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# ❖ CR 914 NEWS ❖

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Issue 27

NOVEMBER-DECEMBER 2000, JANUARY 2001

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## 2000 Nationals

Lake Ogelton,  
Annapolis, MD  
November 11<sup>th</sup>-12<sup>th</sup>

*By Ernest Freeland*

### Venue

We set up camp for the weekend at the Bay Ridge Clubhouse and Marina in Annapolis. This venue was a new one for CBMRA. We chose it because it offered us a kitchen and dining area, playground for the kids and the all-important restrooms. Sailing took place on Lake Ogelton. Lake Ogelton is more of a protected harbor than a true lake and has a channel leading to the mouth of the Severn River near the entrance to the Annapolis Harbor.

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For Saturday competitors were divided into four fleets for a round robin arrangement that would have every competitor race against all of the other competitors.

The key word in all of this is "game plan" because the weather forecast called for winds from the north-northwest at 25-30 MPH. NNW is the worst possible direction for our venue because the long fetch results in large waves.

### Windy Saturday Racing

Saturday morning confirmed our fears. The weather forecast was correct. The wind was from NNW at 25-30 MPH with large breaking waves, less than ideal conditions for racing a CR 914. So much for the protected harbor and the game plan!

Boat inspections and check-ins were completed by 1000 hours with the wind still howling. Each competitor and volunteer received a 2000 Nationals T-shirt and a servo donated by Worth Marine.

At 1000 hours racing was postponed for an hour in hopes that the wind might diminish. In case that didn't happen,

### *Santa's New Sleigh*



*Dick Martin Photo*

a group of us headed out to find a suitable back-up venue. After an hour and half search we settled on moving to Truxton Park; the winds were still strong but the water was flatter and made for more suitable sailing conditions. Truxton Park offered a great dock to sail from and a grassy bank to stage from.

After lunch three different courses were set and 18 races were sailed, ending at 1600 hours. Each Competitor participated in 9 races, not as many as I would have liked but enough to provide seeding for Sunday.

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*(Continued on page 4)*

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## On the Cover

New owner Dick Martin, Colombia, MO, photographed *Chick* in the first snow of the season. He sent it as a minimally compressed ~72 KB JPEG file, 303 x 440 pixels. It was converted to a ~4 x 5.7 inch B&W image. That's a resolution ~ 76 pixels/inch.

## Yahoo CR 914 Club

By Ernest Freeland

A Yahoo Club has been created for the CR-914 Class. This is a club that provides fellow CR-914ers a place to meet, exchange ideas and stay up with all the latest news and events. The site has a message board, (you can have e-mail sent directly to you or just view it on line) a chat section, photo section and a calendar.

The club contents are what the members want it to be. Have an urge to sail your boat? Check out the Calendar and see where the next Regatta is! Once you join you can post and participate in all of the areas.

We held a Chat on January 2nd. To chat you can either type or use the voice feature. Speakers allow you to hear everyone and a microphone allows you to contribute without having to type. Because of the success of the first chat we plan on doing these on a regular basis.

The next Chat is scheduled for February 6th at 9:30 PM EST. To join all you need is a Yahoo ID. Go to Yahoo and click on the Clubs link in the Connect Section. There will be a link to sign up as a new user/create ID. Once you have an ID all you have to do is join the CR-914 Club. Go to the CR-914 Club page and click on the JOIN button. You'll be all set.

This is the address:

<http://clubs.yahoo.com/clubs/cr914class>

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## Join AMYA

If you join now you will receive *Model Yachting* #121 (as long as the supply lasts) which has the feature article on the CR 914. The color cover has an exciting image of two CR 914's being over-powered by a strong puff.

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.

## CR 914 Advisory Committee

*The CR 914 Advisory Committee addressed the following issue .*

The Advisory Committee voted unanimously that AMYA registration cards and hull labels are not required for the CR 914 class.

Their decision eliminates the time it takes the class secretary to process the cards and labels. Material and postage costs are saved.

The current AMYA Bylaws require that class secretaries issue a "registration card" and a "hull label" to boat owners who are AMYA members. That has been done when an owner tells me his AMYA number.

However, the AMYA Board of Directors voted that it is up to individual classes whether labels are issued (see *Model Yachting* issue #119). This is their ruling until changes to the Bylaws are studied.

There is no point in them in a one-design class like ours. It makes sense in a devel-

opment class where hull designs differ and there is extensive measuring required to assure a boat is legal.

We have never inspected to see if an owner has his card and the boat has a label. We probably never will.

It is an easy matter to consult the CR 914 Directory if there is ever an issue that an owner is not properly registered.

**NOTE:** The Advisory Committee has consisted of four owners selected by the Class Secretary and the Class Secretary for a total of five. (See the NEWS, Sept.-Oct 1999, page 8.)

Dave Ramos, our new CR 914 Distributor, has now been appointed as a non-voting member. This makes him a participant in all Ad Com deliberations.

Chuck Winder  
Class Secretary

## Class Secretary's Report

This NEWS is about two weeks later than planned. The last NEWS was mailed on November 21 and this one will be mailed ~February 7. It is 14 pages instead of the usual 12. We will try to be on time next time.

