
◆ CR 914 NEWS ◆

Issue 35

AUGUST - NOVEMBER 2002



Dick Martin Photo

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LEEWARD MARK

Mid-Missouri Model Sailing Club (M3SC)
Columbia, MO

Chris Amelung's *Trouble* (802) rounds the mark clear ahead. Tom Trabue's *Diversion* (729) has an inside overlap requiring Bob Martin's *Speedee* (955) to give him room to round the mark. They went on to finish the day's racing in that order.

Dick Martin has created this fast growing and successful sailing club in the middle of Missouri, an unlikely place. He recently has become the AMYA Region 4 Director.

COVER PHOTO

It is a JPEG ~346 KB color image that was edited to black and white with adjustments made to brightness and contrast. Dick Martin used a telephoto lens to capture the action close-up.

Class Secretary's Report

Radio Interference

The time and energy addressing this problem since the Larchmont Spring Regatta had a rewarding payoff. Radio interference at the Nationals at Larchmont was almost non-existent. All fleets should consider avoiding channels assignments that are separated by 23. Example: Don't use 63 and 86 at the same time.

Registrations

This month there are ~1045 boats registered. About 290 copies of the NEWS will be distributed again this month.

ALWAYS LOOKING FOR GOOD PHOTOS.

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. File size of photos in this issue are shown.

CR 914 NEWS at the AMYA Website

Courtesy of Webmaster David Goebel and AMYA, 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 34 prior 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.

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Good sailing,

Chuck Winder



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.



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2002 Region 5 Championship Regatta

Thin Air Model YC- Boulder
Boulder, CO
September 28-29, 2002

by Denny Hanson

It was great to have Dick Martin from the Mid-Missouri Model Sailing Club, Columbia, MO drive out, as well as, Terry Rainey and Joe McDonald from the Greater Tulsa Model Yacht Club. It was our first time hosting an event in Boulder, even though the Thin Air Model Yacht Club under the direction of Steve Lang, did host last years Nationals up in Evergreen, CO. Our pond is about one mile circumference and sits up on a bluff over looking the front range of the Colorado Rockies and Boulder Valley. It has nice water, no weeds or shallows, and a good bank from which to view the racecourse.

The fourteen skippers that made it to the line were asked to negotiate a west to east, windward / leeward course with offsets at the top and bottom. The racing was very close and of course many overlaps at the turning marks. Part way through the day we had a significant shift and we set up an additional course on the western shore, which we utilized for part of the racing in the early afternoon. We managed to get in 18 races on Saturday with everyone racing in one fleet. We had lunch brought in at noon and we all had a good time.

Sunday morning dawned in a similar manner, however there was more breeze earlier in the morning. By the end of the first hour the winds were blowing between 15 to 20 miles per hour, and we had one race that was almost a complete blowout. Less than half the boats finished that race. We took a break for thirty to forty minutes and the wind subsided to less than ten, but was somewhat steadier for the next hour. We ended the day sailing again on the western shore with some north south races due to the wind shifting out of the south.

In total we did get in thirty races and we used one throw out for every six races in counting both days for the regatta series total. We had the results tabulated by one o'clock and the awards were handed out ahead of schedule. The top three boats were grouped quite closely. John Crimaldi with 62.88 Pts was our Champion. Terry Britton with 65.41 Pts. placed sec-

ond. Greg Laliberte, our fleet captain, placed third with 75 Pts. We would like to thank our US Sailing judges John McGinley and Paul Kresge for their assistance in making calls during the regatta.

The Thin Air Model Yacht Club sincerely hopes that our out-of-town visitors had a great time and that we will be able to host events in the future which will draw additional skippers from surrounding states. We also look forward to heading for Tulsa for next years regional.

For more info visit TAMYC's Website:
<http://groups.msn.com/tamycboulder/briefnarrative.msnw>

Race Results

SKIPPER

1	John Crimaldi	63
2	Terry Britton	65
3	Greg Laliberte	74
4	Dick Martin	99
5	Terry Rainey	105
6	Denny Hanson	134
7	Ken O'Brien	159
8	Don Weatherley	195
9	Kevin Delva	198
10	Joe McDonald	203
11	Craig Boyle	231
12	Nick Gibson	241
13	Joseph Newcomb	257
14	Aryeh Enkon	291

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Graham Elliot Photo

JPEG file size-87 KB

CR-914 2002 National Championship Regatta

By Buttons Padin

[Buttons original comprehensive text was edited for space reasons. He has sent the entire text and detailed race results to all participants and volunteers using email. Editor]

October 25-27th

Larchmont Model Yacht Club hosted the regatta at historic Larchmont (NY) Yacht Club. Thirty-two sailors from 10 states and five nations competed.

