from time to time and come up with the same expected results. Family, friends, school, job, and all the other things that make up a person's life. To pick one that would stand out as the most significant is quite difficult. I have chosen my love of the sea and more specifically my profound love for sailing.

Sailing, in my mind, is one of the truest forms of life, and what it can throw at you. The peace and quiet, the sound of water bubbling and hissing along the hull, truly mind clearing and relaxing. The wind dies, the sails go limp without power, the boat drifts aimlessly having no positive direction, and the mind cranks up pondering your next move. As you scan the horizon for signs you see the buildup of dark ominous clouds. The storm is upon you almost before any planning or readiness. The fight is on. Sails and rigging strain against the force of the wind. Driving rain stings as it hits your face. The wind-driven hull lurches forward, showing a bone in her teeth. The lee rail is awash, foam and spray obscures your view. As the storm passes you can once more reorganize your thoughts, your destination, and course. This is life. The real world.

So it is with this thought that I ask, "why would anyone want to be reduced to an RC sailor." No spray in the face.

No obscured views from foam and spray. If the wind doesn't blow, you don't sail. No bubbling or hissing sounds. The force of the wind on the sails and rigging cannot be felt. So why do it? I sail RC because it gives me the opportunity to relive the times in my life when sailing was pure pleasure. Even though I am not physically on the boat, as the joy-sticks are moved my senses can mentally experience the pure joy of tacking, gybing, fighting the puffs, wind shifts, rounding a mark, a safe leeward position, or jockeying for position at the start. RC sailing re-ignites my passion for competition. It helps me rekindle feelings and emotions that have been dormant. This awakening allows me to pass on to my family, friends, and most importantly my children, the values of sailing and the lessons of life that can be learned from it.

RC sailing also gives us the opportunity to build lasting friendships that can span the globe. No one person owns the wind. It can be felt by everyone. It knows no prejudice. It is there for anyone to savor and enjoy. Hook up with a friend, and together catch the wind, in your CR 914. This is your slice of the good life. 📌

Editor's note: The author is the Commodore of RC Sailors Cove in Dania Beach, Florida (Ft. Lauderdale area). Vince will once again host the CR 914 Midwinter Regatta in January, 2007.

Tuning Tips: Coping with Strong Winds and Weather Helm

THE LAST ISSUE MADE A PITCH for more *CRonicle* readers to join and participate in the CR 914 Yahoo group (see Issue 51, p15). Those of you who did not accept that invitation missed the following discussion, which is fairly typical of the sorts of things that you'll find going on there. It is brimming with pearls of wisdom, and bears repeating even for

those who first read most of this on Yahoo.

The discussion, which went on for about a week, started with a question about how to overcome weather helm. Here is the entire thread, with the responses listed in the order that they were received (some were essentially simultaneous) and edited slightly for clarity.

.....

David Yardy — 1155 CincinnatiMYC:

"I am looking for some setup/tuning tips. The distance from the end of my boat to the top of the mast is 54-1/2" I know this is more than the recommended 53-3/4". [Ed. Note: David was probably referring to an older version of the CR 914 Tuning Guide. See page I of this issue for Dave Ramos' current mast rake recommendations.] However, I was moving the mast forward to minimize weather helm (i.e., the stronger the wind the more my boat would pull up into the wind). I started at 53-3/4" and slowly adjusted until the helm was 'reasonable'. It still exists now but at least it is something that I can manage...

"Moving the mast forward helped with the helm, but yesterday while sailing I noticed my boat 'nosing' into the water too much. The boat visually appeared and reacted as if it was nose heavy. This is a problem. I think the obvious reason was due to the mast leaning forward too much.

"OK, so I can move the mast back (closer to 53-3/4"), but there must be other configuration changes that can reduce weather helm. Is this true? If yes, what? Moving the mast back towards 53-3/4" increases the weather helm again, which is also not very nice.

"Any help would be very much appreciated. I know a number of sailors may have the same problem.

Thanks."

Here are the replies that were posted:

Brian Jobson — 867-*Flying Tiger* Dry Pants MYC:

"You are correct, David; there are a number of adjustments that can help. The conditions of the day are what [determine what to do]. [When it's blowing hard] you can also move the jib tack boom ring [a.k.a. Jib Boom Tack String,

JBTS] back a bit further. This will increase the effect of the jib as a counter balance to the main... In really big air I read-just my main sheet to dump some air. In winds over 20 mph I will have the boom over the outside edge of the steering wheel, [and] I increase my vang to hold the sail shape and keep my jib just inside the last shroud.

"Something I learned at a seminar that has helped on windy days with puffs was to set my fine trim for my sails in the middle of its control range. Then set the boat

"...every time I used that big rudder to counter excessive weather helm I was slamming on the brakes."

up for the 50% or greater conditions. If it lightens up I can still pull the main in a bit and if a biiiiiggggg puff hits I can dump a bit more from the main and jib and still keep driving.

"I am sure there will be others with good ideas also to help."

Geoff Becker — 860 & 1001-*Easter Egg* Chesapeake Bay MRA:

"My max forward rake is about 54-25" and that seems to work when the wind is up. There are other ways to decrease weather helm on the 914...

"1. Move your jib pivot point [JBTS] further aft on the jib boom, effectively moving the jib further forward and the CE [Center of Effort] with it.

