
❖ CR 914 NEWS ❖

Issue 36

DECEMBER 2002 - JANUARY 2003



Rick Martin Photo

MODEL SAILING IS NOT A ONE SEASON SPORT

Dick Martin in Columbia, MO, sails his CR 914 as it snows at his local lake. The edges are starting to freeze. Soon he will have to wait for the next thaw. A dedicated competitor, Dick drove 3600 miles round-trip to San Diego to take 4th in the Region 6 Regatta. The CR 914 fleets at Norfolk, VA; Annapolis, MD; Larchmont, NY; and Cottage Park YC, Winthrop, MA, sail mostly in the winter when the full-scale boats are laid up.

The image is at 136 pixels per inch, a JPEG file of 400 KB.

Class Secretary's Report

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Radio Interference Interest

The AMYA quarterly editorial staff considered the radio interference articles in issue 34 of the NEWS of sufficient interest to publish all of them in the Fall quarterly, #129. We have had many phone calls and emails on the subject. Some called to ask questions and some called to say they tried what was suggested and had significantly improved radio performance.

The most important finding was the 23 channel syndrome. All fleets should avoid channels assignments separated by 23. Example: Don't use 63 and 86 at the same time.

Registrations

This month there are ~1065 boats registered. About 290 copies of the NEWS will be distributed again this month.

ALWAYS LOOKING FOR GOOD PHOTOS.

Action photos, people shots and images that show the local sailing venue are the kind of thing we want. A becalmed boat is not of much interest.

1. Send 4x6 color photo prints, or
2. JPEG digital photos at a file size of 500 KB are best but smaller files are often acceptable.

One important indicator of a digital image that will print well is the resolution defined as pixels per inch. Note the cover image of this issue is 136 ppi. The images on pages 4 and 5 were 4x6 color prints scanned at 200 ppi. and then cropped. Resolution is between 140 and 180 ppi.

Good sailing,

Chuck Winder

CR 914 NEWS at the AMYA Website

This is repeated from last issue to assure that everyone gets the word.

Courtesy of AMYA Webmaster David Goebel, back issues of the NEWS are posted for reading or download as Adobe Acrobat files. Go to:

<http://www.amya.us/crnews.html>

There is an Index to find which issue contains the articles of interest.

All 35 issues are available including the last one which had the important articles on how to avoid radio interference.

The plan is that future issues will not be posted at the Website until the subsequent issue is mailed. That is, this issue #35 will not appear at the Website until issue #36 is mailed. Hopefully many owners will continue to subscribe to pay the costs of publishing the NEWS.

Paper back-issues are still available for \$1.50 each which includes postage and handling.

Join AMYA

Now is the time to join or renew your AMYA membership. 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.



2003 NATIONALS

San Diego Yacht Club is pleased to announce we will be hosting the 2003 CR 914 National Championship Regatta on November 15th and 16th. Following a successful Region 6 regatta last year we are now in the planning stage for the Nationals this year. Please help us by informing us if you will be competing in this event at the earliest possible time.

Watch the "NEWS" for further announcements for this event.

Contact:
Douglas Mc Kerrow.
2003 National Championship Chairman.
dmckerrowsd@worldnet.att.net
Bus Phone, recorder, fax (619) 223-5157
House phone, recorder (619) 223-0840

Region 1 Championship Regatta

Cottage Park YC, Winthrop, MA, are the hosts for the third consecutive year. It will be Sunday, June 29th. CPYC is a great venue and always have a great regatta.

Contacts:
Fleet Captain Hatch Brown,
617 846 6317
Commodore Mike Gahan,
617 212 5681 or
metropolitanmeat@aol.com

***If a man talks in the woods, and
no woman hears him, is he still
wrong?***

Region 4 Championship Regatta

The Mid-Missouri Model Sailing Club will host the 2003 Region 4 CR 914 championship regatta, in Columbia, MO, on June 7-8.

Details, including the Notice of Race and an entry form, will be posted on the M3SC website, at
www.m3sc.org/region4.htm

Contact:
Dick Martin,
rhm@ussailing.net, (573) 256-7213.