Friday afternoon was registration and informal practice races. One of the great joys of the sport is arriving at a regatta and rekindling old friendships while making new ones. For CR 914 sailors in the Northeast, Larchmont has become a central meeting ground. The Nationals cast an even wider net.

One aspect of LMYC's regattas that allows them to run so smoothly is the fact that the volunteers have all done it many times in the past. That was no exception Friday afternoon as Sara Lynn, Joan Watt and Dee Dee Lockett warmly greeted arriving sailors at the registration desk. Each competitor was given his registration package and a rather sporty tangerine regatta cap. Out-of-town guests were accommodated in the homes of club members both nights.

Friday Night Barbecue

Sixty hungry sailors, volunteers and family members enjoyed chicken, dogs, burgers, tons of salad, cookies and brownies. All was washed down by an endless supply of

Saranac Pale Ale, soda and a case of wine.

Saturday

Sailing started following the competitors' meeting at 9:30 and the traditional cannon shot from the front lawn. Each of the four 8-boat divisions sailed a Preliminary Round of six races. Stiff and variable winds kept the crash boat teams on their toes as marks had to be continuously reset.

Top and bottom halves of each division were combined for the Qualifying Round after lunch. Another six race series was sailed in winds that had moderated to 10 - 12 knots. This round sorted the fleet by performance to form the final four divisions for the championship round.

One of the lesser appreciated details of running a 4-division regatta is managing radio channels. This year Sasha Kavs created a computer program that took scores, ranked them, sorted for the next divisions AND determined which channels needed to be changed.

Racing for the Championships began at 3:15 with each division sailing six races. The wind had moderated to 8-10 knots.

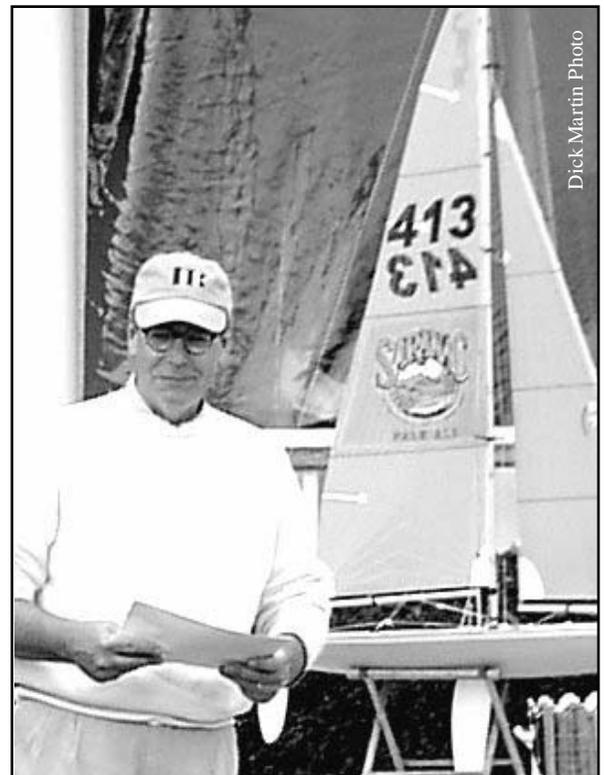
Each division sailed 18 races on Saturday for a total of 72 races.

Saturday's Formal Dinner

Cocktails and more Saranac were abundantly served in the Shaffer room. The player piano and some of the competitors were doing their best renderings of Sinatra. Then it was on to sliced turkey, a succulent ham, chicken Marsala and all the fixings.

After dinner, LYMC Commodore Buttons Padin announced the latest additions to LMYC roster of Honorary Members. These invaluable volunteers are: Pat and Betty Guerin, Sara Lynn, Melanie Buenvenue, Joan Watt and Tom Spelman.