"2. Set your sheets so that the main is eased slightly more than the jib. This would cause the main to de-power first and decrease the weather helm. The easy check for this is to luff the boat into the wind while sailing close-hauled and see if the main or jib luffs first or if they luff simultaneously. When the boat isn't overpowered they should luff

nearly simultaneously, but when the boat is overpowered the main should luff first.

"3. Sail with more backstay [tension. That] will flatten the main and also decrease the weather helm. I really never do this, but it would work. I can usually do it with the other methods.

"4. Foot upwind. Sail a slightly lower course than close-hauled and you will be able to maintain sufficient boat speed to sail through the overpowering puffs. Weather helm can be created easily when a boat is sailing at less than full speed in higher winds.

"As for the bow down problem, I doubt it was because you raked forward. Try putting your battery pack further aft when the wind is up."

Darren Bolton — 1010-*Aussie II* Lake Forest, IL:

"Hi, David. You are probably going to get quite a few answers to this question and end up just as confused as when you started. The reason you will probably get varied answers is that setup has a lot to do with your style of sailing your boat. Here is my view and it works for me:

"Yes, the mast rake makes a difference, but I believe that this difference is mostly before the boat starts to become overpowered or you need to fine tune the balance. Most of the balance comes from the setting up of your main and headsail. You will probably find that your main has too much power in it or that it is sheeted too far in compared with your headsail. As the wind starts to increase, I like to sail with the headsail powered up so that the mainsail takes less and less responsibility as the wind gets stronger. But the hard part is making sure that as you give the headsail more power that you don't start to backwind the main. Although when it gets really heavy

sometimes its hard to completely stop it. I make my main very, very flat and twist off the top above the line of the headsail. If you can give your headsail more power you will find that the boat accelerates better, and doesn't get knocked over and round up as much. Try not to worry about where your mast is, as I think over the years we have found that most of us rake our masts about the same. I couldn't even tell you what mine starts at. I think it's around 53-11/16".

"So as the wind gets heavier try leaving your headsail sheeted in line with the back of the chainplate or where ever you would normally sail with it, and ease the main off a little before you start to ease off the headsail.

"I spent a lot of time looking at other boats seeing what worked for them and trying to copy them. That was my biggest mistake. I found that going back to basics and playing around with headsail and main settings worked well for me in balancing the boat, I also like to sail the boat with a very, very slight amount of weather helm as it can help you gain height as you enter a gust, because the boat accelerates and lifts slowly without losing speed.

"At a regatta, once I have my boat set up with good balance and rig tension, about the only thing I do then is fine tune with mast rake. This seems to work for me and I think my boat sails alright ☺.

"I hope this makes some sense David; see you in Cincinnati [at the 2006 Region 4 Championships on September 16-17]."

Pablo Godel — 760-Mako CincinnatiMYC:

"Geoff, I always understood that having the main a bit more open than the jib was a problem when tacking. One time I was having trouble with tacking in strong winds and Dave Ramos told me to ease the jib a bit so it would be a little more open than the main, and it really made a big difference, so I always check for the jib and main not to be parallel. What is your opinion of this?"

Geoff Becker:

"Pablo, having the main out relatively more than the jib will decrease weather helm. If the wind is lighter and the boat doesn't have weather helm, easing the main could cause leeward helm. This

could cause trouble tacking in lighter wind, and sheeting the main tighter might solve this problem. When having trouble tacking in heavier wind the most probable cause is boat speed. If the boat is not sailing at full speed when the wind is up, it won't have enough power to sail through head-to-wind and over to the other tack. When the wind is up, sometimes it helps to foot off and accelerate the boat speed in preparation for a tack. Once the boat is up to full speed it should be much easier to tack the boat. My guess at what Dave did for you was to open the slot between the jib and the main. This will make the sailing groove larger, but in higher winds this should be combined with footing slightly. If the jib is eased and you try and sail as high as before, you might not get the boat up to full speed for any tacks you need to do."

Mark Benedict — 1084-Seabiscuit Dry Pants MYC:

"The subject of weather helm and mast rake is an interesting one.

"In 2003 when I built my CR 914, the tuning guide specified a median backstay measure of 53 3/4" to the center of the masthead cylinder. At Dave Ramos' 2005 Larchmont tuning seminar the consensus was for a length of 53 7/8" measured to the point where the top of the crane meets the aft face of the masthead cylinder. In a recent posting on the class website, Dick Martin mentions a correction to the current tuning guide calling for a measure of 54 1/6", measured to the aft face of the cylinder. It would appear that as a whole the class has been "leaning" toward less rake, discovering that weather helm in these boats is slow.

"Many of us have grown attached to a little weather helm in big boats because it gives us 'feel,' but I'm pretty sure that my thumbs don't feel a thing when my CR is rounding up. I used to like the mast raked aft enough to keep me honest, making sure the boat is always pointing, but every time I used that big rudder to counter excessive weather helm I was slamming on the brakes. I have been learning that, on any point of sail, the competition is going faster when I have a twitchy right thumb, and that by sneaking the CE ahead a little I can keep my left foot off the brakes." 🚩

New RC Racing Rules Resources

Feeling intimidated by the Racing Rules of Sailing? Overwhelmed by books such as Dave Perry's excellent 402-page *Understanding the Racing Rules of Sailing*, none of which discuss the differences and nuances of the rules that apply to RC racing? Help is now available from two new sources.