Region 5 Championship Regatta

The Greater Tulsa MYC will host the regatta September 13 and 14.

Terry Rainey
Fleet Captain GTMYC
terryrainey@earthlink.net
(918)369 5493
(918)342 8229w

Larchmont Invitational Spring Regatta

This outstanding regatta will be the last weekend in March, the 29th and 30th.

Contact: Buttons Padin, erpadin@aol.com, 914 834 5476

NEW OWNERS

	First Name	Last Name	City	State	Sail No.
1	Stockton	Buck	Pasadena	MD	1038
2	John	Carney	Framingham	MA	1050
3	Stuart	Challoner	Island Heights	NJ	1056
4	Paul	Coward	Ship Bottom	NJ	1043
5	Jonathan	Cutting	Derwood	MD	1049
6	John Garth	Fasano	Briarcliff manor	NY	1061
7	Mary Lou	Grinnell	Palm Beach	FL	882
8	Bruno	Herregos	Lexington	MA	1046
9	Terence	Heyns	Lexington	MA	1047
10	Scott	Hilk	Northbrook	IL	1051
11	Greg	Kiely	Annapolis	MD	1052
12	Frank	Kokoszynski	Palm Desert	CA	539
13	William	Mazzoni	Edmonds	MA	1057
14	George	Nebel	Mantoloking	NJ	1054
15	Michael	Ryan	Newport	RI	1060
16	Jack	Somers	Los Angeles	CA	1048
17	Frank	Stauss, Jr.	Sewell	NJ	1059
18	Michael	Wagner	Bear	DE	1053
19	Chris	Westergard	Annapolis	MD	1055
20	Byron	Wiswell	Blue Hill	ME	1045
21	Peter	Wright	Brielle	NJ	1044



START LINE - Gold Fleet maneuvers to start. Race Committee operates from the flying bridge of the RC boat *Corinthian*. Club house in the background. It's November; notice the shorts!

Region 6 Championship Regatta

By Douglas Mc Kerrow

San Diego Yacht Club hosted a CR914 Class Regatta on 16th & 17th November 2002. This was the first Region 6 Regatta for this class of sailboat and a first for San Diego Yacht Club.

Eighteen boats were entered; half were from out of town hailing from Renton, Washington; Columbia, Missouri; Prescott, Arizona; Palm Desert and Long Beach, California.

On Saturday competitors drew numbers "out of the hat" for positions in the Heat Management System. From Saturdays results two fleets were established for Sundays racing. The top nine went to the Gold Fleet and the second nine to the Silver Fleet.

Saturday equated to survival sailing with winds to 13 Knots and fairly boisterous wave action for these boats. Downwind some boats buried the bow up to the mast. Going to weather the decks at times were awash. Sunday with wind speeds 6-10-6 knots and less disruptive waters saw great

total for the afternoon.

Rick Martin's performance in the Gold Fleet on Sunday was outstanding with placings in the 7 races 2,5,3,1,5,1,1. One throwout (a 5) gave Rick 13 points. David Ryan garnered 16 points and Sandy Purdon 20 points for 2nd and 3rd places after throwouts.

The other Martin, Dick from Columbia, Missouri, was fresh from the 2002 Nationals where he placed 4th. Dick had the same total points as Sandy Purdon, 28 apiece. After throwouts (Sandy had an 8th and Dick had a 7th) Dick was in 4th place again by one point.

In the Silver Fleet Fred Moldenhauer sailed to a 6, 4, 2, 2, 2, 1, 1 for 18 points and with the throwout (a 6th) gave Fred the 12 points. Chuck McNeil and Steve Leo after throwouts tied for 2nd place with 13 points each. Very close racing.

November 16 & 17th was selected for the Regatta as the Hot Rum big boat races straddle that weekend. This would give minimum interference with boats in adjacent slipways crossing the racecourse. SDYC members graciously vacated slips that were required for regatta use. The *Corinthian*, SDYC's offshore race committee boat was also available that weekend. We took advantage of *Corinthian's* onboard hailing system and computer.