On a more somber note, Buttons asked everyone to stand and toast Hugh Fletcher, a longtime LMYC and RC sailor who passed away over the Summer. Hugh will be missed but was probably smiling down on the regatta as teenage Paul Tucker was racing Hughie's



Dick Martin Photo

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Buttons Padin

the Incredible Host of the 2002 Nationals
(Note the Saranac Beer advertising on his sail.)



Dick Martin Photo

Saturday's Cocktail Hour

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From left: "Sockless" Biff Martin; Jaye Nashawaty, computer scorekeeper; "Macho" Hank Buchanan; Melanie Bienvenue and; Sasha Kavs, designer of the scoring program that also assigns channels.

914.

Sunday

Starting at 9:00 each division sailed two rounds of six races. The winds were extremely variable. Starts often became demolition derbies as blasts would hit the fleet just seconds before the start. Because of the two seeding rounds, each division was sailing in parity skill groupings. There was no room for error. You

Graham Elliot proclaimed that the regatta far exceeded his expectations.

make a blunder and, KAPOW, there were three boats to capitalize upon your mistake.

Division A is was sailing for all the marbles. They all had finished in the top four of their divisions in both the Preliminary and Qualifying rounds.

When the dust cleared, it was Geoff Becker who ruled the Regatta. A college sailing coach from Maryland, he had eight bullets in 18 races.

What, another aside? Graham Elliot

made one comment that struck home for all our volunteers. He had read reports of previous LMYC regattas and, as they tend to be a bit over the top, expected a lot...but what he found far exceeded his expectations. Graham, come back again soon.

Sailing concluded about 1:00 Sunday afternoon as the sun finally had warmed things up. But the Chili buffet that met everyone, alongside the Saranac keg, put a smile on all faces as the prize table was set-up. The top three finishers of Divisions B, C and D each received silver brandy snifters...the top placers also receiving a case of Saranac Pale Ale. The top three finishers in the Championship A division received champagne coolers and rather natty green Saranac bomber jackets...sorta like winning the Masters in that other sport.

VOLUNTEER STAFF

Everyone expressed a huge note of thanks to the 28 volunteers who gave their time to run the event. From the registration desk, to the scoring, the race committees, the launch/crash boat teams, and the superb on-dock judging. What a crew.

RADIO INTERFERENCE

Thanks to technical work Chuck Winder and Dick Martin did over the summer, it was discovered that if two boats frequencies were 23 channels apart, they create a harmonic that can glitch other boats, regardless of what channel they are operating on. With the help of Dick Martin, Jaye and Sasha, we were able to arrange it so that no 23-channel pairs were sailing at the same time. Not easy tasks, but the reported radio problems were greatly reduced.

As Porky Pig use to say, "That's all folks." It was a great event, with good sailing and wonderful camaraderie. Keep your batteries charged!

Buttons Padin

Final Results

Division A		Points
1	Becker, Geoff	Annapolis, MD 28
2	Ramos, Dave	Annapolis, MD 37
3	Elliott, Graham	England/Houston, TX 50
4	Martin, Dick	Columbia, MO 54
5	Luscomb, Charles	Deep River, CT 67
6	Buchanan, Hank	Larchmont, NY 71
7	Jobson, Brian	Wolcott, CT 84
8	Olsson, Eric	New Rochelle, NY 85
Division B		
1	Freeland, Ernest	Annapolis, MD 39
2	Heyns, Terrance	South Africa 40
3	Schinto, John	Riverside, CT 48
4	Monte Sano, Bizzy	Larchmont, NY 58
5	Padin, Buttons	Larchmont, NY 62
6	Kavs, Sasha	Marblehead, MA 66
7	Burbeck, Joe	Rye, NY 78
8	Herregods, Bruno	South Africa 78
Division C		
1	Martin, Biff	Marblehead, MA 31
2	Maiese, Mark	Essex, CT 32
3	Godel, Pablo	Argentina/Cincinnati 51
4	Bolton, Darren	Australia/Chicago 51
5	Grunell, Jamie	England/Essex, CT 59
6	Masini, Bob	Larchmont, NY 62
7	Wulschleger, Sears	Larchmont, NY 70
8	Tucker, Paul	Larchmont, NY 135
Division D		
1	Beck, Rick	Larchmont, NY 25
2	Lynn, Dave	Larchmont, NY 35
3	Camparelli, Rocco	Larchmont, NY 40
4	Wey, Tom	Larchmont, NY 56
5	Hodgson, John	Larchmont, NY 64
6	Harris, Walter	Old Saybrook, CT 74
7	Sutton, Ken	N. Sutton, NH 97
8	Mehlich, Bob	Larchmont, NY 135