### Feature Article in AMYA magazine

Those of you who are AMYA members have seen the CR 914 Feature article in issue #121. I hope you enjoyed it. It gave the class history and had a cover photo showing how exciting model sailing can be.

### Registrations

This month there are ~770 boats registered and ~270 subscribe to the NEWS. This time of year there are usually more new boats because of Christmas and the boat shows. The fleet continues to move West with the fast growing Tulsa and Colorado fleets. There should be more when the new owners from the Cleveland and Chicago boat shows start to register.

### NEWS Copy

I am always looking for articles from you, the owners and subscribers.

### ALWAYS LOOKING FOR GOOD PHOTOS.

Does this sound familiar?

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

Good sailing,

\_\_\_\_\_  
Chuck Winder

## NEW CR 914 US DISTRIBUTOR

Dave Ramos, owner of *Chesapeake Performance Models*, is the new US distributor for the CR 914.

We congratulate him and wish him the best of luck in his new endeavor. It should be a rewarding experience. It is an awesome responsibility.

As Class Secretary I will support him to the best of my ability.

On January 10, Dave drove to Worth Marine in Marblehead to complete the transition. He returned to Annapolis three days later with his head full of the knowledge required to continue the CR 914 tradition. He also had a trailer load of tooling and supplies to support the endeavor.

**Greg Worth** is the creator of the class we all enjoy. The beginning was in 1992 when he recognized the CR 914 could fill a niche in the sport of model racing. He continually improved the Japanese product that is now the best and most complete kit available.

The destiny of the class has been in

Greg's hands for about eight years. The class has prospered in that time period. We thank him for all he has done and wish him the best in his other business endeavors.

**Dave Ramos** has been a model sailboat enthusiast for many years. He has been building outstanding CR 914's for happy customers. His hull graphics are incredible! A few years ago he formed *Chesapeake Performance Models* to satisfy the demand for model boats. His acquisition of the CR 914 is the latest in the growth of his business.

There is no question that Dave will affect the future growth and health of the class.

His first challenge is the 2001 boat show circuit that has been so important to the growth of the class.

**Chesapeake Performance Models**,  
Annapolis, MD  
(410)647 9370  
(410)647-2837 (Phone and Fax)  
daramos@starpower.net  
<http://www.reyachts.com>

## Pertinent Web Sites

### AMYA Web Site,

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

### Worth Marine,

(781)639 0835  
<http://www.worthmarine.com>

### Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD  
(410)647 9370  
(410)647-2837 (Phone and Fax)  
daramos@starpower.net  
<http://www.reyachts.com>

### Thin Air Model YC

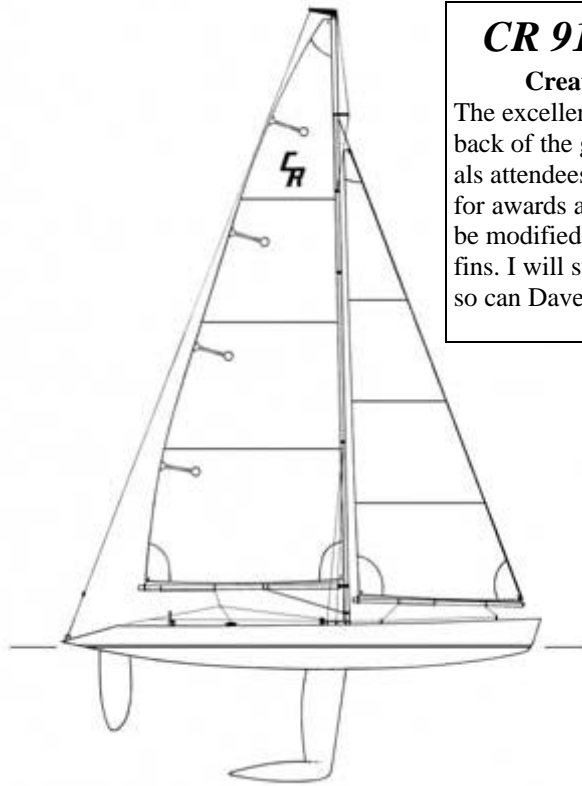
Steve Lang, Evergreen, CO  
303-670-4670  
steve@builtbyu.com  
<http://ModelSailboatRacing.com>

### Yahoo CR 914 Club Website

<http://clubs.yahoo.com/clubs/cr914class>

### CR 914 Listserve

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



**CR 914 Line Drawing**

**Created by Dave Ramos**

The excellent drawing was used on the back of the gift T-Shirts given to Nationals attendees. The file is available to use for awards at your club. It, of course, can be modified to have only the hull and fins. I will supply the file on request and so can Dave.

former, as we had no damage to boats on Saturday or Sunday.

The new bow bumpers will soon enter production pending approval from the CR 914 Advisory Committee and be available from Dave Ramos at [www.rcyachts.com](http://www.rcyachts.com). [Hopefully we can report these are approved.]

**Delightful Sunday**

Sailing conditions at Lake Ogelton were ideal. Sunday was our “reward” for persevering through Saturday. There is a saying that: “The rewards for those who persevere far exceed the pain that must proceed victory”. I guess in my case the “pain” was the weather on Saturday and the “victory” was a successful Na-

tional Regatta.

