
❖ CR 914 NEWS ❖

Issue 29

APRIL - MAY-JUNE 2001



Tim Gilbert Photo

“PREPARE TO START” Region 1 Regatta at Cottage Park YC, Winthrop, MA
Boats go into the water for a start. Race Director is holding the start tape player on his head.

2001 CR 914 Region 1 Regatta

Sunday, June 10, 2001

Regatta Report

By Hatch Brown

Since the formation of the CR 914 Class, the Region 1 Championships have been held at historic Redd's Pond in Marblehead, MA, where “pond yachts” have raced for over 100 years. In 2001 a new site was chosen a few towns down the coast. Host club Cottage Park Yacht Club, Winthrop, MA, is a small but active year round racing club with its own nearly 100-year tradition. It has provided racing for local, national and world championships. This was, however, Cottage Park's first model boat regatta.

There were 14 entries, all but two from the CPYC fleet. All

CPYC flag officers (plus the club treasurer) were there with their boats. Thirteen races were held off the club's marina using drop-marks and an inflatable rescue boat. The CPYC regular Race Committee headed by Dan Mullane and other club members all chipped in to run some excellent races. We had a beautiful warm sunny day. In the middle of the day a pleasant lunch featuring “chowda” was enjoyed under the tent on the head pier.

The winds did present some problems. Although we had one or two spots of practically dead calm, most of the time there was almost too much wind with gusts to 25 mph. The waves and wet electronics caused a steady decimation of the fleet. Although three others won races, the competition soon settled down to a battle between Hatch Brown, John Whalen and CR 914 Class Secretary Chuck Winder.

(Continued on page 5)

On the Cover

Tim Gilbert, Cottage Park YC, used an Olympus 2500 digital camera. It was edited to a B&W image.

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Class Secretary's Report

BIGGEST NEWS EVER!

At 16 pages this *NEWS* is the biggest ever. It was usually 12 pages of 20 lb. paper which weighed only one ounce. Thus the postage was only 32 cents (then 33 and now 34). The postage is 57 cents when we exceed 12 pages. We then switch to 24 lb. paper, which looks better, but still weighs less than 2 ounces.

INDEX to the NEWS

The INDEX to NEWS Articles is a four page document sent to every new owner who registers his boat. It is included in this issue as a reference for owners who want to find a particular article. It can be removed from the NEWS for handy reference.

Last Issue was mailed April 23. This issue will be mailed about July 21, or three months between issues. We will attempt to get back to every two months next issue.

Registrations

This month there are ~830 boats registered and ~320 copies of the NEWS are distributed counting courtesy copies.

NEWS Copy

This issue has good stuff contributed by owners that shows what is going on in the class. Keep it coming.

ALWAYS LOOKING FOR GOOD PHOTOS.

We are open to suggestions about what will make the NEWS better serve the owners. Please send me your ideas.

Good sailing,

Chuck Winder

2001 REGATTAS

Regatta Coordinator,
Ernest Freeland, (410)956 0780
efreeland@bayst.com

NOTE THE DATE CHANGE

National Championships

October 13 -14 at Evergreen, CO
Steve Lang, (303)670-4670
Steve@ModelSailingCenter.com

Visit the excellent new Website
<http://tamyc.com/>

2002 NATIONALS

This is a good time for a club to consider hosting the most important regatta of the year.

Pertinent Web Sites

AMYA Web Site,
<http://www.amya.org>
Add "/cr914.html" to go directly to the CR 914 page.

Chesapeake Performance Model Yachts,
Dave Ramos, Annapolis, MD
<http://www.rcyachts.com>

Thin Air Model YC
Steve Lang, Evergreen, CO
Steve@ModelSailingCenter.com
<http://SailCR914.com>

Worth Marine,
<http://www.worthmarine.com>

Yahoo CR 914 Club Website
<http://clubs.yahoo.com/clubs/cr914class>

CR 914 Listserve
Sign-up at:
cr-914-subscribe@topica.com

2001 Region 5 Championships

September 15 & 16
Tulsa, OK
(See page 8)

The Greater Tulsa Model Yacht Club hosts this year's Region 5 Championship Regatta.

GTMYC was formed in the fall of 2000. In June 2001 the club had 30 boats with more boats expected to join later in the summer and in the fall.

Contact Terry Rainey, Fleet Captain of GTMYC, to receive complete information at trainey@webzone.net or (918) 369 5493.

Also, review the sailing site at the clubs web site at www.amya.org/club75.

Thoughts on Good Racing

Hatch Brown, MIT sailing coach for 30 years, made the following observations about assuring that we have good model racing:

1. Use of the RRS is important for fair sailing
2. If a fleet chooses to race without the RSS, he suggests single rule that might be useful. If two boats collide and they choose not to protest, they both should be required to do a 360 turn. Collisions are wrong and such a simple rule would discourage collisions.
3. If there is a collision, **SOMEONE BROKE A RULE**. There should be a penalty to assure fair sailing.
4. Rounding marks to starboard is not a good practice.
5. Rounding marks to port is much better and strongly recommended based on years of experience in full-scale and model boats.
6. Triangular courses are often difficult because of visibility and depth perception problems.
7. Windward/leeward courses are best. Even better if an offset mark is used at each mark. An offset mark prevents boats rounding a mark and then sailing back into boats still approaching the mark to round.
8. Communication is important. As boats approach a mark it is good practice for skippers to talk to each other to clarify what is happening and what is going to happen.

Join AMYA

Use the AMYA application form on the last page of this NEWS. Or call Michelle at 888-237-9524. Make sure you tell her that you have a CR 914 and the sail number.

Chesapeake Performance Models

CR 914 Distributor

It has been a challenging period for Dave Ramos since January when he acquired the CR 914 distributorship from Greg Worth. His operation is small as are all model sailboat businesses. The workload to start-up is huge in addition to the job of responding to day-to-day orders.

The result has been some unhappy owners whose orders were not received when expected. Sandy Purdon, Fleet Captain at San Diego YC, asked Dave to explain.

Dave wrote:

I have just hired a young man to help me get caught up as well as moved into my new Shop.

All parts orders have been shipped to date. Built boats are coming along at a pace of about 4-6 a week. *[Boats are being shipped in the order according to when the boat was ordered. When any order is paid by check the policy is to wait until the check clears.]*

Until I get totally caught up on built boat orders, I fill and ship parts orders on a twice-weekly basis. I have always recommended that large groups and fleets pool a few dollars together and order a few parts trees for a club spare parts box. This way a part can be replaced at the time of damage and then the skipper can order the part and restock the parts box. The added advantage is that he will most likely be back sailing within a few minutes rather than days.