FINAL RESULTS

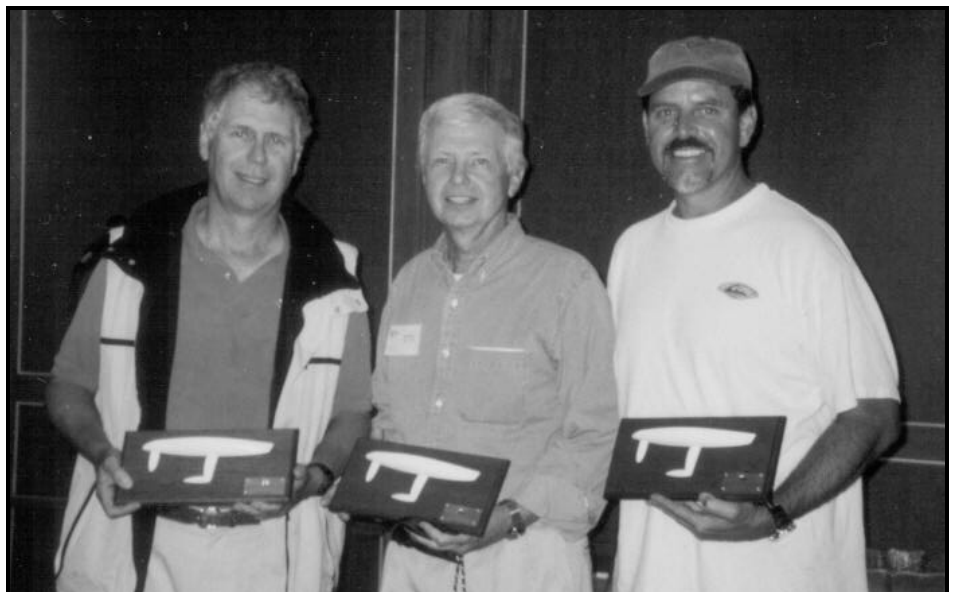
Gold Fleet

1 Rick Martin	Renton, WA	13 pts
2 Dr. David Ryan	SDYC	16
3 Sandy Purdon	SDYC	20

Silver Fleet

1 Fred Moldenhauer	Payson, AZ	12
2 Chuck McNeil	Palm Desert, CA	13
3 Steve Leo	Long Beach, CA	13

competition racing. Ambient temperature for both days reached low to mid 70's. The gold and silver fleets both had seven races Sunday afternoon. Fourteen races



GOLD FLEET from left: Sandy Purdon, 3rd; Rick Martin, Champ; Dr. Daid Ryan, 2nd



SILVER FLEET From left: Chuck McNeil, 2nd; Fred Moldenhauer, 1st; Steve Leo, 3rd

Racing was off F dock. There is quite a long side tie dock for competitors use only. Racing was over a single windward leeward course. Both outboard marks had offset marks. The Principle Race Officer Capt. Bob Shinn USN (Ret) with umpires Lowell North and Jack Sutphen

(previously Larchmont YC) on Corinthian's bridge deck were perpendicular to the start line and had the best view of the race course. Computer operations provided race positions and statistics with express. These were posted on a board secured to Corinthian's transom for all to see.



Dick Martin (#822) leads Sandy Purdon (#970) as Ted Lindley (#593) passes astern on port

A table was set up on Corinthian's aft deck with an adequate supply of spare parts, line, glue and tools manned by model boatwright Doug Vickery. Any competitor with a problem was soon back in the water after Doug's attention and expertise.

Two skiffs were manned at all times. One was to retrieve errant boats that ran out of battery power or had control problems. The other was to convey the official on-the-water photographer.

In the Club House the Spinnaker Room with its outside deck was devoted to Regatta Operations. This included sign-up, measurement and weigh-in, channel control, race packet, ordering box lunches and Saturday evening dinner, skipper's meeting, cocktail hours, dinner and trophy presentations. Vicky Buckley and her volunteers did a great job coordinating the operation.