Tim Mangus set courses for the Championship and the Captains divisions. The wind was in a direction to allow us to tie the floating dock onto one end of the pier for the Championship division and to use a T-dock on the other side of the marina for the Captains division.

We completed 16 races on the Captains course and 15 races on the Championship course in winds of 5-10 knots and flat seas. The Captains division had a great day of sailing, while the Championship division was a tightly contested division with a lot of close sailing.

Sunday followed the “game plan” perfectly. Races were run in groups of four followed by a short rest period. Racing was completed by 1300 hours; lunch was

***Dave VanCleaf was crowned the new CR 914 National Champion***

served with awards at 1400 hours.

At the end Dave VanCleaf was crowned the new CR 914 National Champion. Dave Ramos and Tim Mangus were second and third with Greg La Liberte in

*(Continued on page 5)*

*(Continued from page 1)*

At the end of Saturday Tim Mangus, Dave Ramos, David Van Cleaf and Greg LaLiberte were tightly grouped at the top. Between these sailors there were: a National Champion, a couple of Regional Champions and an LMYC Invitational Winner. Also making the Championship fleet was Kevin Dooley the

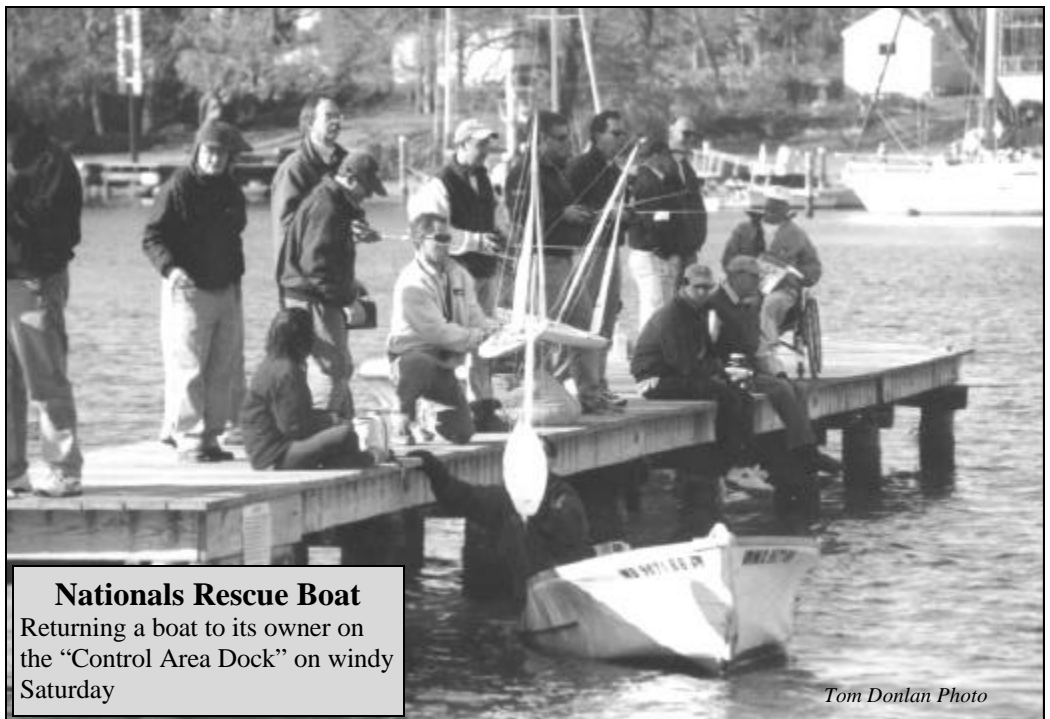
***....wind was from NNW at 25-30 MPH with large breaking waves!***

'97 and '98 National Champion.

Sunday was going to offer some competitive sailing.

**New Cast Silicone Bow Bumper**

The weather on this blustery day fully tested the new bow bumper design fresh from Dave Ramos' drawing board. Constructed of cast silicon rubber, the new bow bumper is molded to the bow shape of the CR 914. It proved to be a solid per-



**Nationals Rescue Boat**

Returning a boat to its owner on the “Control Area Dock” on windy Saturday

*Tom Donlan Photo*



Tom Donlan Photo



Tom Donlan Photo

**Wing-n-wing on a high speed run, three CR 914's watch a puff to windward (see the dark water above the sails).**

(L to R) James Appel, Newport, RI; Steve Lang, Evergreen, CO, and; Dick Martin, Columbus, MO.

**EXCITEMENT! The overpowering puff arrives with the dark water and the "submarining" begins!**

(Continued from page 4)

fourth. This was the same top group of four from Saturday. In addition, the top three were the top finishers at this year's Larchmont MYC Invitational. Is there a trend developing here?

Andy Acton won a tiebreaker over Kevin Dooley for fifth and sixth.

Chuck Winder led the Captains Division followed by Greg Vasileff, Cedric Lewis, Mark Zurmuhlen and David Hitt.

For complete results see the score sheets. All of the results and pictures can be found at the C.B.M.R.A. web site. Follow the link from [www.rcyachts.com](http://www.rcyachts.com).