Model Yachting, AMYA's magazine, which, under its new Managing Editor, John Davis, has gotten back on a regular quarterly schedule, now features a column entitled "**Let's Race with the Rules**," written by Bill Worrall, a Soling 1-Meter sailor from central Florida. The first several installments, beginning in Issue 143 that was mailed in mid-June, will constitute a tutorial covering the rules that a beginner needs to learn. This initial series will be posted in PDF format on the *Model Yachting* Downloads page of the AMYA website (the URL of which has recently been changed to www.modelyacht.org, incidentally).

And there is a new **Yahoo RC Sailing Rules forum**, founded in June by Mitch Martin, a Victoria sailor from Georgetown, Texas. Our own Geoff Becker is one of the moderators. Take a look, and if you like what you see, sign up at http://groups.yahoo.com/group/RC_SailingRules.



Redd's Flood (May 15, 2006)

Poem handed down through the ages

"Should a man seek to obtain an abundance of employment,
Let him procure both a woman and a boat.
For no two things do require so much should he set out to equip them,
Nor are either, ever equipped enough."

contributed by David W. Graves
#1196-Voodoo, Bronxville, NY

A Real Creepy Mystery

by Dick Martin and Jake McGill

ON MAY 2, NEW CR 914 OWNER Jake McGill (#1356-Plastic Fantastic, Dry Pants MYC) asked the CR 914 Yahoo Group for help solving a problem he had encountered with his electronics. The issues involved and the methods that were used to crack the Case of the Creeping Servos are interesting and important, so we elected to write this report of our research.

Here is an abstract of Jake's initial posting on Yahoo:

"When I tried to round the first mark in the last race I lost complete control of the boat. After recovering the boat we did some diagnostics. The main thing that was happening is the sheet and rudder servos slowly crept to the full counterclockwise position and stuck there. We swapped out the transmitter (Tx) and the problem went away.

"After some discussion with the model shop guy who sold me the radio he said this creeping is a classic sign of nearly dead batteries on the receiver side. Of course this doesn't explain why when we swapped transmitters at the pond it seemed to fix the problem. ☺

"So here's the question: I'm running a NiMH 4-cell pack in my boat and an 8-cell pack in the Tx. What is the lowest voltage you think is still usable for these two? I measured my batteries when I got home from racing yesterday and saw 1.17-1.18v per battery (Tx). This translates to about 9.36v for the whole pack... (I forgot to measure my boat cells). Do you guys agree that the servo creep is classic sign of a dead receiver battery? And what is the low end of the useful voltage per pack or per cell?"

No one posted any reply for five days, which led us to conclude that this sort of servo creep must be rare, and stimulated our curiosity. There followed a lengthy email dialog between us, during which the following crucial clues emerged: Firstly, Jake's use of what Dave Ramos has termed "Substitution Strategy" (see Dave's article on diagnosing and troubleshooting radio prob-

lems in Issue 44 (2004) pp10-11) had proved that the problem lay somewhere within Jake's transmitter, since substituting a different one had cured the problem. Secondly, Jake's voltage measurements had been made with the cells under no load (see Battery Testing sidebar). Since freshly-charged NiMH AA batteries under no load should generate at least 1.4v per cell, this proved that they must have been badly depleted when the creeping appeared (incidentally, depleted cells when tested under no load will appear to have spontaneously recovered considerable voltage

"The CR 914 Bureau of Investigation then got on the case, in collaboration with the Midwestern Branch of the CR 914 Laboratory"

after resting for a while, but the voltage promptly falls drastically when a load is applied to them). All eight cells had been nearly brand-new, as were the Tx and the trickle charger to which they had been attached continuously for several days.

The CR 914 Bureau of Investigation then got on the case, in collaboration with the Midwestern Branch of the CR 914 Laboratory that attempted to replicate the problem. A brand-new Hitec Ranger II N radio, identical to the one Jake had used, was set to transmit to a Hitec receiver hooked up to sail and rudder servos on a work bench. Batteries were partially depleted by leaving the Tx turned on until the voltage of its eight cells had dropped to about 8v (measured by a voltmeter inserted in parallel into the circuit). The system still behaved normally, with full control and no sign of creeping by either servo at that point. Over the next couple of minutes the voltage decreased rapidly. When it got to 5v the sail servo began to twitch slightly. A few seconds later, at about 4.9v the sail servo began to turn very slightly counterclockwise, fol-