The AMYA region 6 Director Paul Brown could not be present at the Regatta. Paul appointed Bob Debow as the AMYA representative for this event. Bob has been active in the model boat scene longer than he can remember. Bob was feted after dinner on Saturday for his contributions to the AMYA, Argonauts Model Boat Club and his racing record in various classes.

The plaudits received from visitors at the event and subsequent E-Mails, etc., we had a very successful regatta. Everybody had a good time, enjoyed the racing, the sportsmanship and camaraderie, SDYC facilities and the food. And that is what it is all about.

Now we are in the planning stage for the 2003 CR914 Nationals on November 15 & 16th.

Q. How do you stop a Taliban tank?

A. Shoot the four guys pushing it.

Greater Tulsa Model Yacht Club Annual Report

By Terry Rainey, Fleet Captain

Terry's report is included because his fleet has been very successful and his report tells why. I thought it would be useful to new fleets to see his thought processes.

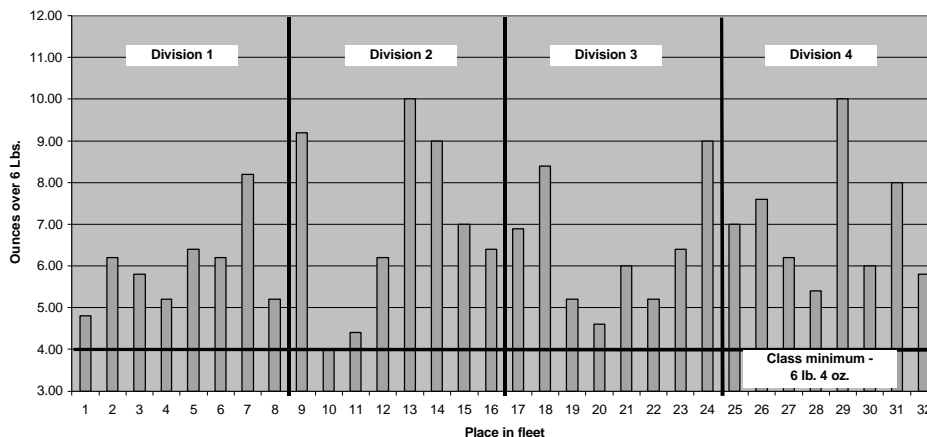
Editor

The Greater Tulsa Model Yacht Club will complete its 3rd year of existence in June and has just completed our second full year of racing. In our first 12 months, we had as many as 30 boats in the club with paid memberships. At the beginning of last year, 8 of those members dropped off the roles and 3 new members were added during the year. This is not the level of growth that we had hoped but the shrinkage has stopped and we have now grown to 25 members. Of those 25 members, 18 raced in at least one of the series that we sailed last year. Again, not the 100% that we were shooting for but 72% is better than the 45% that we had in 2001.

We raced a very active schedule during the year, scheduling 7 different series on 49 race days. Nine of those days were weathered out with too much or too little wind, ice or heat leaving 40 days of racing during 2002. We try to race 15 races each race day and last year we sailed 579 races, averaging over 14 races per race day. What a grueling year of racing, averaging 7.2 boats per race with a maximum of 12 boats and a minimum of 5 throughout the year.

In order to encourage more participation, we changed our program as we worked through the year. The first 2 series were 5 race days with 2 throw outs. We found the participation low so we increased the number of race days to 10 or 11 and counted only the 5 best days. This allowed people to be gone on vacation or travel or just not feel like racing on a hot day but still be able to stay in the hunt for the series. After we adjusted, the participation increased from about 6 to about 8 boats per race day.

Weight vs. Performance



Buttons data on boat weight at the Nationals

Chuck,

In that none of us think you have enough to do with your time, here is another riddle for you to unravel. The attached Excel file plots the weight of the 32 boats that sailed in the nationals vs. their final positioning. When I first looked at this chart, without the divisional separation lines, there wasn't much to see other than the smarter (better) sailors build lighter boats. However, you'll see there is only a 4-6 oz. difference in overall weight differential between most boats. The two heaviest, I built for myself (#13) and John Hodgson (#29). The difference is the significant amount of epoxy I put in the bottom to reinforce the keel in-

set. I also built Sears' boat (#23) but it isn't as heavy.