### Nationals Dinner

After an exciting and windy Saturday we returned to the Clubhouse to enjoy a wonderful meal prepared by *Amanda's Confections*, our caterer for the weekend. Everyone enjoyed a wonderful cake for dessert decorated with a CR 914! I must thank my wife, owner of, for all of her help and support *Amanda's Confections* with Nationals. Without her the Nationals would not have been possible!

### The People Who Made it Possible

I must thank all the volunteers for whom without their help Nationals would not have been a success or possible. As many of you know, events of this magnitude are

not possible without huge amounts of help from volunteers.

Scoring throughout the weekend was made possible by Sasha Kavs and Jaye Nashawaty. I also must thank them for all of their help on Friday as well as Jaye's assistance with line calling and food preparation. Sasha spent several hours updating his scoring program on Friday evening to accommodate the plans for the regatta.

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***A CBMRA member that does more for the club than anyone is Tim Mangus.***

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Sue Sutton and Melanie Buchanan were lifesavers with their scoring and line calling both Saturday and Sunday.

A CBMRA member that does more for the club than anyone is Tim Mangus. For Nationals he constructed more marks, assisted with the floating dock, set the courses and lent us a crash boat. With all of this activity he still managed to post a third place finish. Racing at the top in this fleet takes the utmost concentration. Without the distractions of his supporting activities, Tim might well have placed even better.

The use of the floating dock was courtesy of J World and J Port. Dave Van Cleef, Will Van Cleef, Dave Ramos, Kevin

Eliou, Chuck Winder, Sasha Kavs and Andy Acton all contributed to getting the dock moved to Lake Ogleton.

The Nationals web site was made possible by Dave Ramos and Andy Acton. Andy Acton was also our host at the Bay Ridge clubhouse.

Thanks to the CAMRA club for the use of their equipment. The most valuable tool was the megaphone that allowed all competitors to hear the starting sequence and line calling in the noisy winds on Saturday.

Thanks to Hugh Elliot and Runyan Colie for judging and advice over the weekend. Runyan is a CR 914 sailor and I look forward to seeing him out racing soon. Hugh had an extremely busy day on the "lively" Championship dock Sunday.

Thanks to: William Jenkins for the use of his Boston Whaler and donation of the keg; Jamie Mangus for the use of his boat, help with the floating dock and his assistance with the courses on Sunday and; Maurice Lethembridge for the use of his boat and constant offers to lend a hand.

Not to be forgotten is the Larchmont MYC for lending us their complete radio crystal set to resolve channel conflicts. Thanks guys!

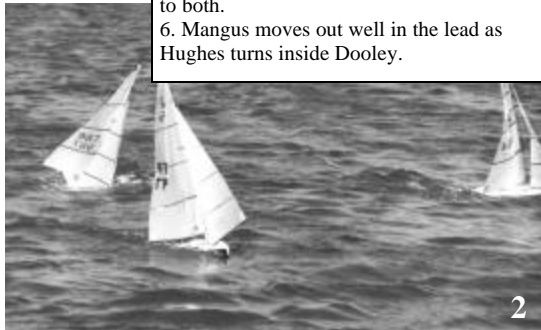
As you can see it takes a tremendous



**PHOTO SEQUENCE**

by Tom Donlan

1. Boris Hughes, #987; Kevin Dooley, #97 and Tim Mangus, #164, start a wild run to the leeward mark.
2. Hughes loses distance in a pitchpole while Mangus crash jibes.
3. Mangus falls in behind Dooley as they approach the mark.
4. Dooley rounds wide of the mark as Mangus tries to control a pitchpole.
5. A good mark rounding by Mangus leaves Dooley well to leeward as Hughes catches up to both.
6. Mangus moves out well in the lead as Hughes turns inside Dooley.



**Venue**

We set up camp for the weekend at the Bay Ridge Clubhouse and Marina in Annapolis. This venue was a new one for CBMRA. We chose it because it offered us a kitchen and dining area, playground for the kids and the all-important restrooms. Sailing took place on Lake Ogelton. Lake Ogelton is more of a protected harbor than a true lake and has a channel leading to the mouth of the Severn River near the entrance to the Annapolis Harbor.

**The Game Plan**

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For Saturday competitors were divided into four fleets for a round robin arrangement that would have every competitor race against all of the other competitors.

***James Appel's boat was destroyed in shipping!***

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**Windy Saturday Racing**

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pleted by 1000 hours with the wind still howling. Each competitor and volunteer received a 2000 Nationals T-shirt and a servo donated by Worth Marine.

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moving to Truxton Park; the winds were still strong but the water was flatter and made for more suitable sailing conditions. Truxton Park offered a great dock to sail from and a grassy bank to stage from.

After lunch three different courses were set and 18 races were sailed, ending at 1600 hours. Each Competitor participated in 9 races, not as many as I would have liked but enough to provide seeding for Sunday.