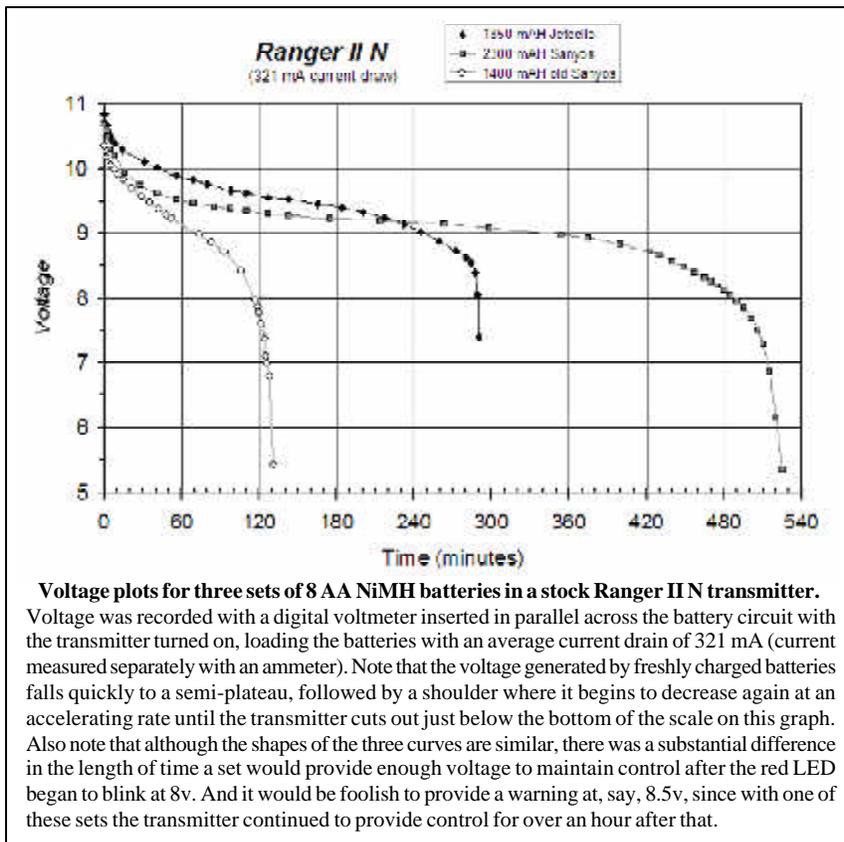
lowed (at 4.8v) by the rudder servo. Both servos would still respond to the controls, albeit with some slight glitching, until the voltage got to 4.5 volts. At that point the counterclockwise rotation of both servos increased steadily, and moments later both became unresponsive to the joysticks. Exactly the same behavior was observed when a four-year-old Ranger II Tx was tested the same way. So, the mysterious creeping behavior is normal for the Ranger II, and its immediate cause had been identified: low Tx battery voltage. But why was the voltage low? The batteries had been freshly charged and Jake had not been sailing long enough that day to deplete them that much.

Meanwhile, back in Connecticut, Jake had been investigating, too. It turns out that his Futaba trickle charger was plugged in behind his desk where he could not see whether its LEDs that indicate charging of the Tx and boat batteries came on. And after he had tried to recharge his batteries he discovered that their voltage was still low. And then he

Battery Testing

This case provides an exception to the general rule that voltage measurements of unloaded batteries are meaningless. If you search the CR 914 newsletter archive on the class website (www.cr914class.org/cronicle_archive.php) you will find a number of articles written by Chuck Winder over the years that discuss battery testing and how to test them under conditions that simulate the load applied by the boat servos and the transmitter. For example, "What is Your Battery Capacity?" in Issue 22 (2000).

What is "battery load"? Here is Chuck's description: "The Transmitter Electrical Load is constant, as if the Tx were a fixed load like a light bulb. On the AM radios I have tested there was no change in Tx battery load when a boat was operated with a lot of control stick movement. The load ranged from 140 mA for a Futaba Attack SR to 265 mA for an older Hitec Ranger II (Ranger 2S). Boat Load varies according to the force the servos have to exert. When the servos are not working the boat load is ~ 60 mA. The highest load is ~1200 mA when the sail servo force is high enough to stall it."



observed that while they were supposed to be charging the Tx LED on the charger was not illuminated. Further detective work discovered that rotation of the charging plug in the Tx receptacle made the light turn on and off reproducibly and there was a 90 degree dead spot at the same point in each rotation. So, his batteries had been low because of a faulty charger, which the hobby store replaced at no charge. Leaving unresolved only the question of why the red light on his Tx had not alerted Jake to the low battery problem the day the creeping occurred. So Jake again partially depleted his batteries and checked the Tx lights. Both the green

and red ones worked normally. Apparently in the heat of battle he had not noticed when the red light started blinking at him (which should begin at about 8 volts). Case closed.

Seven lessons

1. You can't necessarily rely on the advice of others. (Perhaps the hobby store radio expert who blamed low receiver batteries actually meant Tx batteries, or perhaps Jake misunderstood him.)
2. The Substitution Strategy approach to diagnosing electronic problems works better than "expert" advice.
3. Carry spare batteries.
4. The moment you notice

glitching, check to see if your Tx light or meter is warning you about low voltage, and replace Tx batteries or get off the water immediately if it does. A little glitching, like we discovered in the lab during these tests, will almost always precede creeping and complete loss of control, but not for very long.

5. Check to be sure that your charger LEDs are illuminated each time you start charging.

6. Battery voltages measured under no load are virtually meaningless.

7. Because of the long, nearly flat, plateau on voltage-time curves, and the somewhat different voltage levels at which that plateau is observed with different battery packs (see graph), there is no way that voltage measurements, even if made under load the way some Tx voltage meters do it, can be meaningful until the voltage reaches the shoulder of that curve, at which point loss of control often will occur within a few minutes.

Bottom line

The simple, practical, and foolproof way to avoid battery failure is to forget about voltage measurements and simply always use battery packs (boat and Tx) of adequate capacity to provide continuous power for the length of time you plan to be sailing. (Assuming current drains of 250-325 mA per hour for both the boat and the Tx—figures that are in the range of measurements made in the CR 914 Lab with the standard kit radios and servos—fully charged 2,000 mAh batteries, for example, theoretically should be good for six to eight hours, but it is wise to be conservative when making such estimates.)