Here's my take away once I looked at the data overall and on a division by division basis. Yes, lighter would appear to be better...as an umbrella statement. But I also believe that good sailing including boat handling, rig setup, playing the shifts and getting a good start will always overcome a weight differential of a few ounces. Heck, then keeping the boat dry also helps, too. Stated another way, the smarter sailors build slightly lighter boats.

Thought you'd like to chew on this data and perhaps give us your insight in the next newsletter.

Button Padin

Buttons,
Science and empirical data tell us that a lighter boat is faster.

But I agree, the guy sailing and maintaining the boat is 99% of what decides if his boat wins a regatta in the CR 914 class. Our class is truly one-design relative to speed characteristics.

Note that the minimum boat weight is 100 oz. (6 lb.-4 oz.). Thus each ounce over min weight is 1 % heavier.

Chuck Winder

We used the Red, Yellow, Green, Go handicap system in the first part of the year as we got more boats up to speed, but the use of this system fell off as boats got tuned up and got competitive. We now may need to adjust our program as we have achieved a hierarchy in the club with the same few boats always at the top. We must encourage the boats at the bottom of the fleet and we may reset the handicap system to allow the lower boats to get a jump on the established fast boats. This has yet to be decided as a club.

The coming year will be more of the same. We will plan to sail about every week with some series in the evening, when the days are long, and on Saturdays and Sundays when the days are shorter in the fall and winter. We will have just 5 series this year, averaging 10 races per series, counting the best 5 with 15 races per day, weather permitting. We will also be hosting the Region 5 Championship regatta, September 13th and 14th.

As we look back on these past couple years, we are pleased with the progress of the racing program but are not happy with the growth of the club. We anticipated continued growth as we got quickly out of the blocks and got 30 boats sold and 25 or so built. Now we have settled in at 25 dues paying members and 18 active boats. Our goal will be to be 100% active and have a 20 % or 5-boat growth for the coming year.

CR914 racing is alive and well here in the Midwest. If you like to race the 914, this is the place to be.

Terry Rainey

RADIO INTERFERENCE

By Chuck Winder

23 Channel Syndrome

There still seems to be confusion on this major source of interference.

1. *All* boats using single-conversion receivers are at risk if any two radios are separated by 23 channels.
2. A dual-conversion Rx protects *only the boat using it*, none of the others. The interference is created by the transmitters, not the Rx.
3. Both AM and FM radios will cause the problem.
4. An FM radio is not immune unless it uses a dual-conversion Rx.

The subtlety is that this form of interference is not continuous nor does it affect all boats. That is probably why it took so long to understand it.

For More Information

I recommend that you visit the Website below if you want to learn more about your radio.

<http://www.ann-neil.supanet.com/>

Click on "What happens when I wiggle the sticks". The author also talks about other sources of interference and what to do about them.

Attention Sailors in the Gaithersburg, MD Area

A group in Gaithersburg, Maryland is looking for current or prospective CR-914 owners to organize a club for recreational sailing and racing.

If you live in the Gaithersburg area and would like to be notified of upcoming meetings, contact:
Nils van den Beemt at nvdb@aol.com.

In the next few months Nils will set up a meeting to plan the upcoming sailing season.

A lady was picking through the frozen turkeys at the grocery store, but couldn't find one big enough for her family. She asked a stock boy, "Do these turkeys get any bigger?"

The stock boy replied, "No ma'am, they're dead."

REPAIRING ATHENA

Chuck Winder

In the last NEWS Wendy Lull reported the sinking of her boat Athena following collision with a CR 914 without a bow bumper. This article reports repair of the submerged boat. It sank in freshwater.

FIRST

All electronics were removed from the boat the afternoon of the sinking, disassembled and flushed with freshwater and then alcohol. They all contained water. A soft toothbrush was used with the alcohol to thoroughly wash all surfaces and parts. (*Rubbing alcohol was used, not my gin, though in an emergency...*) The parts were placed on a cookie tin and dried in an oven at ~120 F. (It was briefly considered to operate the servos after the alcohol rinse to assure all water was out of the motors but the possibility of a fire decided against that.)