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**History of the CR 914 NATIONAL CHAMPIONSHIPS**

Year	Location	Champion	Hometown
1995	Minneapolis, MN	Tony Johnson, #77	Excelsior, MN
1996	Stowe, VT	Greg Worth, #181	Marblehead, MA
1997	Xenia, OH	Kevin Dooley, #97	Marblehead, MA
1998	Marblehead, MA	Kevin Dooley, #97	Marblehead, MA
1999	Larchmont, NY	Dave Ramos, #238	Annapolis, MD
2000	Annapolis, MD	David Van Cleef, #737	Annapolis, MD

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**2000 NATIONALS RESULTS  
Championship Division**

Place	Name	City	State
1	VanCleef, David	Annapolis	MD
2	Ramos, David	Arnold	MD
3	Mangus, Tim	Annapolis	MD
4	LaLiberte, Greg	Boulder	CO
5	Acton, Andrew	Annapolis	MD
6	Dooley, Kevin	Marblehead	MA
7	Jenkins, Shakey	Annapolis	MD
8	Buchanan, Bucky	Annapolis	MD
9	Lang, Steve	Evergreen	CO
10	Appel, James	Newport	RI
11	Mentzell, Eric	Takoma Park	MD
12	Hughes, Boris	Annapolis	MD
13	Mertes, Fred	Annapolis	MD
14	Elion, Kevin	Annapolis	MD

(Scott Nixon raced but was not an AMYA member.)

**Captains Division**

1	Winder, Chuck	Marblehead	MA
2	Vasileff, Greg	Hampton	CT
3	Lewis, Cedric	Annapolis	MD
4	Zurmuhlen, Mark	Washington	DC
5	Hitt, David	Annapolis	MD
6	Buchanan, Hank	New York	NY
7	Martin, Dick	Columbia	MO
8	Donlan, Thomas	Falls Church	VA
9	Kavs, Sasha	Chelmsford	MA

(Morris Lethembridge raced, but his boat was not registered nor was he an AMYA member.)



## 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

### Greater Tulsa Model Yacht Club

#### Holiday Regatta Report December 2 & 3, 2000

By Terry Rainey, Fleet Captain GTMYC

Eleven boats participated in the first regatta hosted by the newly formed GTMYC on Saturday and Sunday, December 2 & 3. We had two visiting skippers, Dick Martin from Columbia, Missouri, and David Goebel from Altus, Oklahoma.

**Saturday** dawned gray and blustery with north winds in the 15 to 20 range and the temperature in the low 40's. The regatta was sailed on a retention pond north of 11<sup>th</sup> St. and west of Mingo Rd. This small pond is about 150 yards by 50 yards and has proved to be ideal for the RC boats. Not only is it deep up to the shore with no weeds, the shore is able to be walked the entire perimeter with no interference or marshy spots.

By the time the racecourse was set, the temperature had moderated slightly and the sun was beginning to peak out from time to

time but the winds were really howling.

After introductions and boat preparations, the skipper's meeting was conducted and I attempted to explain the heat promotion system of RC racing. Even though the number of boats did not demand that we use the system, it was felt that we needed to learn how to use it.

After the first two heats everyone understood how the system worked.

We sailed 16 heats with each division completing 8 races. This successfully split the fleet for the Sunday finals. The racing for the day was wicked. Winds were steady in the 15 to 20 knot range. We had several breakdowns as the tough conditions and cold weather took its toll. The good news was that we only had light wave action to deal with on this small impoundment. All boats were back in shape for the Sunday races.

**Sunday's** weather prediction was for sunny skies, low 40's and light and variable winds. As we set up the



**A START**  
On Sunday

Elaine Rainey Photo

My wife Elaine scored [and took photos].

It proved to be really chilly again but the racing was terrific. We ran the Gold and Silver fleets two minutes apart on the same course. Each fleet completed 13 races.

Karey Low, who had trouble in the high winds on Saturday, proved to be untouchable on Sunday with 9 bullets in the 13 races. Dick Martin, our visiting skipper from Columbia was second and Roger Kerr was third in the gold fleet.

The Silver fleet was also very competitive with John Ewert winning fleet honors. Ron Reese was second with Bill Rowland finishing third.

At the conclusion of racing, as darkness was about to fall, certificates from Ziegler's Art Store were awarded to the top three finishers in each fleet concluding a great weekend of very competitive racing for all.

**In summary**, we lucked out with relatively good weather, and some wonderful racing. The only thing that could have improved the regatta was to have more boats participate. Of the 21 members that we now have in the fleet, most of the members that have their boats completed were on the



Elaine Rainey Photo



water.

We look forward to the next regatta, which is now being planned for early March, the weekend before the full-scale keelboat racing season begins. Until then we will race on Sundays, as long as the weather doesn't become too bad.