If anyone has made an order and not received it, please contact me so I can look into the matter.

Dave Ramos.
227 Main Street
Stevensville, MD 21666
410-604-3907
410-604-3908 fax
www.rcyachts.com

A father asked his 10-year-old son if he knew about the birds and the bees.

"I don't want to know!" the child said, bursting into tears. "Promise me you won't tell me."

Confused, the father asked what was wrong.

"Oh dad," the boy sobbed, "when I was 6 I got the there's no Santa speech. At 7, I got the there's no Easter Bunny speech. When I Was 8, you hit me with the there's no Tooth Fairy' speech."

"If you tell me that grown-ups don't really have sex, I'll have nothing left to live for."

Sanitized anonymous E-mail

St Patrick's Day/District III Championship CR-914 Regatta at Norfolk Yacht Club, Norfolk, Va. March 17, 2001

The Virginia weather was magnificent for our first St. Patrick's Day Regatta that was combined with the 2001 District III Regional Championships. Moderate southern winds brought Florida-like temperatures to the Norfolk Yacht Club located on the Elizabeth River adjacent to Chesapeake Bay.

The warm weather was a dream come true for race co-directors John Atwood and Eddie Wolcott. The previous weeks weather had brought a troublesome Nor'easter that rushed up the East Coast in the middle of the week, dumping lots of rain with winds as high as 50+ knots.

After a cold winter, this was the first time this year that gloves, hats, scarves, or coats were not worn by competitors--just short sleeve shirts and exposed thumbs on the transmitter sticks.

While club members enjoyed lunch and watched from the lovely second floor glassed enclosed dining room, the racing

start at noon.

Bobby Harrell (a local national champion of the Hampton One Design sailboat class) did the honors as race committee chairman. We also want to thank the other race committee members for a job well done.

With the starting tape sounding 'zero' and everybody's knees knocking a bit, we were off to a truly wonderful day of racing CR-914's. What a beautiful way to spend a Saturday afternoon. Long windward legs made for lots of special tacking duels and some very interesting finishes. It was interesting to note that on a number of finishes the difference between 1st place and 5th place was only a few fleeting seconds. Competition was at its keenest and highest level with 18 races sailed.

This year's overall winner was Dr. Gordy Stokes. Congratulation to the Stokes Racing syndicate. Dr. Stokes sailed his Carolina Blue machine to perfection around the buoys and he was pleased with his boat's

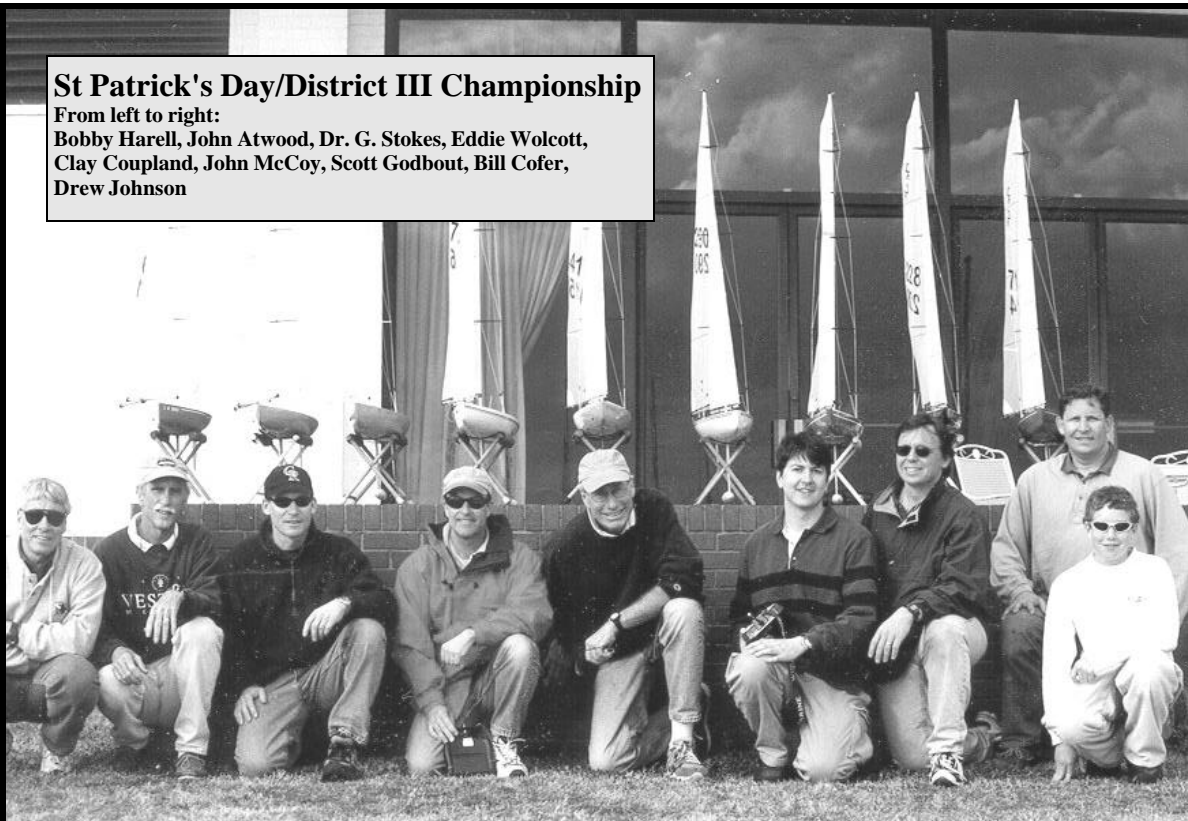
overall performance. He profusely thanked John Atwood for setting his boat up to match the wind conditions. Atwood, who came in second behind Stokes, laughingly said, "not next year".

*John Atwood, Commodore
Virginia MYC, AMYA #30*

Place	Skipper	Points
1	Dr Stokes	35
2	John Atwood	38
3	Bill Coffe	54
4	Eddie Wolcott	56
5	Clay Coupland	62
6	John McCoy	77
7	Drew Johnson	85
8	Scott Godbout	101
9	Carter Spalding	105
10	Carl Roy	108

St Patrick's Day/District III Championship

From left to right:
Bobby Harell, John Atwood, Dr. G. Stokes, Eddie Wolcott,
Clay Coupland, John McCoy, Scott Godbout, Bill Cofer,
Drew Johnson



(Continued from page 1)

Hatch Brown sailed a borrowed boat because his suffered a frozen steering servo minutes before racing was to start. Ironically his #217 had won at Redd's Pond a few nights before. CPYC fleet's founding father Norm Siefert generously offered his "HARD TACK", #107. Hatch went on to win 3 of the last 5 races and claim victory. Prizes were handsome embroidered canvas yacht carry-ons. Hatch and Chuck, who are both 70 this year, were happy to think they hadn't "lost it" as yet. We all retired to the club's Pilot House for drinks and sea stories.