2002 CR-914 Nationals Regatta Report

by Geoff Becker

[Geoff won the regatta with a commanding 9-point margin over second place and 8 firsts in 18 races! The editor asks each national champion to tell about themselves and reveal their secrets of how they did it. Geoff has contributed this excellent article. See his tuning guide on page 8 which may be included in the kit in future. Editor.]

My Sailing Background

I have been sailing since age 8 in all types of boats with my main focus in smaller boats and dinghies. Nowadays when I am not sailing my CR-914 I race primarily in Melges 24s and Lightnings. I have plans to sail in both classes' world championships next year. My job is also sailing related, I am the Head Sailing Coach at Washington College in Maryland. I have been a college sailing coach for 10 years now and love every minute. The bottom line is I love sailing and the model boats are just another excuse to be a kid and sail at the same time.



Geoff Becker Photo

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Geoff Becker's Championship Boat



DickMartin Photo

JPEG file size-10 KB

2002 Champion Geoff Becker

Pre Regatta Preparation

The boat I used in the 2002 national was basically brand new. I only finished it a month or so before the regatta. That did scare me a bit since new rigging needs time to settle in before much of the fine adjustments can be made. The spectra rigging line in the kits needs to be initially stretched so the weave in the line can flatten out. Until this happens the line appears to be stretching and all of your initial adjustments will be off a little bit. So, after finishing the boat, I took it sailing as much as possible, after work or whenever. I tried to make sure I put the boat in my car when the wind was up so I could get the boat on the water in some breeze. This was important for settling the rigging as well as to find out all the places where I might have made any building mistakes. Things did slip, bend and break, but I think I got most of those kinks out before the regatta. This also allowed me to get familiar with my new boat and understand how each adjustment affected the tuning. Each boat is a little different and it is good to "get to know" your boat before you put it in competition. The bottom preparation I did before the regatta included 2000 grit wet sand the entire bottom and both fins. Next, I used Teflon

marine polish on the hull and keel bulb, but not the fins. I left the fins sanded but not polished to retain the laminar flow, which would be disturbed if they were polished. Sounds great in theory.

Boat Setup

When setting the rigging up I use one rule, no matter what you do, keep the mast straight. That simple rule is the bottom line to all my rig tuning. Specifically, I tend to sail with my lowers pretty tight and my intermediates and uppers just tight enough to keep the leeward shrouds tight when sailing upwind. If the upper shrouds are too loose the shrouds on the leeward side will be slack which means the mast is bending or leaning to leeward. The tension in the lowers is what I use to keep the headstay tight. As the wind increases, the lowers get tighter. I really don't like to use any backstay, but on Saturday at the nationals (in around 20 knots), I needed to add some to help keep the forestay tight since the lowers alone couldn't do it. However, I only added a little and when I did I had to also tighten the jumpers to make sure the mast wasn't being bent aft at the top. I would rather sail with no

"put your boat in a position to take advantage of the unexpected."

backstay than have my mast bend back, even in big breeze. The jib slot was set so the jib boom was pointed at the lower shroud, or maybe just inside, and the main was close to centerline. Lastly, about my rake settings, I like to set the boat up with just a touch of weather helm in most conditions. In the big breeze I had to rake forward to decrease the weather helm until it was manageable to sail the boat upwind. My range was 53.75" in light to medium and it got as far forward as 54.25" in the big breeze on Saturday. Again all my settings are done by boat performance and the measurements I took later to see where the mast ended up.

Radio Gear

In my boat I use a standard Futaba 2ER AM Radio [with single-conversion receiver. He had no glitching.] I run a Hi-tec 715BB sail winch with a 5-cell NiMH battery pack.