A windward leg at the Larchmont Spring Invitational

OLN to telecast Louis Vuitton Act 12

The Outdoor Life Network will broadcast five programs during the Louis Vuitton Act 12 regatta. Tucker Thompson, a public speaker and TV sailing commentator in the US and Europe who, when he is not racing his CR 914, runs t2p.tv, will cover the racing action in Valencia at the following times (EDT):

- Friday, June 30 — 4:30 - 5:00 PM
- Saturday, July 1 — 11:00 - 11:30 AM
- Saturday, July 1 — 4:30 - 5:00 PM
- Sunday, July 2 — 4:30 - 5:00 PM
- Monday July 3 — 4:30 - 5:00 PM



Tuning the Nut on the end of the Joysticks



by Dick Martin

THIS ISSUE OF THE *CRONICLE* CONTAINS three – count ‘em, *three* – articles that focus on fine tuning the CR 914. The editor should be fired for that! Yes, there are ways to coax a wee bit of additional speed out of your boat by tweaking all 15 of the adjustments Chuck Luscomb mentions in his article. But, if your boat is properly set up to begin with (for example, by following the simple guidelines in the CR 914 Tuning Guide) the payoff from the time you spend learning about and repeatedly making all

those adjustments will be far, far less than the improvement you will achieve from studying and practicing the fundamentals of boat handling, tactics and strategy that are the focus of this column and others that appear semi-regularly in these pages. Indeed, it can be argued that one of the best ways to learn to be an excellent helmsman and tactician is to sail a boat that is very slightly slower than others in the fleet. So, with that editorial rant off my chest, let’s analyse the following photograph.

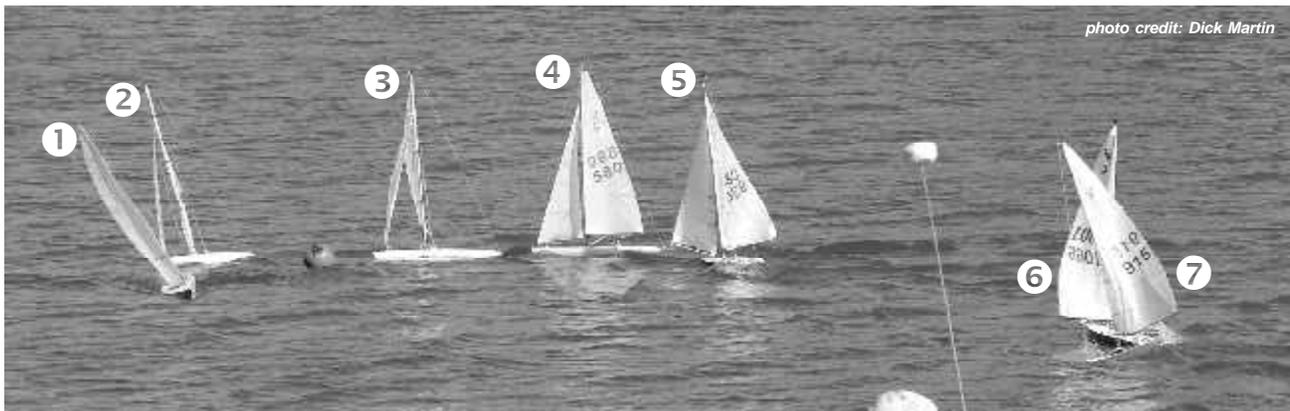


photo credit: Dick Martin

Parade around the leeward mark - Which way did the wind just shift? And can you spot the mistakes that have been made by the first three boats?

Start your analysis by studying the last three boats. Notice that the two that are on port tack are heeling to windward. This indicates that they are sailing by the lee, #915, in 7th place, quite markedly so as she turns to cross behind the 6th-place boat, apparently having abandoned an effort to establish an inside overlap before reaching the 4-length circle. Also notice that the 1st place boat, by the time she has completed her rounding maneuver and arrived on a close-hauled course, has fallen nearly a boat length to leeward of the mark. These observations strongly suggest that the wind veered (shifted counterclockwise) moments before this picture was taken. (You may need to draw a diagram of this situation to grasp my reasoning here.)

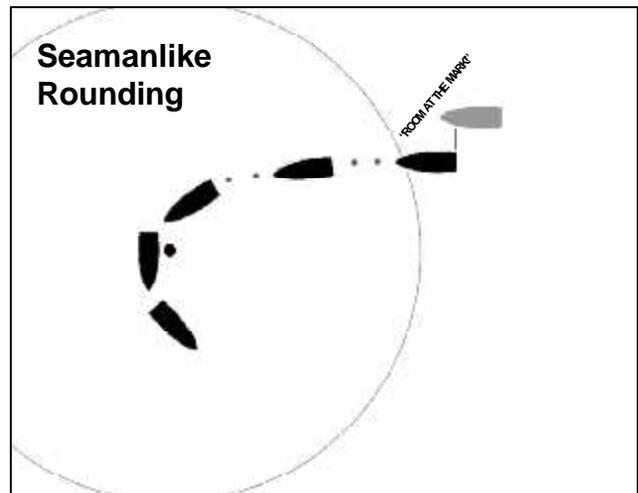
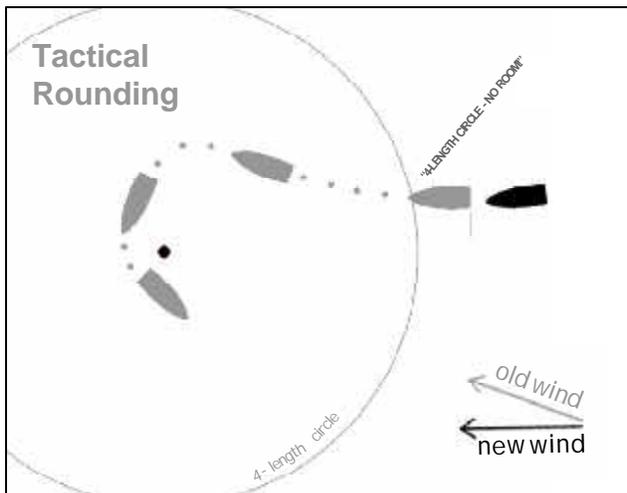
The fastest course around a leeward mark that begins a new windward leg is one that aims nearly a boat-length to the right of the mark while still heading downwind, and then inscribes an arc that places the boat right next to the mark as she completes the turn and arrives at her new close-hauled course (referred to as “tactical rounding” and “swing-wide, cut-close”). From this picture it would appear that the second-place boat did not have an inside overlap on the leader. In that case, ①, having been clear ahead and therefore possessing right-of-way, was entitled under the rules to make a tactical rounding. If there had been an overlap, however, ①, who would not have right-of-way over ② to leeward of her and, bound by Rule 18 (ROUNDING AND PASSING MARKS AND