Hatch Brown

Region 1 Race Results – 13 races were sailed, 11 best races scored

(The column "Races finished" is an indication of attrition in the challenging conditions.)

Place	Name	Races finished	Sail No.	Points	Club
1	Hatch Brown	13	107	22	CPYC (and Marblehead)
2	John Whalen	12	911	28	Marblehead MYC
3	Chuck Winder	12	888	31	Marblehead MYC
4	Stephen Braverman	9	628	67	Cottage Park YC
5	Mike Gahan, Vice Comm.	12	190	70	Cottage Park YC
6	Bob Shepard	11	453	72	Cottage Park YC
7	Peter Costa	7	221	88	Cottage Park YC
8	Peter Brown	6	853	92	Cottage Park YC
9	Ernest Hardy	6	830	102	Cottage Park YC
10	Philip Marks, Commodore	6	211	108	Cottage Park YC
11	Ken Woods	3	629	120	Cottage Park YC
12	Sue Hardy	3	803	123	Cottage Park YC

What's Wrong With This Thing?

Sue Hardy puzzles over her recalcitrant boat at the Region 1 Regatta.



Past Commodore Norm Seifert, #107, registered and then lent his boat to Hatch Brown
 Rear Commodore Jack Condon, #235, registered but did not race
 Chip Terry, #318, sailed one race while tending his 2 year old daughter and his dog while maneuvering on the bouncing floating docks.

NEW OWNERS

First Name	Last Name	City	State	Sail No.
1	Fred	Moldenhauer	Payson	AZ 686
2	Leszek	Vincent	Columbia	MO 788
3	Dennis	Brennan	Novelty	OH 820
4	Bob	Arzbaecher	Brookfield	WI 497
5	Scott	Kalkwarf	Falls Church	VA 498
6	Scott	Good	South Riding	VA 684
7	Harvey	Baker	Tulsa	OK 496
8	Daniel	Vannoni	Winthrop	MA 718
9	David C.	Ryan	San Diego	CA 973
10	Mike S.	Ni	Flushing	NY 980
11	Vernon	McCall	Evergreen	CO 596
12	Colin	Smith	Boulder	CO 677
13	Bernie	Coyne	Marblehead	MA 944
14	Todd	Pearce	Edison	NJ 493
15	Art	Huchok	Washington	NC 489
16	Bob	Kroetsch	Marblehead	MA 670
17	Matt	Frasch	Willowbrook	IL 492
18	Jene	Sigvertsen	Woodbury	MN 491
19	Pablo	Godel	Houston	TX 760
20	Nancy	Parker	Evergreen	CO 918
21	John	Yorke	Naperville	IL 571
22	Robert	Shoos	Jemez	NM 485
23	Hans	de Haan	The Netherlands	585
24	Aaron	Hobart	Old Lyme	CT 637
25	David	Ayres	Chouteau	OK 768
26	Quin	Agersea	Saugus	MA 850
27	Bob	Martin	Columbia	MO 955
28	Bob	Feinstein	San Diego	CA 977
29	June S.	Pendino	Bay Head	NJ 732

In the beginning, God created the earth and rested. Then God created Man and rested. Then God created Woman. Since then, neither God nor Man has rested.

Anonymous

FLEET NEWS

What you read in "Fleet News" is, for the most part, what your fleet representative has sent to me. If you see no mention of the activities of your fleet, send me some news, Editor

THE YACHT CLUB

Houston, Humble, Kingwood, and Atascocita, Texas

SPRING REGATTA

We finally made AMYA status, club #96. It was harder to get our third AMYA member to part with 25 bucks that it was to get the first eight 914s bought.

Our Spring Regatta was a one-race event in the spirit of the first America's Cup race, three and a half miles of open water around a 200-acre island, a mile from shore. It was an open event, pre AMYA for us, promoted on our website in Region 5. We contacted the handful of Texas 914 owners, but understandably didn't get a Texas turnout. The average drive for a Texas guest would have been 200 miles. With several of our group out of town, we made the best of it with five entries. No entry fees for our group or for guests. Handsome trophies are pictured on the website. There was a pre-race lunch and after-race social.

How did we do it?

Morning winds of 10 to 12 mph moderated to 6 to 8 before the afternoon start. Some adjusted their boats for lighter winds, some for heavier. It was a lazy start with the first leg predominately a starboard tack, one mile to the island. The lighter winds at the start immediately became 8 gusting to 12, and by 1/4 mile set in at 10 gusting to 15 for the day. Although sailing in a straight line quickly became a distant memory,

towards the end of the one-mile windward leg, the boats were still bunched up and passing was taking place.

Pablo Godel was the first to be hauled out about the one-mile mark, when his boat started taking on too much water. Chip Chipman came out about 1/4 mile later when his hatch frame came loose from the deck.

Dave Quick moved into second at the mile mark and held it for another mile and a half. During the second leg, 1 1/4 miles downwind along the island's back side, the remaining boats began to put distance between each other. Coming off the white capping wave faces at odd angles, the boats were all over the place.

The next 1/4-mile of inside passage had winds not as strong as the open water, but was narrow and tedious with considerable bent wind. We were doubling up in the chase boats, and it was difficult to maintain good control with the chase boat ahead of the boat being controlled. With two skippers in a chase boat, we were trying to keep the chase boat equal distance between the two controlled boats.

Anyway, Dave picked a shallow spot in the inside passage, away from the alligators and water moccasins, to get out of one chase boat and wait for the next. He went from second to third while climbing aboard the next boat with the driver, Pam Russell, and skipper, James

Thigpen, focused on the race. Pablo took a good picture of Dave clamoring aboard unassisted and seemingly unnoticed.