Regatta Notes

When thinking about tactics before the event I thought about what everyone says before model boat racing, "stay out of trouble." Well, I took it one step further in this event by using the approach, "put your boat in a position to take advantage of the unexpected." It seems to me that most times, not all, the "trouble" that people talk about happens right at or near the start. Also, I noticed a trend before each start; most boats would line up outside the starboard end of the line and luff slowly toward the line. I took a different approach all together; I stayed between the starting buoys during the entire starting sequence. This allowed me to do two very important things. First, I stayed away from other boats during the sequence since most boats were busy getting in line outside the starboard end and I could approach late on port tack and take advantage of any hole that was available anywhere on the line. Second, by staying between the buoys I could decide where to start much later in the sequence. This paid off on more than one occasion when the wind shifted hard to the left and I was able to start at the port end and automatically be ahead of all the boats to the right. Having this flexibility before the start made it easier to get away from the line without incident.

On the course I used a similar tactic. I tried to be patient and let others make mistakes. I tried to never push any marginal situations and take transoms over "tacking in there." Even though the course was short, there were many passing lanes and opportunities to take advantage of wind shifts. By ducking at the top mark I would think to myself, "this is too risky, I will try to pass on another leg." Many times I watched others push a tough position and miss the mark or hit another boat. When these incidents were happening boats behind would surely pass the boats involved, and sometimes that boat behind was mine.

Last, but not least, I would like to say THANK YOU to Larchmont Yacht Club and in particular Buttons Padin. Buttons made the regatta happen and how he was able to deal with all of that and also compete in the event is truly a feat.

Geoff Becker

RADIO INTERFERENCE AT THE 2002 NATIONALS

By Chuck Winder

SUCCESS! There appeared to be no radio interference at the regatta. Those competitors with email were asked if they had experienced glitching due to radio interference. One had occasional loss of control using his new boat and switched to his spare boat. He still had problems but he had used the same transmitter with both boats. It is possible he had a defective transmitter. Two others had continuing problems with their boats but it was not radio interference.

23 Channel Syndrome

It appears that this was the important reason for the good results. Buttons, et al, managed to assign radio channels so that there were never boats sailing together that had channels separated by 23. An example is channels 63 and 86. Recall the article in the last NEWS that explained that if such combinations exist that there is risk that all other boats will have glitching.

At the 2002 Nationals no group on the water had any radios separated by 23 channels.

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.

Recall that this problem can be solved *for an individual boat* if it uses a "dual-conversion" receiver. But if 23 channels separate his boat and another, all the other boats with single-conversion receivers are at risk of loss of control. The point is that *use of a dual conversion receiver protects only the boat that has one, none of the others.*

At the 2002 Larchmont Spring Regatta

every group on the water had at least one pair of radios separated by 23 channels. Radio interference was a serious problem. The two or three boats with dual-conversion receivers had no problems.

Boat Electronic Installation

Many of the boats at the Nationals used the stock kit arrangement of electronic components in the boat, not the "receiver-forward" and external antenna recommended in the last NEWS, issue #34. And yet they did not have radio interference. Only 18 of the 32 owners racing subscribe to the NEWS, thus 14 may not have known about the recommendations. The significance of this is:

- The reduced performance of the stock boat installation appears to be suitable for large fleets.
- We still recommend improving the boat installation to maximize radio performance.

Better radio performance means it is less likely there will be problems with all other forms of radio interference.

For More Information

Visiting an enlightening Website that provides an education in how RC radios work:

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

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

New owner John Skerry, Gloucester, MA, discovered this valuable resource.

CR-914 Tuning Guide

By Geoff Becker, 2002 Nationals Champion

Tuning the Standing Rigging

Jib boom downhaul slide or knot

(Where the downhaul line [from the deck] is attached to the jib boom)

Do not glue this connection, as it should be free to adjust. Start by setting the slide or knot approximately 2.5 inches from the forward end of the jib boom. This is a good base setting and the slide or knot can be left here for most conditions.

Advanced settings: In light air the slide or knot should be moved forward so the aft end of the jib boom is just clear of the front of the mainmast. This will create less tension on the leech of the jib allowing for more twist. As the wind increases the slide or knot should be moved aft to increase the tension on the leech and remove unwanted twist. It is a good idea to have preset settings allowing for quick adjustments during competition.

Jib boom downhaul Line

Set the downhaul line so the boom measures about 1 inch off the deck surface to the boom's centerline. Leave the jib halyard and forestay loose until the backstay has been pre-set.