The reason using alcohol is so important is that it mixes with water to form a compound that rapidly evaporates.

There are four components: two servos, the Rx and the switch. The boat used the stock battery box with alkaline cells.

The servos were disassembled by removing the four screws, separating the 3-piece case and removing the circuit boards. That allowed the circuit boards to be cleaned on both sides and the motor and pot to be cleaned as well.

The receiver circuit board was removed from its case to allow thorough flushing and cleaning. Careful examination of the Rx will show the latches that are depressed to open the case. It is best to remove the channel crystal first.

A kitchen oven was used for drying all the parts for ~2 hours. An ordinary thermometer was put in the oven. The oven was kept at

120 F by manually cycling on and off on "Warm" setting.

Before reassembly a soft toothbrush was used to thoroughly coat the three circuit boards with petroleum jelly (Vaseline is one brand).

All components worked fine after this procedure. Had the boat gone down in saltwater, the freshwater flushing must be done even more thoroughly. The final results may not be as good.

Use Vaseline or grease to prevent rusted screw heads

It was difficult to disassemble things because this boat was mostly used in saltwater, though in this event it sank in freshwater. Most of the Phillips screw heads were badly corroded. They had to be cleaned of corrosion using a pin and WD-40 before the screwdriver would work.

The message is: At final assembly of a boat coat all screw heads to prevent corrosion.

Fixing the Hole

A piece of hull about the size of a quarter was punched out of the hull. Fortunately the piece was found in the hull. The irregular edges of the fracture surface prevented reinserting it into the hole. By carefully cutting away a few tiny edges the piece fit snugly into the hole.

The inside surface area around the hole was thoroughly washed with alcohol, sanded and scrubbed with alcohol again. The hole was located near the waterline a little forward of the mast. A stick and a small rag were used to clean and sand the surface.

Two layers of light fiberglass cloth saturated with CA glue completed the repair. (10 oz. fiberglass was used because that was on hand. Any light fiberglass is suitable.) A glue applicator was used that has a soft bulb with a long tubular snout that allowed reaching into the boat to place the glue on the cloth. These applicators are available at model airplane hobby shops and Tower Hobbies.

When the glue was applied to the glass it

quickly saturated the cloth and made it lay tightly against the hull. The glue also enters the hull fracture by capillary action.

Boat Rescue Ideas

It appeared that the boat had remained afloat for rescue because of the air trapped in the bow. However, the man who rescued the boat said that the stern was resting on the bottom when he got to it. So it is not certain that the air trapped in the bow actually kept it afloat.

However it is good practice to assure that all deck air leaks are sealed and the bow plug has a good seal to improve chances of not sinking in such an accident. Using petroleum jelly under all deck fittings is sufficient to seal them.

Finding a Sunken Boat

It is always good practice to take bearings if a boat is sinking. If it does sink it can be located. If a person seeing the sinking boats can align it with a feature on the shore beyond the boat and also remember where he was standing when the boat sinks, it will be much easier to find the boat. If there are two people, the place where their line of sight crosses locates the boat.

A weighted three-pointed fishhook can be used to grapple for the boat. Using a diver is another way.

Lessons

1. Make sure all boats have bow bumpers
2. Disassemble, clean and dry all electronic components as soon as possible after sinking
3. Using alcohol to clean parts is very important
4. Use Vaseline to coat all screw heads inside the boat
5. Take bearings on a sinking boat

Good sailing!

Rx Mounted on Servo Board

An alternate location for the Rx is on the servo board. Dick Martin sent a photo of his installation. A virtue of this arrangement is ease of changing channel crystals. At large regattas it may be required to change channels more than once.

Dick wrote: Here is the picture you asked for, Chuck. This is the Hitec FM DCX dual-conversion Rx, which is a little smaller than my original Hitec single-conversion Rx that fit snugly in the hole cut in the mounting board. The DCX Rx is used with the Ranger 3 FM Tx.