An open water wind change occurred during the inside passage and the last one mile reaching leg across open water became a windward leg into 10 mph winds gusting to 15. There was concern the boats were becoming too heavy to finish. Three made it and the results were:

Place	Skipper	Elapsed Time hours: min.: sec.
1	Walt Douglas	1: 43: 42***
2	James Thigpen	1: 51: 15
3	Dave Quick	1: 57: 56
4	Chip Chipman	DNF
5	Pablo Godel	DNF

*** World Record

Not sure we will do this race again, but it was a good heavy weather sailing with the boats and we had to try it once.

Walt Douglas
waltdouglas@juno.com
<http://homestead.juno.com/waltdouglas/files/index.html>

Dave Quick clambers aboard the next chase boat to stay close to his boat.



Pablo Godel Photo

Lakes Yacht Club Palm Desert, CA

LAKES YC FIRST ANNUAL CR 914 REGATTA WITH SAN DIEGO YC Sunday, May 27, 2001, 3:00 PM

by Marvin Rosenberg

This momentous day dawned bright and early in Palm Desert, California, located in the beautiful Coachella Valley that includes the cities of Palm Springs, Rancho Mirage, Indian Wells, and La Quinta. Lakes YC Commodore Marvin Rosenberg with the help of Rear Commodore Chuck McNeil had laid out the course on one of the larger of the 23 lakes at the Country Club.

For weeks the members had met every Sunday, 3:00 PM, at the appointed lake to practice starting procedures, port rounding of the windward and leeward marks with sometimes a fierce wind of maybe 3 to 4 MPH. In fact our standard nighttime prayer was to ask for decent winds for our inaugural race with San Diego YC.

Lakes YC was founded July 1, 2000. Twelve members made their boats from kits, purchased complete boats from distributors, or are in process of building them. For this regatta there were 5 very complete and race ready CR 914 models.

Many phone calls and e-mails between Marvin Rosenberg and Commodore Sandy Purdon of the SDYC assured that all the details would fall into place. San Diego was able to bring 2 members up from the south and both Sandy Purdon and Tom Healy were ready to go. There was a small semi-pro golf match arranged the day before the race between Marvin, Chuck, Sandy and Jim. It's too bad that the golf finals were not a mirror image of the regatta results.

Normally, there is not much wind in the summer. In fact, sometimes for days on end there is barely a whisper. The day of this regatta the Good Lord blessed the racers with a whopping gale of 20 MPH with gusts to 30 MPH. To say that this breeze

was overwhelming would be the understatement of the year.

Just think, for 6 months there was hardly more than 3 to 4 MPH and now this typhoon appears on the scene. All of the racers were hardly able to cope with this new development. We had boats that were flooded which knocked out the batteries, boats that submarined on the down wind legs, and boats that were knocked down frequently on the tacks. As a result many of the servos stopped working.

There were over 50 spectators at the scene. Ice water and cold drinks were furnished to all. Many had brought their portable chairs and golf carts. There was a very large American Flag on a staff from Chuck McNeil's golf cart that was in the straight-out position at all times. There were three heats starting at 4:00 PM and Sandy Purdon won each heat. The only three boats that were able to finish the last race determined the final results. Timekeepers had trouble reading sail numbers as most of the time they were in a near prone position due to the heavy winds.

All racers and their guests were hosted to a beautiful cocktail party at the home of R/C Chuck and Janet McNeil. The winning trophies were presented as follows:

Place	Skipper
1	Sandy Purdon (3 first places)
2	Buzz Radoff
3	Bob Burgess .

Commodore Marvin Rosenberg,
(760) 568 6177,
N6ijz@aol.com.

Sandy Purdon's edited comments to his fleet:

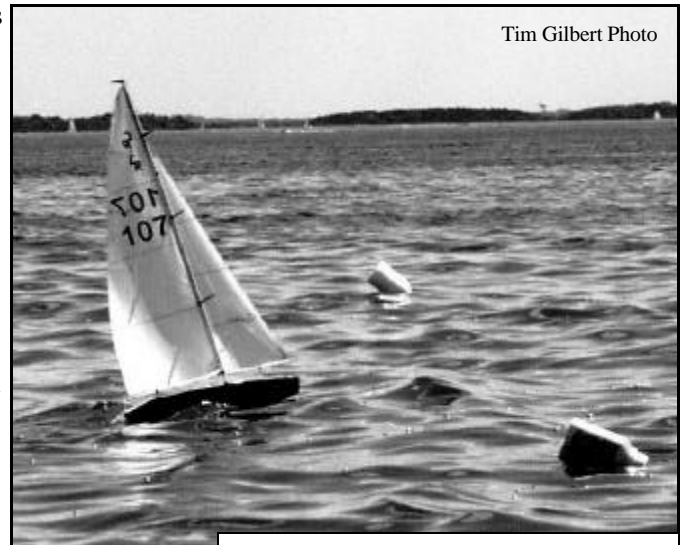
We had a blast sailing our CR 914's at the Lakes Country Club in Palm Desert. Host "Commodore" Marvin Rosenberg, Tom

Healy, Jim DeBello and myself had some wild racing. It was a bit of a survivor regatta. But we had a great time.

The Lakes club had no less than seven boats rigged and ready. We sailed a practice race and then 4 'real' races. Many boats had trouble finishing races because of the heavy breeze.

These guys were the best hosts. They announced the regatta over the Lakes Country Club closed circuit TV and about 50 spectators showed up. Lots of kids and families. One of the guys hosted a cocktail party at his lovely home. We all had a great time despite the demolition derby.

Sandy Purdon
Fleet Captain
SDYC



Tim Gilbert Photo

Hatch Brown Finishes First Region 1 Regatta, Winthrop, MA

A mother and her young son returned from the grocery store and began putting away the groceries. The boy opened the box of animal crackers and spread them all over the table.

"What are you doing?" his mother asked.

"The box says not to eat them if the seal is broken" the boy explained. "I'm looking for the seal."

Notice of Race

The American Model Yachting Association and the Greater Tulsa Model Yacht Club cordially invite sailors to participate in the 2001 CR 914 Class Region 5 Championship.

Date: September 15 & 16, 2001. (But come on Friday and join us for some Tulsa hospitality that evening and some exciting racing at our ideal racing venue on Saturday and Sunday.)

Venue: Carol Williams Pond north of the intersection of Mingo Road and 11th Street in Tulsa, OK.

Saturday

Skipper's registration/measuring 9:00 a.m. to 11:15 a.m.
 Practice racing 9:30 a.m. to 11:00 a.m.
 Skipper's meeting 11:30 a.m.
 Racing begins 12:00 p.m.
 Final race of day starts no later than 4:00 p.m.
 Dinner & Social (place TBD) 6:00 p.m.
 Sunday Fleet assignment announced 7:00 p.m.