OBSTRUCTIONS), would have been required to make a “seamanlike” rounding maneuver, which might have finished almost as far to leeward of the mark as we see in this picture.*

Boat ② probably got so far below the mark because she was keeping clear of ① and/or was giving room for boat ③ to round inside her. Whether she was required to do so of course depends on whether ③ was overlapped inside her when ② reached the 4-length circle. If they had not been overlapped at the circle when the requirements of Rule 18 went into effect, then ② should have hailed to ③ “4-length circle - No room!” and then carried out a tactical rounding. Had she done so she would have been right beside the mark when she finished her rounding, virtually abeam of ① and nearly a length to windward of her.

Note that ③ seems to be making the same mistake that ① did. Her course is taking her so close to the mark that she will have a hard time rounding up to close-hauled in time to slip through the gap that ② is giving her. Boat ④ (whose sails are trimmed in much too far, apparently in over-anti-

* Rule 18.2a (OVERLAPPED - BASIC RULE) reads as follows: “When boats are overlapped the outside boat shall give the inside boat room to round or pass the mark or obstruction, and if the inside boat has right-of-way the outside boat shall also keep clear.” You’ll find a key element of this rule in the Definitions section at the back of the RRS. “Room” means “the space a boat needs in the existing conditions while maneuvering promptly in a seamanlike way.” And a “seamanlike” rounding involves just enough room to keep from hitting or being washed into a mark.



pation of the next beat to windward) appears to be planning to make a tactical rounding herself, since she does not need to worry about giving room to boat ⑤ who is going to pass behind ④. And if ④ does it perfectly she may well pass ③ and possibly ② as a result.

There are two important lessons to be learned here. Wind shifts as a fleet reaches a leeward mark can make a huge difference. Our sailing instincts make us round the mark onto the close-hauled course appropriate for the direction we thought the wind was coming from while we were on the run. Nearly certainly, boat ① failed to notice that veer of the wind just as she was reaching the mark, and started to take off to windward on a course that was 10-20 degrees below the correct close-hauled port tack, before recognizing that she had been lifted and heading up. Shifts are harder to detect on a run. One of the best clues to watch for is a sudden change in your angle of heel. Sailing downwind, a shift to your windward side will cause the boat to heel a little to leeward, and vice-versa. And heeling to windward on a run,

as boats ⑤ and ⑦ are doing, always means that the shift has been big enough to put your sails by-the-lee.

The second lesson is that races can be won or lost in the instant that it takes to assess your right-of-way and decide how to round a leeward mark in traffic. The stakes are high. If you fail to recognize that you are bound by Rule 18 and try to make a tactical rounding when a seamanlike one is required, you'll lose a bunch of places while doing your penalty turn. On the other hand, if you recognize that circumstances (+/-overlaps and wind shifts) have given you a golden opportunity to squeeze around a mark upwind of boats that arrived there ahead of you, you can pass several boats in one fell swoop. And if you can take over the lead in a tightly bunched pack like this at the start of the beat, clear air and freedom to tack at will on each header will often allow you to build that tiny lead into a commanding one by the time you reach the next windward mark. 🏁

A Living Will

While watching a Formula 1 race a couple weeks back, Jackie and I were discussing life and death. I told her, "Just so you know, I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug."

She promptly got up, unplugged the TV and threw out all my gin.

Some days I hate living with a smart ass.

Chuck Winder
#888-Redd's Boat, Marblehead MYC



CR 914s racing during the Volvo Ocean Race stopover in Baltimore. Graham Mattonsen got his new *Ericsson* (#1337) autographed by the skipper of the full-scale *Ericsson*, seen in the background on the right.

Early Experience with the Spektrum DX6 Radio

by Chuck Winder and Dick Martin

DIGITAL SPREAD SPECTRUM RADIO CONTROL, which was introduced briefly in the last issue of the *CRonicle*, is taking the world of electric RC flying (“park flying”) by storm, and it promises to do the same for RC sailing. The authors are among at least a dozen 914ers who have begun to use the new Spektrum DX6 this year. Here is a report about our experience and the lessons that have been learned to date.

Radio range

The range of the DX6 system is more than adequate for racing sailboats.