The original Rx had its crystal next to the connectors, so I could change crystals without even pulling the Rx out of the hole in mounting board. The DCX has its crystal seated on the opposite end from the servo connectors, but it's very easy to pull it out of the hole, change crystals and then stick it back into the hole (adds all of another 15 seconds to the operation).

To take this picture I removed the red electrical tape that covers the top of the

sail servo case and extends over the top of the Rx. That tape keeps the sheet from fouling around the Rx, and helps keep water from dripping on the Rx.

Note that Dick has squared off the hatch opening that makes it easier to work in the boat. The 4th connector in the Rx connects to the "VoltWatch" unit. The under deck antenna can be seen routed forward and entering the soda straw that extends to the bow.

If you choose to change to this arrangement remember to do an antenna-down range check before you start. Then, when you have completed the change, do another range check to assure that radio performance is satisfactory.

Also note that the wires are not twisted. Twisting all wires in the boat will improve radio performance.

Pertinent Web Sites

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

For back issues of the NEWS:
<http://www.amya.us/crnews.html>

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>

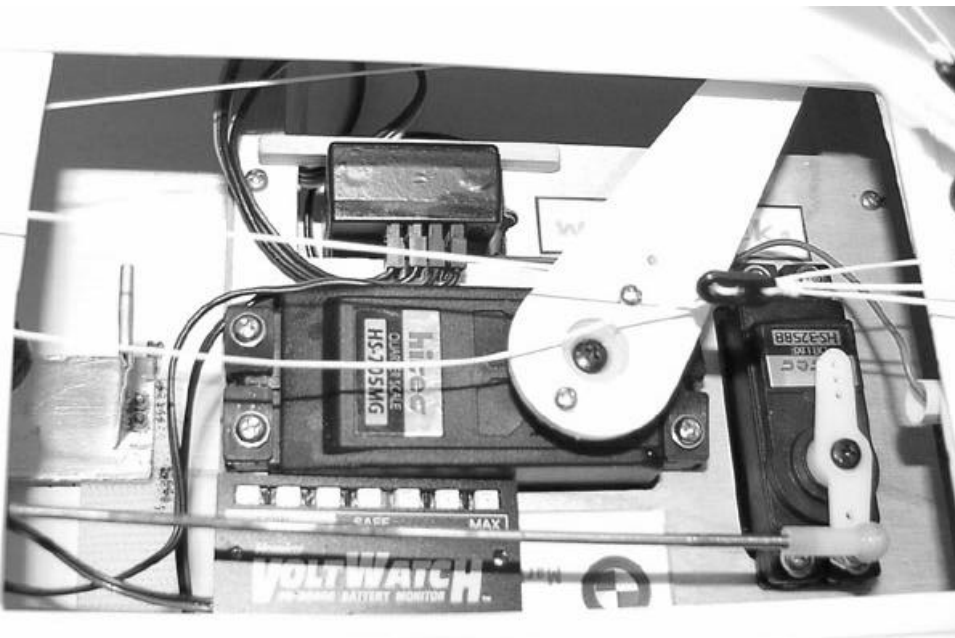
Worth Marine,
<http://www.worthmarine.com>

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

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

Mid-Missouri Model Sailing Club
<http://www.m3sc.org/>

RC Radio Explained
<http://www.ann-neil.supanet.com/>
 Click on "What happens when I wiggle the sticks".



A blonde pushes her BMW into a gas station. She tells the mechanic it died. After he works on it for a few minutes, it is idling smoothly. She says, "What's the story?" He replies, "Just crap in the carburetor." She asks, "How often do I have to do that?"

BOATYARD

BEC Receivers

Radio receivers with BEC (Battery Eliminator Circuit) evolved as the popularity soared for electric powered models. These models use large capacity battery packs to power propulsion motors. They have rated voltages higher than the standard 4.8 or 6.0 volt Rx packs. Originally an RC electric model had two battery packs: one for the motor and one for the Rx and servos. The motor battery voltage was too high for the Rx.

The BEC feature protects the Rx and servos from the higher voltage so only one battery pack can be used. The Rx is powered directly from the propulsion battery.