Sunday

Skipper's meeting 9:30 a.m.
 Racing begins 10:00 a.m.
 Lunch at the pond (provided) 12:00 p.m.
 Racing resumes 12:30 p.m.
 Final race of day starts no later than 2:30 p.m.
 Awards 3:00 p.m.

Rules - International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) as modified by Appendix E, the prescriptions of US Sailing when they apply, the rules of the AMYA CR-914 Class,

this Notice of Race, the Sailing Instructions and any amendments to the Sailing Instructions govern Races.

The Sailing Instructions will be available to each skipper at registration.

There shall be no appeal of a protest committee decision if that appeal could affect any boat's promotion or relegation, per RRS 70.4 (a).

All boats must comply with the CR-914 Class Rules. Boats will be weighed and inspected. Approved bow bumpers required.

Eligibility - This event is open to AMYA members in good standing. All boats must be registered with the CR-914 Class Secretary. Proof of membership is required. The maximum number of entries is restricted to 28.

Format - Saturday's qualifying races will be conducted and scored according to the ISAF RSD Heat Racing System 2001 (available on the AMYA web-site). For the championship races on Sunday, skippers will be placed in divisions based on their performance on Saturday. They will race in that same division all day.

Registration - Please register by Monday, September 11, 2001 (see entry form). Skippers not registered will be permitted to register on Saturday, September 16th, on a first come basis. The entry fee is \$25.

Awards - 1st - 5th Places in each division. Additional information: Terry Rainey TRainey@webzone.net

ENTRY FORM

2001 CR-914 CLASS REGION FIVE CHAMPIONSHIP

September 15-16, 2001

NAME: _____ AMYA #: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____ PHONE: day) _____

E-MAIL: _____, (evening) _____

SAIL # _____, RADIO FREQUENCY #1 _____ #2 _____ #3 _____

In consideration of accepting this entry, I hereby for myself, my heirs, executors, and administrators waive and release any and all right to claim damages that I or my family may have or acquire against the Greater Tulsa Model Yacht Club or their membership, the sailing site, owner, employees, agents, representatives or assigns, or the AMYA, or its members for any and all injuries suffered by me and my family during the regatta and related events.

I have read the Notice of Race for the 2001 CR-914 Class Regional Championship Regatta for Region 5 and accept its conditions and rules.

SIGNATURE _____ DATE _____

Fee: **\$25.00**, Please make checks payable to **GTMYC** Includes sandwiches for Sunday lunch.

Mail to: Karey Low
 2447 E. 22nd Pl.
 Tulsa, OK 74114-3126

Questions?: Terry Rainey
 Trainey@webzone.net

INDEX to NEWS ArticlesReprints of any NEWS Issue - \$1.50
(includes shipping and handling)

February - March 2001

(Edited to four pages and to remove outdated articles)

(Twenty-eight Issues)

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WINDHAWK	Tony Johnson's clever masthead windhawk	Feb.-March 2001	6
CR 914 "Carryall"	Dick Maiese's very convenient device	Feb.-March 2001	6
How CA Glue Works	Adopted from <i>Scientific American</i>	Nov. 2000-Jan. 2001	12
Needle Threader	Useful when rigging the boat	Sept.-Oct. 2000	8
Rudder Arm Failures	A way to repair a cracked rudder arm	Sept.-Oct. 2000	8
Masthead Crane Failure	Show a way to prevent this failures	Sept.-Oct. 2000	7

Bow Bumper Update	Dave Ramos creates an improved bumper	Sept.-Oct. 2000	7
Substitute Sail Servo Arm Pulley	Photo and text showing an alternate pulley	July-August 2000	10
Main Outhaul Arrangement	Photos and text of a couple ways to do the job	July-August 2000	10
SMOOTH Sail Control on Transmitter	Modify Tx for smooth servo stick action	May-June 2000	10
Prevent Mainsheet Fouling at Split Ring	How to tie string to prevent fouls.	May-June 2000	10
MULTIMETER	Recommendations for a volt/ohm/amp meter	Jan.-Feb. 2000	10
“MAST STICKS”	Describes simple device to square-up the mast	Jan.-Feb. 2000	10
KNOTS	Illustrates double half-hitch and square knot	Jan.-Feb. 2000	10
“String Rings with Illustrations”	More info on string rings with photos	Nov.-Dec. 1999	10
“String Rings vs. Boom Rings”	A way to replace the troublesome boom rings	Sept.-Oct. 1999	10
“Panel Grommets Reduce Boat Speed”	Explains why.	July-August 1999	10
“RUDDER SENSITIVITY”	Discusses the subject	July-August 1999	10
“Jib Topping Lift”	Why, how and the problems with them.	July-August 1999	9
“Servo Growl” and “Glitching”	Discusses the problems	July-August 1999	9
“ADJUSTING BOWSIES”	How to.	May-June 1999	10
“Panel Grommet Reliability Problem”	Can hook up on another boat. And an alternative.	May-June 1999	10
“Modify Futaba Connectors”	Modify Futaba connectors fit <i>hitec</i> components	May-June 1999	10
TELLTALES	Discusses telltales on the saail to sail faster	May-June 1999	9
LOST YOUR NUTS?	Tells where to get replacement keel nuts	Mar./April 1999	10
INTERIM BOW BUMPER	How to make one is explained	Mar./April 1999	10
JIB BOOM TACK FITTING FAILURES	Shows a wire replacement. Photos	Mar./April 1999	8
RADIO RANGE CHECK	How to check your radio before racing.	Mar./April 1999	8
Glue Applicator	Bulb glue applicators are discussed	Mar./April 1999	7
BOW BUMPERS	Why they are needed and analysis of requirements	Mar./April 1999	4
INTERNAL ANTENNA (for the boat)	Shows how to intall the antenna inside the boat	Jan.-Feb. 1999	10
PAINTING A CR 914	Describes painting with automotive lacquer	Nov. Dec. 1998	3
Boat Maintenance Column	Discusses Dean’s connectors and battery switches	Nov. Dec. 1998	10
Boat Maintenance Column	Discusses boom ring breakage solutions and preventing rudder ball joint disconnects.	Sept.-Oct. 1998	10
Boat Maintenance Column	Stronger jib boom tack fittings	July-August 1998	10
Boat Maintenance Column	Lee Mairs offers some building tips	May - June 1998	10
Boat Maintenance Column	Reports on slack rigging, hull cracks, Mast fittings, breaking boom rings and bowsies.	Mar. -April 1998	10
“Masthead Fitting Repair”	Describes one way to repair the rigging eye on the forward face of the mast head fitting.	Jan.-Feb. 1998	10
“Jib Boom Tack Fitting Failures”	Discusses a fix for this deck fitting.	Jan.-Feb. 1998	10
“Set Up Your Boat To Win”	Data on how fast boats are setup and tuned	Nov.-Dec. 1997	1, 9, 10
“HULL LEAKS RE-VISITED	CA glues are waterproof, 5 min. epoxies are not, and other things.	Nov.-Dec. 1997	10
“HULL LEAKS”	How to prevent and fix hull leaks	Sept.-Oct. 1997	3
“Drain Holes and Sponges”	Where to locate the holes and a use for sponges	Sept.-Oct. 1997	5
“Paint for the CR 914”	Custom paint colors and about white boats	Sept.-Oct. 1997	5
Quick Fix for a Keel Leak	Use some yarn around keel rod	July-August 1997	3
“Waterlines”	How to put a waterline on the boat.	March-April 1997	2
“Shroud Quick Disconnects”	A shroud quick disconnect is shown.	February 1997	1
CLASS RULES			
Rule Interpretations	Drum sail servos not permitted, Standing Rigging, Sail reefing not permitted	Sept.-Oct. 2000	2
Rule Interpretations	No pull-pull rudder control, steel mast joiner, cosmetic deck fittings, and discussion of vertical center-of-gravity location.	May-June 2000	6
Class Rules Vote – 2000	Approved bow bumper requirement and location of correction weights	May-June 2000	1
“Discussion on Class Rule Changes”	Bow bumpers and correction weight rule changes	Mar.-April 2000	12
Rule Interpretations	First report: Decisions on “720”s, Rule 4.6, etc.	Nov.-Dec. 1999	1
“Bumpers Mandatory At Nationals”	Reports on bumper status	July-August 1999	3