Backstay

The base rake measurement is 53-3/4" from the edge of the transom to the top of the masthead fitting (on the centerline of mast tube). [Loosen the side shrouds, especially the lowers.] Be sure to hold the top of the mast forward while adjusting and making this measurement so that the length is set with the backstay snug. This is a good base setting and the bowsie can be adjusted to change the tension in the forestay of the jib. Keep in mind while sailing this measurement works in concert with the jib halyard and forestay.

Advanced setting: The mast rake measurement should be adjusted to have the boat sailing upwind with a balanced helm. If the boat, while sailing upwind, has weather helm (turning to windward) the mast rake measurement should be set fur-

ther forward (higher rake number) to balance the helm. If the boat, while sailing upwind, has leeward helm (turning to leeward) the mast rake measurement should be set further aft (lower rake number) to balance the helm. Sail your boat in light medium and heavy conditions and mark your backstay with these three settings allowing for quick adjustments during competition.

Forestay and Jib Halyard

After setting the backstay length, tension the forestay (line supporting the luff of jib) enough to take the slack out of the backstay. You should at this point have the same rake measurement as you did when setting the backstay (Note: There may be wrinkles in the jib luff tape. It is all right to ignore these as they will work themselves out over time as the boat is sailed.). Next tighten the jib halyard enough to remove wrinkles or scallops from the jib luff. Adjust the forestay to change the amount of sag in the forward edge of the jib. Remember that when you adjust the forestay you also need to re-adjust the jib halyard.

Lower shrouds

Adjust the lower shrouds until they are equal lengths, thus centering the lower mast section port to starboard. The lower shrouds should be set tight. [A pair of "mast-sticks" is useful to assure the mast is centered. See the NEWS, Jan.-Feb. 2000, page 10.]

Intermediate and Upper Shrouds

Adjust the intermediate and upper shrouds so that the mast is straight when viewed down from the top. These shrouds should be snug but not too tight.

Jumper Stays

Jumper stays can be installed permanently and have no adjustment. If you do this try to get them as tight as possible. Some sailors use a "2/3 bowsie" to tighten these stays. Simply cut one hole off a normal bowsie (or use two holes from the end of a spare servo arm) and run both jumper stays through both holes in the bowsie. Set the bowsie at or near the top of the mast before tying off the

jumper stays. Again the stays should be initially set as tight as possible. Now if more tension is desired, simply slide the bowsie down.

When you have completed this mast tuning, you should have a mast that is properly adjusted in lean forward/aft (rake) and standing straight in the boat from side to side. Also, the mast tube itself should be perfectly straight.

Advanced Mast Tuning Theory:

It is important to keep in mind that the mainsail on the CR-914 is of one-piece construction. Because of that fact, the shape in the mainsail is acquired in two ways; luff curve and leech twist. The mainsail is constructed with approximately 5/16 inch of luff curve that when tied to a straight mast creates some shape. Knowing this makes it important to keep close control on the bend of the mast, too much aft bend and the mast will match sail's luff curve and take shape out of the sail. There are two main causes for aft mast bend on the CR-914, backstay tension and boomvang tension. The backstay, when applied bends the top of the mast aft and the boomvang the lower half (due to the compression caused at the gooseneck). The boomvang also removes twist from the mainsail, which also causes the sail to become flatter as a result. There is still a need to tighten the backstay as the wind increases and this can be done without bending the top of the mast by increasing the tension on the jumper stays. If the jumper stays are tight the top of the mast will remain straight even if the backstay is tightened. Similarly, the lower bend caused by a tighter boomvang; can be removed by adding tension to the lower shrouds. Some sailors add larger bowsies to these shrouds in order to add more tension. It is important to remember that when the lowers are tightened that they are tightened equally and the mast is kept in column.

Tuning the Running Rigging

Setting the Common Sheet

With your transmitter and boat batteries ON, move the sail trim lever on the radio to the full trim/in position, and center the fine-tune control on your transmitter. The arm on the sail trim servo should be about 11-o'clock relative to the bow (bow is 12 o'clock). With the sail trim lever in this position, adjust the common sheet (in the cockpit) so the knot connecting it to the split jib/main sheets is just forward of the deck exit/turning block on the aft port deck. Keep in mind; the knot should never enter the block.