The stock Rx for the CR 914 kit has BEC designed for maximum of seven-cell battery packs (8.4 volts). The hitec Rx is model HP-2NRB. The Futaba Rx delivered in earlier kits is FP-R122JE.

A word of warning. If you are powering a propulsion motor in your CR 914, that is not legal.

Non-kit Running Rigging Fittings are Legal

Class Rule 11 covers running rigging. Rick Martin (who won the Region 6 regatta this year) had replaced stock sheet blocks with *Pekabe* blocks. That is legal under rule 11.1.

Pekabe #512 works well on the sail servo arm and may work well at the sheet exit on the port transom. Another option for the exit block is the #515.

Source is Worth Marine, <http://www.worthmarine.com> or 781 639 1835

Battery Boxes are Unreliable

While working on a friends boat, the boat would not power up. It used the stock "square" battery box. AA cells were snapped in properly. By spinning the cells in place using fingers, boat power was returned. One of the contacts in the box had not been good and rotating the cell apparently rubbed off whatever was the problem and restored power.

The owner also reported that power in the boat has been intermittent at times.

One message in this event has been repeated in the NEWS before: Battery boxes where cells are snapped in place are not reliable. The best battery packs are soldered together and enclosed with shrink wrap. If home-made, the ends of the cells should be coated with Vaseline before being shrink-wrapped.

Another message: One thing to try if the boat won't power up is to spin the cells in the battery box and apply something like WD-40 to the contacts.

A very fast boat at the 2002 Nationals missed many races and a chance for a good finish because of the battery box. Corrosion products had built up between the wires where they exit the box. The wires were very close together at that point. This short quickly depleted the batteries and the boat was out of control. It took time to determine this subtle cause. Several races were missed and his hopes of a good finish were gone.

The wire on boxes are often not well annealed and are therefore stiff and brittle. They have been known to break because of this.

Frequently inspect battery boxes and always have a spare. Use soldered packs if you can.

BATTERY CHARGER

Tower Hobbies sells the recommended Hitec CG-25A charger for \$12.99 plus 4.99 for economy shipping. [800-637-6050 or "orders@towerhobbies.com"]

The charger plugs into the stock transmitter and the battery pack.

BLACK ANODIZED SPARS

Dick Martin asked about black anodizing the spars for his new boat.

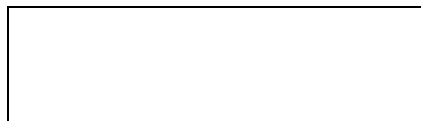
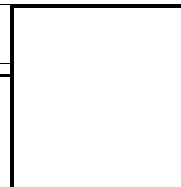
Dave Ramos responded: "I have a company in Baltimore I use to black anodize my masts for me. I will be sending a number of mast and boom sets to them when I get back to the shop in Feb. The cost is \$30 per set. I have also painted a number of masts and booms with good results just remember to mask the outhauls so they can slide."

Dave

Chuck Winder wrote: I painted my spars using a flat-black aerosol can I happened to have from another project.

This was done in 1997. In 2003 small areas of paint have come off in a couple places. Had I taken the time to better prep the surface and use primer, it would have been more durable. I painted after I installed the "fixed" fittings (spreaders, goose neck, etc.) so the fittings wouldn't damage the paint when installed. The adjustable fittings (main and jib outhaul, sheet adjustment, etc.) worked well over the paint.

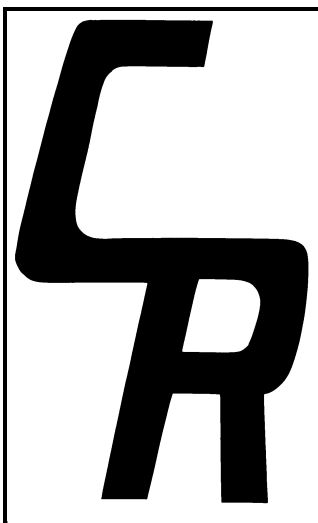
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945



**Chesapeake
Performance
Models**

www.rcyachts.com

Dave Ramos
227 Main Street
Stevensville, MD 21666
410-604-3907
410-604-3908 fax



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.