“BOW BUMPERS”	Discusses bow bumper need and design	Mar./April 1999	4
“Class Rule Interpretations”	No ballast permitted; no keel fin fillet; etc.	Mar./April 1999	6
“Class Rule Interpretations”	Routing of standing rigging; weight and appearance deck hardware	Sept.-Oct. 1998	7
“Class Rule Interpretations”	Discussion of seven rule “corrections”.	July-August 1998	7
“1998 CLASS RULES VOTE RESULTS”	Presents the vote results on the revised rules.	May - June 1998	8
“Class Rule Interpretations”	Skipper eligibility, location of boom fittings, sails	Mar.-April 1998	5
“1998 Class Rules Revisions”	Discussion of proposed rules revisions and Ballot.	Jan.-Feb. 1998	1
“Class Rule Interpretations”	Sail number location is flexible	Nov.-Dec. 1997	6
“Class Rule Interpretations”	Mast step location and main travelers	Sept.-Oct. 1997	6
“Class Rule Interpretations”	Keel installation, sail numbers, jib sheet routing, Rule 1.1 comment	May-June 1997	5
“Sail Battens”	Sail batten rule errors	May-June 1997	5
“Boat Weights”	Region 1 weight data	May-June 1997	8
“Proposed CR 914 Class Rules”	Gives rationale for changes to the class rules	January 1997	3

CR 914's in Japan

“Report from Japan”	Rick Martin reports on model racing in Japan	Nov. Dec. 1998	7
“CR 914 Racing In Japan”	Rick Martin tells us about racing in Japan.	December 1996	7-10

PERFORMANCE

“Want to Sail Fast?”	Article by John Atwood about how to win.	Mar.-April 2000	10
Performance vs. Weight	Data from the 1999 CR 914 Nationals	Jan.-Feb. 2000	1

RACE RESULTS

2000 Larchmont MYC Spring Regatta	Full regatta report of the fabulous event	Feb.-March 2001	1
Holiday Regatta, Dec. 2 & 3, 2000	Greater Tulsa YC's first regatta	Nov. 2000-Jan. 2001	8
2000 Nationals	Regatta Report	Nov. 2000-Jan. 2001	1
2000 Region 5 Regatta	Regatta Report	Sept.-Oct. 2000	1
2000 Region 1 Regatta	Regatta report.	May-June 2000	3
2000 Larchmont MYC Spring Regatta	Full regatta report of the fabulous event	Mar.-April 2000	1, 9
1999 National Championship Regatta	Regatta report and race results	Sept.-Oct. 1999	1-6
Larchmont MYC Spring Regatta	Article on the great regatta	Mar.-April 1999	1
1998 National Championships	Race results and boat weight	Sept.-Oct. 1998	1
1998 Micro-Whitbread Report	The story by Hank Buchanan.	July-August 1998	6
1998 Region 1 and 2 Regatta Results	Race results for Annapolis and Marblehead regattas	July-August 1998	2
Larchmont MYC Spring Regatta Reports	Thirty-one boats enjoy a great event with photos	Mar.-April 1998	2, 6
“National Championships Results”	1997 results	Sept.-Oct. 1997	1
Marblehead MYC	Racing through August 1997	July-August 1997	2
Larchmont MYC	1997 Race Week, etc.	July-August 1997	5
“Region 1 Championships”	1997 results	May-June 1997	7
“Greg Worth is 1996 National Champion”	Race results and report on the Nationals	November 1996	1

RACING RULES and BEHAVIOR

2001-2004 Racing rules of Sailing	Part 1 and 2 are printed for convenience	Feb.-March 2001	9
ARE WE HAVING FUN YET?	An essay on sportsmanship.	Nov. 2000-Jan. 2001	11
RACING RULES OF SAILING	Overview and illustration of the RRS	July-August 1999	4
RACING RULES OF SAILING	Mark rounding explained – Rule 18	May-June 1999	4
Rules Interpretation – 18.3	Mary Savage explains tacking in the four length zone	Mar./April 1999	11
SAILING INSTRUCTIONS	Presents a preliminary SI aimed at improving the quality of racing at the pond.	July-August 1998	9
“THE WORST PROBLEM IN MODEL BOAT RACING IS	Discusses the problem of unpleasant behavior at the pond caused by inappropriate reactions to protests.	July-August 1998	8
“A Simplified Version of the Racing Rules of Sailing” (1997-2000 rules)	Dave Perry's excellent write-up with Brad Del-lenbaugh's illustrations	July-August 1997	7
“A Quick Overview Of The Major Game Changes	Must reading on the racing rules of sailing.	July-August 1997	9