*Tulsa is our newest fast growing fleet. Fleet Captain Terry Rainey clearly has what it takes to create a first class operation. They will host the Region 5 Championships next fall. They are welcome addition to the CR 914 fleet and continue the invasion of the West.*

*Editor*

## NEW OWNERS

	First Name	Last Name	City	State	Sail No.
1	Chad	Acklin	Tulsa	OK	570
2	Bob	Acklin	Tulsa	OK	592
3	Allen	Ames	Old Saybrook	CT	633
4	Richard	Barnes	Cottonwood	AZ	419
5	Howard	Berger	Island Heights	NJ	913
6	Howard	Berger	Island Heights	NJ	948
7	Scott	Burbank	Bellevue	WA	774
8	John	Butts	Collinsville	OK	752
9	Jonathan	Carlson	Edina	MN	370
10	Ron	Carter	Broken Arrow	OK	470
11	Don	Catterson	Palm Desert	CA	545
12	Robert	Chase	Laconia	NH	451
13	James	Chinik	Flowery Branch	GA	650
14	Claiborne	Coupland	Norfolk	VA	415
15	Kevin	Delva	Louisville	CO	952
16	Alex	Dillon	Greensboro	NC	668
17	Eastman, III	Eastman, III	Flowery Branch	GA	795
18	John	Fallon	Arlington	MA	781
19	Christian	Fenger	Old Saybrook	CT	632
20	Patrick	Ferguson	Northport	AL	988
21	L. Stephen	Goff	Tulsa	OK	580
22	Durell	Hall	Duluth	GA	424
23	Thomas R.	Hardgrave	Sand Springs	OK	915
24	Jerry	Harris	Washington	NC	378
25	Tim	Hawkins	Scotts Valley	CA	588
26	Tim	Hawkins	Scotts Valley	CA	655
27	Bill	Jacobi	Tulsa	OK	930
28	Charlie	Keithline	Tulsa	OK	455
29	Bernard W.	Kernan	Mt. Airy	MD	991
30	Geoffrey M.	Kerrigan	Essex	CT	369
31	Michael	Macleod	Flowery Branch	GA	720
32	John	McCarthy	Roswell	GA	992
33	Joseph L.	McDonald	Tulsa	OK	828
34	Charles	Nelson	Tulsa	OK	927
35	Larry	Olsen	Cost Mesa	CA	422
36	Jeffrey M.	Prisco	Hobe Sound	FL	815
37	Donald	Russell	Kensington	CT	398
38	Tom	Samuelson	Marblehead	MA	423
39	Bob	Sheppard	Winthrop	MA	453
40	Howie	Taylor	Island Heights	NJ	591
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# BATTERY MANAGEMENT

## Questions and Answers

New owner John Crimaldi, Boulder, CO, asked questions about batteries. The answers may benefit other new owners. His questions are edited slightly to be more general.

*"1) The NiMH batteries are 1.2V cells, right? If so, that means four cells create a 4.8V receiver pack. How does that differ performance-wise from using four 1.5V alkaline batteries (which produce 6.0V)?"*

Performance of a battery pack for our purposes is based on: a) how long they last in the boat and, b) sail servo strength.

- Life of an alkaline cell in the boat is somewhat longer than a NiMH cell, but then you throw the alkaline cells away. With alkalines it is hard to know when it will be depleted and leave the boat out-of-control. The tendency is to keep using them to save a little money. However, a fully charged NiMH will last for the typical 3-4 hour session of sailing. Then it is fully recharged before the next sailing session. Sometimes an owner uses the same set of alkalines until the boat has to be rescued.
- Sail servos are stronger using NiMH or NiCd cells. No-load voltage of an alkaline cell is high, but under the ~1000 mA load of a stalled sail servo, output voltage of an alkaline cell is lower.

*"2) Is there any advantage to using a 6.0V receiver battery (five 1.2V cells or four 1.5V cells)? I imagine that you'd get more oomph to your sail servo."*

A five-cell NiMH or NiCd pack will give 20 to 36% more sail servo strength depending on the model of servo in use and how it is wired in the boat. This is based on tests performed in the CR 914 Lab. (No tests were done using five-cell alkaline batteries.)

Five-cell battery boxes are available, but may have to be ordered. To achieve the ~36% stronger sail servo requires wiring it directly from the batteries, not through the receiver.

Expect essentially the same life using a five-cell pack since the batteries are wired in series and have no more capacity than the weakest cell.

*"3) It seems to me that the boat takes tons of power and therefore the NiMH batteries make lots of sense. However, does the TX really need them? Wouldn't some less expensive NiCd batteries work just as well for the TX?"*

There is not a large difference between Tx and boat electrical loads. The average load in the boat is ~200 mA (0.200 Amps), more when the wind is strong. The Tx on the other hand has a constant load of ~160 mA. (The older "hitec" Ranger II Tx actually had a load of 265 mA, but those are no longer being shipped.)

However, the Tx warning lights (and alarm with the Futaba Tx) tells you when batteries need to be replaced. Therefore a skipper can deplete his Tx batteries and then change to fresh ones and not have to rescue the boat.

---

***A five-cell NiMH or NiCd pack will give 20 to 36% more sail servo strength depending .....***

---

In real life skippers will often not notice the warning light and the boat will go out of control. He then changes batteries, if he is disciplined enough to have spares with him. He probably will not do well in a race where that happens.☺

So a skipper could use the cheapest batteries available in his Tx and change when they are depleted.

(Though the boat does not have warning lights, an experienced (and alert) skipper will notice that the speed of the sail servo has slowed, which tells him to change boat batteries.)