Transmitter battery life

We have measured the current drawn by our DX6s at 265 mA (comparable to conventional Tx's). The battery life of the 600 mAh NiCad pack (freshly charged) that was furnished with the Dick's DX6 proved to be less than two hours. Perhaps that battery had already developed crystallization (the cause of the notorious and mis-named NiCad battery “memory” effect).

An audible alarm built into the DX6 sounds briefly at 9 volts, but the boat will remain in control at less than 8 volts. Dick's graph of voltage plotted against time (see below) shows that you don't have much time left by then, however (Dick's DX6 cuts off at 7.6v). Dick's 2000 mAh NiMH battery pack runs his DX6 transmitter for 8.2 hours, and a 2500 mAh pack should yield about 9.5 hours of continuous service.

Rain

Chuck's experience at Larchmont (see “Survival of the Fittest” on page 6 of this issue) demonstrated that the DX6, like all transmitters, will fail when it gets soaked by rain. The sidebar with that article describes one solution.

Receiver water protection

The Spektrum AR6000, like all receivers, requires protection from water incursion too. At first glance it looks like it might be more water-resistant, but there are places where water can enter its case. It certainly will not withstand full water immersion. An AR6000 mounted in a boat that almost sank was immersed in saltwater, stopped working, and could not be recovered by cleaning and drying. It seems reasonable to assume that soaking the Rx in Aeroplate, which works well with conventional receivers, will protect the AR6000. It would be difficult to coat the circuit board with Vaseline the way we have done with other receivers, however. Pablo Godel puts his AR6000 in a ZipLoc bag and seals the cutout for the wires and antennae with silicone sealant.

Fragile antenna

The antenna hinge on the transmitter can break. If it does you must return the whole transmitter to Horizon for replacement. A temporary repair using tape will protect the antenna wire that is routed through the hinge.

Receiver locations

The AR6000 can be mounted in the stock under-the-cockpit location, or on the servo board or under the deck on the starboard side of the mast, since the orientation of the transmitter and receiver antennas does not appear to be critical.

Orbiting

The “fail-safe” feature of the DX6 can be used to make the boat sail in circles when you need to attend to something else like recording finishes or visiting the head. Set it up so that in fail-safe mode the sheets are eased about half way. Then when you need to put your boat in orbit, simply turn the helm hard right or left and then turn your transmitter off.

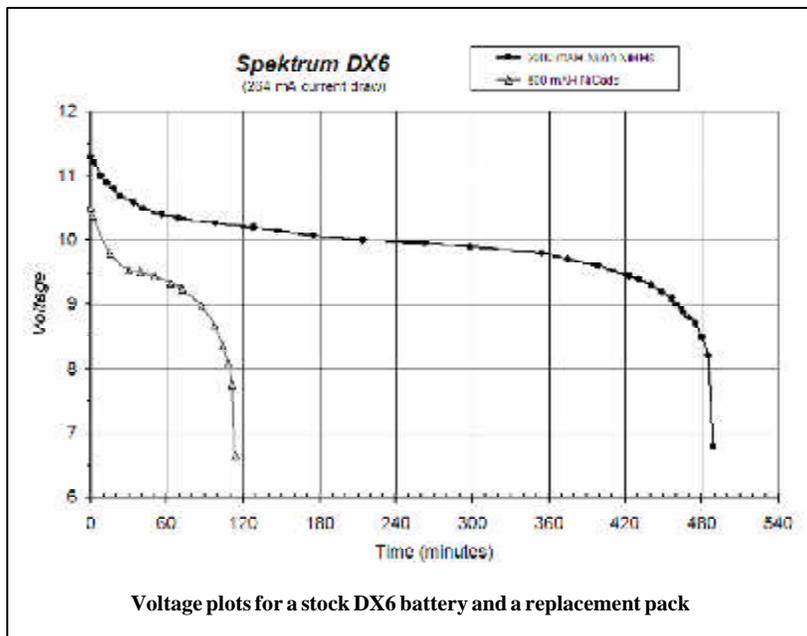
A really useful feature.

Exponential steering

We both like the exponential rudder control that can be programmed into the DX6. You can steer more smoothly on all points of sail. Chuck uses a 70% exponential setting (which he sets for switch position “1”, with position “0” set for 40%). Dick prefers 50% exponential so far. The switch that selects these settings can be bumped without realizing it. Chuck initially set position “0” for linear rudder control, but he found that when it got switched to that position accidentally his steering became quite erratic.

Summary

The Spektrum DX6 spread spectrum radio system is an excellent new product. It gives RC sailors 40 new 2.4 GHz channels, so far has proved to be absolutely glitch-free, and it frees its users from the potential need to switch crystals at large regattas. **A**



Voltage plots for a stock DX6 battery and a replacement pack

Battery Packs for the DX6

The 600 mAh NiCad battery pack supplied with the Spektrum DX6 will let you sail for only about two hours. For racing, which generally goes on longer than that, it should be replaced with a high capacity (at least 2000 mAh) NiMH battery pack before you start. There are many sources available, including local hobby shops and battery stores, that can build an 8-cell AA pack for you in-shop. A local BatteriesPlus store (a national chain with outlets all over the country) built one for Dick for \$29 with connector.

It would be wise to take your DX6 and the battery that came with it to the shop, so that they can see how the battery mounts in the transmitter, and how it gets connected to the circuit board (its polarity is reversed from the standard custom).