RADIO SYSTEMS and SERVOS

SWAPPING RADIO CRYSTALS	No problem making a channel changes	Nov. 2000-Jan. 2001	12
Changing Radio Channels	Photo and text on an arrangement to make it easier to change channel crystals in the boat.	July-August 2000	3
NEW RADIO FOR THE KIT	Compares the new radio to the old	May-June 1999	7
Ethical Use Of Radio Frequencies	Message to not use the 72 MHz band	Mar./April 1999	5
SAIL SERVO STRENGTH	The stock kit servo is strong enough to win.	Jan.-Feb. 1999	9
“RELIABILITY”	Discusses stopping deck leaks	Nov.-Dec. 1998	8
“Bringing Radio Receivers Back To Life”	Tony Johnson tells us how.	Nov.-Dec. 1997	3
“Stronger Sail Servo”	Five sail servos are tested. One is recommended.	November 1996	2

SAILS

“SAIL MATERIAL STORY REVISITED”	Data from AG, Inc. about on sail material.	May - June 1998	10
“The Story About the New Sails	Discusses the new sails AG started to ship in the kits.	Mar.-April 1998	9
“The Precision of Stock Sails”	Worth Marine measurements of 32 sets of kit sails.	February 1997	3

SAILING, Racing, etc.

“ORBIT” your Boat	Tells how set boat to circle in one place	May-June 2000	2
CD Start Clock	Hugh Fletcher tells about a CD start sequence	Nov.-Dec. 1999	9
Starting Model Sailboat Races	Talks about start tapes, etc.	May-June 1999	1
“RACE COURSE MARKS	Different ways to make course marks	May-June 1999	8
“Don’t Pitch Pole”	How to avoid pitch poling.	July-August 1997	6
“Sail a 58 knot America’s Cup Boat”	Shows why the “scale speed” of models is so high.	December 1996	3

RELIABILITY

(Also look at THE BOAT section above)

SQUARE KNOT FAILURE	Talks about how knots in small rigging string slip if not glued with fresh, thin CA.	Mar.-April 2000	8
WATERPROOF the RECEIVER	One way to improve reliability of the Rx	Jan.-Feb. 2000	4
Prevent Jib Sheet Fouling	Ways to solve this problem, photo.	Jan.-Feb. 2000	5
IMPROVE RELIABILITY	Ways to prevent fouling of sheets	Nov.-Dec. 1999	5
BROKEN BOWSERS	Talks about using a stronger jib boom tack fitting	Sept.-Oct. 1999	7
WATER TIGHT BOAT	Discusses reducing the leak at the rudder rod	Sept.-Oct. 1999	7
EXTERNAL BOAT SWITCH	A magnetic switch and a switch from Dubro.	July-August 1999	6
EXTERNAL BOAT SWITCH	Why and how of external switches	May-June 1999	9
RELIABILITY AND SALTWATER	Howie McMichael on assuring electronic reliability	Jan.-Feb. 1999	8
“RELIABILITY”	Presents a way to make servos more waterproof.	Sept.-Oct. 1998	8
“Surviving Saltwater Sailing”	How to beat the ravages of saltwater.	February 1997	4

STANDING RIGGING

“Standing Rigging”	Adjusting bowsies, why rigging gets loose, etc.	Nov.-Dec. 1997	6
“Standing Rigging”	Rigging used by the top four at the 1997 ACCR	Sept.-Oct. 1997	6
“Standing Rigging”	What rigging the fast owners use.	July-August 1997	6
“Rigging Line Tests”	Test data on rigging line	May-June 1997	6
“Standing Rigging Update”	Data on stretch of four kinds of rigging line	February 1997	2
“Drag And Sag”	The first article on low stretch standing rigging.	January 1997	4

Winning Races

Rob’s Secret	Rob Follett explains his approach to successful racing.	Nov.-Dec. 1999	9
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Miscellaneous

CR 914 Line Drawing	Dave Ramos created the drawing	Nov. 2000-Jan. 2001	4
CR 914 Designer Interview	Rick Martin interviews Kazuo Takei in Japan	Nov.-Dec. 1999	2
CR 914 CLASS HISTORY	History from the start to December 1998	Jan.-Feb. 1999	2
“An Historic Boat”	Photo and story of the boat that started the Class.	Sept.-Oct. 1997	7
“Traveling With The CR 914”	Discusses some ways to travel with the boat.	May - June 1998	9
“Sail Area/Displacement Ratio”	Compares models and full scale boats	Mar.-April 1998	4

BATTERY MANAGEMENT

NiMH BATTERIES HAVE ARRIVED

NiMH (Nickel-Metal Hydride) batteries are now available at local stores such as "Target", "Wal-Mart", "Best Buy", "RadioShack" and probably many others. The cost has come down to where they are definitely less costly for only one season than alkaline cells if the boat is frequently used.

Brands

RayOVac, Energizer and RadioShack all offered NiMH cells. There may be others as the market matures.

Cost

A pack of four NiMH AA cells is between \$11 and \$13, except RadioShack charges \$18.

A four-pack of Duracell Coppertop alkalines are \$4.09 at Staples.

The Arithmetic

For \$23 a charger and four NiMH batteries that will last for hundreds of uses costs less than six sets of alkaline batteries.

Capacity

Buy the 1600 mAh variety. There are 1200 mAh versions, too, but the costs are the same. The samples tested by the CR 914 Lab met the label specifications.

A 1600 mAh battery will give more than eight hours in the Tx and more than five hours in the boat.

Charger/Battery Packages

They all offer a 14-15 hour charger and four AA cells as a package for \$25 or less.

At "Target" there was an Energizer four-cell 14-hour charger for \$10.

RadioShack's #23-033 for \$23 is a 13-hour charger with four cells. Another model #23-034 will charge from a car battery.

The CR 914 Lab recommends using a charger rated at 13 -16 hours or more because there is no risk of battery damage and they are inexpensive.

Kirkland Brand Alkalines

These excellent and inexpensive alkaline batteries, which have been recommended on these pages, are no longer available. They were sold by COSTCO stores. At 23 cents each they were half as much as other brands. This just makes NiMH batteries all the more attractive.

What are milli-amp hours? [mAh]
from (Jim Bourke, jBourke@ezonemag.com)

The milli-amp hour is the standard unit of storage capacity for a cell. It is analogous to "gallons of fuel" for an internal combustion engine. The milli-amp hour rating of a cell tells how many constant milli-amps of current can be supplied by the pack for one hour. This rating can be used to find the duration that a battery pack can provide given a certain draw.