*"4) How about going to a nice shrink-wrapped cell pack for the Rx NiMH batteries, which you can buy for the same price as 4 NiMH AA batteries? Looks pretty water-resistant."*

Shrink-wrapped packs still leak water. Sealing the edges of the wrap and where the wire exits will help, but achieving an absolute waterproof pack is a challenge. Waterproofing is also a challenge using balloons, rubber gloves, etc.

The largest advantage of shrink-wrapped packs is better reliability because the cells are soldered together. Battery boxes are notorious for developing high contact resistance between the cell ends and the contacts. Complete failure is not uncommon, especially in saltwater. Most boxes are made cheaply using steel springs and crimped connections that are not as good as soldered connections.

Shrink-wrapped packs are smaller and lighter, too.

Cost of commercial shrink-wrapped packs is comparable to conventional separate cells.

A skipper can make his own packs by ordering AA cells with solder tabs and using heat shrink tubing from a hobby store. It requires soldering skills and equipment as well as a heat gun to do the shrinking. The result is good. Cells with tabs are more expensive but give a good result.

Cells without tabs can be soldered but that requires more expensive solder equipment.

Tower Hobbies is a source of shrink-wrapped NiMH packs, but their product often does not deliver rated capacity, in my experience.

*CR 914 Engineer*

***A clear conscience is usually the sign of a bad memory.***

*Anonymous e-mail*

## 2001 REGATTAS

### Regatta Coordinator,

Ernest Freeland, (410)956 0780

### Midwinter Regatta

March 3-4, 2001 at Tulsa, OK  
Terry Rainey, (918)369 5493  
trainey@webzone.net

### Region 3 Championships and St. Patrick's Day Regatta

March 17 at Norfolk, VA  
John Atwood, (757)596-9701  
atwoodj@tea-emh1.army.mil

### Cherry Blossom Regatta,

March 24-25, 2001 at Washington DC  
Mark Zurmuhlen, (202)483 9177  
camra.vqc@worldnet.att.net

### LMYC Spring Invitational

April 7,8 at Larchmont, NY  
Buttons Padin, erpadin@aol.com

### Region 2 Championships

April 21 at Annapolis, MD  
Ernest Freeland, (410)956 0780  
cbmra@yahoo.com

### Region 1 Championships (Tentative)

~June at Cottage Park YC,  
Winthrop, MA

### Region 5 Championships

Sept. 15 -16 at Tulsa, OK  
Terry Rainey, (918)369 5493  
trainey@webzone.net

### National Championships

October 6-7 at Evergreen, CO  
Steve Lang, (303)670-4670  
steve@builtbyu.com

## ARE WE HAVING FUN YET? *An Essay on Sportsmanship*

We race model boats to enjoy the camaraderie of competing with others.

At the 2000 Nationals there was talk that racing in the championship division on Sunday was not enjoyable. All 15 skippers were asked to tell us about it. Eight responded with written opinions. There was no response from the others.

From those eight responses and conversations with others who were there, my conclusion is that most if not all did not enjoy that morning of racing. In fact, some of the eight were quite disturbed by what they had experienced.

The reason was poor sportsmanship.

### The Racing Rules of Sailing

Fundamental Rule 2 in our RRS:

"FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated."

RRS "Section C – Gross Misconduct" also addresses poor sportsmanship.

### What Should We Do?

I propose that at Regattas:

1. The Sailing Instructions and the pre-race skippers meeting must stress that good sportsmanship is a fundamental requirement of the regatta.
2. It must be clear that the on-course race official has the **authority to disqualify a boat** that violates the limits of good sportsmanship.
3. **Skippers** must be reminded that they can protest boats that display poor sportsmanship.
4. **Guidelines** must be given to on-course officials and skippers to assist the judgment of sportsmanship.
5. **Protest dialogue** between boats must be severely limited. One boat may protest another with a hail. The protested boat may simply agree to a penalty turn or disagree with the protesting boats claim. The race official shall permit no further dialogue. An offending boat risks DSQ.
6. That protest shall be heard immediately following the race in which it

occurred.

7. **False or frivolous protest hails** risk DSQ by race officials. (An example is a hail "Starboard Tack!" when the boat is on port. Another is "Protest 888 for excessive wake!" which is frivolous and an unnecessary distraction for tense skippers.)
8. The race official shall have authority to remove a boat from a race or the entire regatta for unacceptable sportsmanship.
9. Race officials shall assure that there is no interaction between skippers and spectators. Only skippers and race officials shall be permitted in the skipper control area.

### The Reality

*What happened at Annapolis is not unique to model racing or Annapolis.*

Whenever humans gather to compete *at any sport* there is the opportunity for poor sportsmanship to be part of the scene. (I have no data but it may be true that nonhuman animals are better behaved in their play than we more advanced human animals.)

Because of this all sports have rules to control misconduct. Suspensions and monetary penalties are common in professional sports. All amateur sports have penalties, too, including the sport of sailboat racing.

### Growth of the Sport

Sportsmanship at model races is the single most important factor affecting the growth of model sailboat racing. An aspiring model sailor watching a group of badly behaving modelers may decide that it is not the sport he wants to join.

An owner, unhappy with the behavior of the group he sails with, may simply quit if he sees there is no corrective mechanism in place.