Buying a battery pack by mail-order

Ordering a Spektrum battery pack mail-order by phone or Internet is easy. Here are two suggestions:

RadicalRC

<http://radicalrc.secure-mall.com/shop>.

Phone: 937-256-7727 9am-5pm EDT Monday-Friday

Email (davthacker@aol.com) or Fax (937-256-7220) 24/7

A 2500 mAh NiMH pack for the DX6, with connector and shipping, costs \$36. Click on "Battery packs," then "Transmitter." Scroll to the NiMH square pack you want. Click on the arrow in the "Connector" box, and select the "JR WHITE PLUG" for the Spektrum.

Batteries America

www.batteriesamerica.com/newpage8.htm

Phone: 800 308 4805

A 2500 mAh pack for the DX6 with connector and shipping costs \$52. At the top of this page select "TX PACKS" printed in green. Scroll down to find Square packs and choose the capacity you want up to 2500 mAh. When ordering by phone if they don't recognize "Spektrum DX6", order one for a "JR 8103" transmitter.

Charging High Capacity Packs

The Spektrum charger has an output of 50 mA. It takes about 60 hours to charge a fully discharged 2500 mAh pack. However, the pack is delivered with a partial charge and a pack is seldom fully discharged after a day of sailing. The Spektrum Tx screen will display about 11.6 volts when fully charged.

Before you program your new DX6

Be sure to read Chuck Winder's article that was published in AMYA's *Model Yachting*, Issue 142, Spring 2006. Chuck has "translated" the DX6 Owners Manual (written for flyers) into a DX6 programming cookbook for sailors. It will save you several hours and a lot of head scratching. Thank you Chuck!

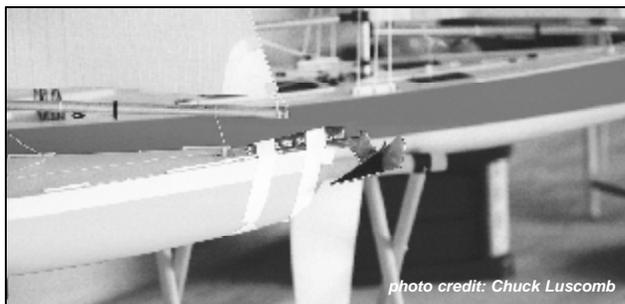


photo credit: Chuck Luscomb

To help cope with the extreme conditions at the Larchmont Invitational this year, Stuart Tubbs' boat came equipped with a secret weapon.



photo credit: Andrew Schmidt

Checkers - Andrew Schmidt's gorgeous new CR 914 was launched on April 2. *Checkers* will race out of the Edgewater Yacht Club in Cleveland.

2006 CR 914 National Championships

The website for the CR914 National Regatta, which will be held in San Diego on October 20-22, is complete and available at www.SDYC.org/cr914. The website provides, among other things, the notice of race, an entry form, a list of places to stay, the location of the San Diego Yacht Club, etc.

Douglas McKerrow
3284 Talbot Street
San Diego, CA 92106
mckdm@sbcglobal.net
Home phone (619) 223-0840
Fax (619) 223-2995



Scene from the 2003 Nationals at SDYC

New Boats and Owners

Sail No.	Boat name	Owner	City	State
735	<i>Stars&Stripes</i>	Al Neely	Lake Ozark	MO
1349	<i>Gypsey</i>	Felix Flok	Wildwood	IL
1350		Daniel Denson	The Woodlands	TX
1351		Carl Olsson	Larchmont	NY
1352		Roger King	Larchmont	NY
1353		Jack Dunnigan	Wayne	NJ
1354	<i>Lark III</i>	Hugh Farring	Black Mountain	NC
1355		Jamie Lontoc	Glendale	CA
1356	<i>Plastic Fantastic</i>	Jake McGill	Essex	CT
1357	<i>Vigilant</i>	Albert Messer	Manchester	OH
1358		Mike Moore	Rocky River	OH
1359	<i>Comfortably Numb</i>	Ted Watson	Redmond	WA
1360	<i>Turn Around</i>	George Wilson	Columbia	MO
1361	<i>Go Blue</i>	Tom Haley	Kawkawlin	MI
1362		Tim Rulon	Silver Spring	MD
1363	<i>Knot Fast Enough</i>	Paul Talaga	Syracuse	NY
1364		John Storrow	Boston	MA
1365	<i>Geronimo</i>	Jaime Hoback	Havre de Grace	MD
1366		Stuart Tubbs	Marblehead	MA
1367	<i>Star - Stripe</i>	Robert M. Larson	Deep River	CT
1368		Dan Crabbe	Toms River	NJ

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The Editor

The *CRonicle* Honor Role

The following Heros of the CR 914 Class contributed material for this issue. The 17 names on this list set an all-time record. Thanks, guys!

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 Geoff Becker Annapolis, MD
 Mark Benedict Essex, CT
 Darren Bolton Lake Forest, IL
 ChuckEldred Yorktown, VA
 Pablo Godel West Chester, OH
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Deadlines for future issues

issue	submission deadline	publication date
52 - Autumn 2006	Sep 15	Oct 1
53 - Winter 2007	Dec 15	Jan 2
54 - Spring 2007	Mar 15	Apr 1
55 - Summer 2007	June 15	July 1

But submissions are **welcome any time**. There's no law that says that you must wait until the deadline! ☺

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914 Class

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the **CRonicle**

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Focus on TUNING

Summer, 2006