Because cells are wired in series, the milli-amp hour rating of a pack is the same as the milli-amp hour rating of a single cell.

BATTERY PRIMER

by CR 914 Engineer

A Primer is a book (or article) that covers the basic elements of a subject. This article addresses AA size batteries for use with the CR 914. Note that only AA size batteries are legal for racing.

Rechargeable Batteries

1. NiMH (Nickel-Metal Hydride)
Strongly recommended. They have almost the same life as alkaline throw-away batteries, but are reusable 100's of times
2. NiCd (Nickel-Cadmium) Life is less than half of NiMH batteries, less than two hours in the boat. Not recommended.
3. RENEWAL® by RayOVac These are rechargeable alkaline chemistry.
Not recommended. Life is shortened

every time they are recharged. Too expensive.

Non-rechargeable Batteries

1. "Alkaline" batteries are the ones if you choose to use "throw-away" batteries. **Make sure the word alkaline is on the battery.** All brands of alkalines give the same performance. Buy on price alone.
2. "Super" or "Ultra" alkaline batteries are more expensive but give the same life as ordinary alkalines. Each brand has there own catchy name. Don't use because of cost.
3. "Heavy Duty" These use the old carbon zinc chemistry, not the "alkaline" chemistry. **DO NOT USE.** Life is very short.

As the light changed from red to green to yellow and back to red again, I sat there thinking about life. Was it nothing more than a bunch of honking and yelling?

Sometimes it seemed that way.

Contributed by Buttons Padin

THE BOATYARD

WATER PROOF THE ELECTRONICS

The single largest problem that owners face is electronics that stop working. The reality is that all RC electronics are designed for model airplanes, not for a wet marine environment. All model boats get water inside in the electronics. That's the biggest problem, especially in saltwater.

It will ruin your day if while leading the fleet the boat starts circling out-of-control; or worse, it sails with good speed straight out towards the horizon.

When should you waterproof?

The options are:

1. Before the boat ever goes into the water the electronics should be waterproofed or,
2. Now, before they stop working.

It may be too late if done after they stop working. Recall the advice to lock the barn door after the horses are gone.

DISCIPLINE

It takes some personal discipline to make the effort BEFORE the boat stops working. To do everything describe below will take between 15 and 30 minutes. Do it now.

SERVOS

Used as received the servos will eventually get water inside and stop working. Here is a quick and easy way to make them more water-resistant:

1. Loosen the four screws that hold the three-piece servo case together.
2. Separate the cases about 1/16 inch so Vaseline© (petroleum jelly) can be smeared into the two gaps. Liberally apply Vaseline all around the wire where it exits the case at bottom.
3. Tighten the screws and wipe of excess Vaseline.
4. With the servo arm removed, smear Vaseline generously all around the servo output shaft and replace the arm.

1. Open the receiver case. The stock Rx has two "latches" at each end that can be disengaged using a small screwdriver or the end of a paperclip. The Futaba Rx has hinges at one end and latches at the other.
2. Carefully remove the circuit board, coat it with Vaseline and reassemble.

(This was covered with photos in the Jan.-Feb. 2000 NEWS.)

SWITCH

Squirt WD-40 into the switch and cycle it on-off several times. If a boat won't turn on, doing this will often get it going.

(Convenient pocket size cans of WD-40 are available at ACE hardware stores.)

BATTERY

A **shrink rapped and soldered battery pack** is the most reliable. Use something like silicone sealant to seal the openings in the shrink rap.

A **battery case** with snap-in AA cells can be enclosed in a rubber glove or balloon with the wire exit well sealed. Water may still manage to get inside so it is good practice to dry out the inside of the glove or balloon after every sail.

Battery cases are notoriously cheaply made with material that quickly corrodes and stops the flow of electricity. It's good practice to spray the springs, contacts and connections with WD-40 or coat with Vaseline.

(Battery cases and their wires fail frequently. It is prudent to have a spare.)

CONNECTORS

Use WD-40 or Vaseline on them all. For the battery connector, if you are able to solder, use Dean's connectors which are gold plated against corrosion. Always use the female connector on the battery wires.

CR 914 Engineer

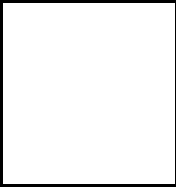
AN EXCELLENT BOAT STAND

John Whalen, #911, from Boston, has discovered an excellent boat stand. It is a folding "camp table" sold at Sears and probably other sporting goods stores. It is inexpensive and folds into a small light package. The top is heavy canvas in which he cuts a slit large enough to accept the keel. The base is wide enough to resist strong winds (there have been a lot of boats damaged when blown over while on the stock stand). There are beverage pockets that can hold stuff like a beer or a jar of Vaseline©, etc. A net bag on one edge is the perfect size to hold the transmitter, too.



Chuck Winder Photo

RECEIVER



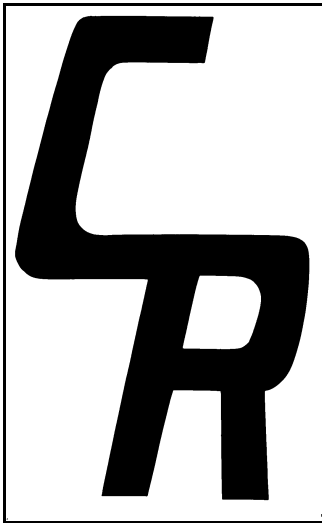
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945



**Chesapeake
Performance
Models**

Dave Ramos
227 Main Street
Stevensville, MD 21666
410-604-3907
410-604-3908 fax
www.rcyachts.com

Dave continues to work towards a production process to cast rubber bow bumpers. What he is trying to do is extremely difficult. He was able to supply sufficient cast silicone bumpers for the Larchmont Regatta.



CR 914 SAIL EMBLEM
Full Scale-Can be traced on to your sail.

Articles in the CR 914 NEWS

The following is a list of articles planned for future 914 News. What will actually appear depends on input from you owners in the form of contributed material and requests for particular information.

- Regatta results
- Fleet news
- Battery management - continuing
- Surviving salt water - continuing
- Racing rules of sailing topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance - continuing
- Scoring systems
- Boat switches
- Conduct of a model race
- Etc.

START YOUR OWN MODEL YACHT CLUB

There are probably some owners who would like to race but don't have a local club. Start your own by getting three AMYA members together. That's all it takes! (Though it helps to have a place to sail such as a pond.☺) Ask me for a "NEW FLEET" package if this interests you.