The obvious conclusion is that we must all work together to assure the highest level of sportsmanship if we want the sport to prosper.

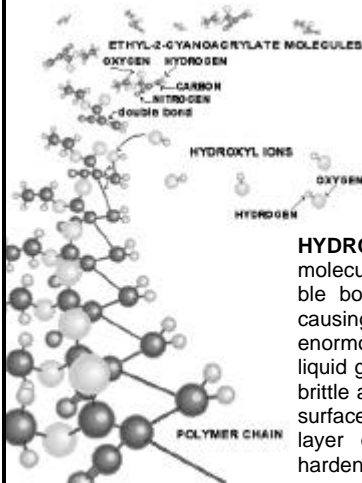
*Chuck Winder  
Class Secretary*

# THE BOATYARD

## How CA Glue Works

adapted from an article published in the  
"Working Knowledge" column of *Scientific American* (June 1999)  
written by Louis A. Bloomfield  
Professor of Physics, University of Virginia  
Author of *How Things Work: The Physics of Everyday Life*

Nearly all glues are plastic polymers — giant molecules that cling to themselves and the surfaces they touch, like sauceless spaghetti noodles left overnight in a bowl. But while the plastic molecules in most household glues are dissolved in a liquid that evaporates as the glue dries, the molecules in cyanoacrylate glue do not form until the glue comes in contact with molecules of water on the surface of the material you are gluing. CA glue is almost pure ethyl-2-cyanoacrylate, a simple molecule that polymerizes rapidly when exposed to moisture. Each CA molecule contains an unusually fragile double bond between carbon atoms, one that is easily attacked by the hydroxyl ions found in most airborne moisture.



**HYDROXYL IONS** alter the CA molecules, transforming their double bonds into single bonds and causing them to stick together in enormous chains. As a result, the liquid glue quickly becomes a hard, brittle acrylic plastic. Because most surfaces are coated with a thin layer of moisture, CA starts to harden the moment you apply it.

The above article was submitted by Dick Martin, Columbia, MO

## SWAPPING RADIO CRYSTALS

A frequently heard anecdote at the pond is that when swapping crystals it only works if the new channel is close to the radio's original channel. That is, if a radio was shipped as channel 78, one shouldn't change channels further way than 76 or 80.

(In a large fleet or regatta there are often channel conflicts that have to be resolved by some boats changing channels.)

Tom Causin, Commodore of the Ashburn MYC, Ashburn, VA, took the "bull-by-the-horns" and wrote to "hitec".

Mike Mayberry of HITEC RCD, INC. replied: "Hitec radios will accept channel changes from one end of the band to the other with only about a 2% variance in performance. You should be fine changing from 73 to 89. If by chance there is any problem, send it into us and we can retune it if needed at no charge".

The message is that, as an example, a radio shipped as channel 61 can be changed to channel 90 with no problem. As is so often true, pond side anecdotes are not always reliable.

### CAUTION

When swapping channels make sure the Tx crystal is in the Tx and the Rx crystal in the Rx. That is not an uncommon error.

It's always smart to do a range-check on land after changing channels. In real life there have been cases where a radio did not operate properly after changing crystals.

### RANGE CHECK

On land, WITH THE Tx ANTENNA FULLY RETRACTED, make sure the radio controls the boat at a distance of at least 50 feet. Then launch the boat with Tx antenna still down and confirm that you have control when the boat is at least 50 feet distant.

CR 914 Engineer

## COMPUTER LITERACY

(Excerpted from a Wall Street Journal article)

- Compaq is considering changing the command "Press Any Key" to "Press Return Key" because of the flood of calls asking where the "Any" key is.
- AST technical support had a caller complaining that her mouse was hard to control with the dust cover on. The cover turned out to be the plastic bag the mouse was packaged in.
- Another AST customer was asked to send a copy of her defective diskettes. A few days later a letter arrived from the customer along with photocopies of the floppies.
- A Dell technician advised his customer to put his troubled floppy back in the drive and close the door. The customer asked the tech to hold on and was heard putting the phone down, getting up and crossing the room to close the door to his room.
- Another Dell customer called to say he couldn't get his computer to fax anything. After 40 minutes of trouble-shooting, the technician discovered the man was trying to fax a piece of paper by holding it in front of the monitor screen and hitting the "send" key.

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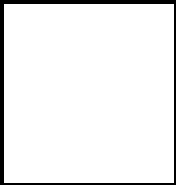
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**Please provide a list of all boats you own with the registration number for each.**

A courtesy of the *CR 914 NEWS*



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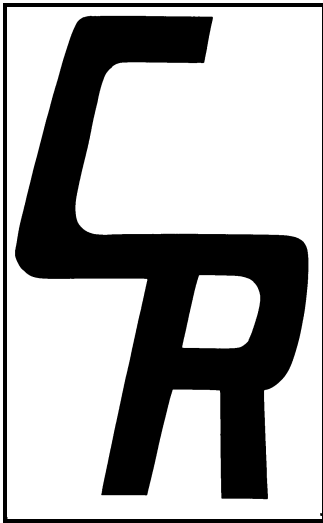


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**Articles in the CR 914 NEWS**

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.