Main Sheet Bridle

Adjust the mainsheet bridle so the split ring is approximately 1/8 to 1/4 inch directly below the mainsheet attachment loop on the boom when the boom is brought to centerline. This will allow the boom to be almost centered when trimmed in all the way.

Mainsheet Setting

With the boat batteries still on and the sail trim lever on the radio in the full IN position, use the mainsheet adjuster to adjust the mainsheet so the boom is on centerline with no strain on the servo (no hum). When the sail is under load from the wind, it will ease towards the quarter. Make sure your fine-tune control on the transmitter is centered allowing you to be able to compensate for the sail ease.

Jibsheet / Jib Slot Setting

Now adjust the jibsheet so the centerline of the aft end of the jib boom is pointing at the lower shrouds. As the wind increases, and the boat becomes overpowered, it might help to increase the slot distance to facilitate steering. In these conditions set the boom so it is pointing at or slightly forward of the upper shrouds.

Mainsail / Jib Outhaul

The outhaul can be adjusted to increase curvature on the bottom of the sail. In general, in light winds the sail should have a small amount of curve and as the wind increases the curve should be taken out. Keep in mind that more foot curve in the mainsail means a smaller jib slot near the bottom of the mainsail.

Boomvang

The boomvang tension should be set to create the desired amount of leech twist in the mainsail while sailing upwind. In lighter winds more leech twist is desired adding to the power of the mainsail and as the wind increases use the boomvang to remove the twist decreasing the power of the mainsail. Keep in mind that more boomvang can cause low aft bend in the mainmast (see the mast tuning section).

Cunningham [*The Cunningham is the line attached to the tack of the mainsail to control luff tension.*]

The mainsail Cunningham should be adjusted to remove any wrinkles or scallops from the luff of the sail. As the wind increases some tension may need to be added to keep the wrinkles and scallops out. As the wind decreases don't forget to ease off the Cunningham.

Adjusting the Rudder Control

With the transmitter and boat batteries ON, the transmitter steering control will self center. However, make sure to center the fine-tune control.

Check the position of the steering servo arm. It should be at 3 o'clock (Bow is 12 o'clock). If not, remove the screw and adjust it to that position with the radio on. Also the rudder connector arm should be at 3 o'clock with the rudder centerline in the boat.

Next, attach the steering connector rod making sure the length is correct to span between the steering servo arm and the rudder connector arm. If the length needs to be adjusted, do so by tightening or loosening the plastic sockets on the end of steering connector rod.

Once the steering connector rod is attached both arms should be at 3 o'clock and the rudder should be on centerline when looking from astern. Also, the rudder fine adjustment should be centered on the transmitter, with the rudder still on centerline.

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/cmnews.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".

BOATYARD



Chuck Winder Photo

JPEG file size-30 KB

Athena Being Rescued by Stan Goodwin

Three Lessons Learned

By Wendy Lull

At Marblehead MYC's Chowder Race we learned three lessons that could be of value to others: bow bumpers are important; if a collision sounds bad, it is; and rescue boats should be ready for instant use.

One competitor entered his just completed CR 914. Race officials did not notice he had not yet installed a bow bumper as required by class rules. Given the light air, damage was unlikely.

Conditions changed and strong gusts became common. The gusts were unpredictable in direction and intensity. Athena, my boat, and the bumperless boat made a beautifully synchronized rounding of the windward mark to go wing-on-wing on opposite tacks. A "gust from nowhere" made both boats round up. The bumperless boat T-boned Athena with a distinctive CRACK. Both skippers ignored suggestions to check their boats for damage and continued to race.

As Athena rounded the leeward mark to head for the finish, she slowed, seemed low in the water and then smoothly slid stern first into the water!

The crash boat was slow to go to the rescue. Only a few inches of Athena's bow was above water when she was rescued.

It was an emotionally expensive experience. A bumper would have prevented

damage (the new owner jury-rigged a bumper for the rest of the day).

Had the skippers brought their boats in after the crash, Athena's nickel-sized hole would have been obvious. Had the crash boat been instantly available, Athena might not have been so close to disappearing.

In the end, of course, it makes a good sea story because no real harm was done, and it was all very exciting. But that's not why we race. Next regatta, remember that bow bumpers make better neighbors; if it sounds bad, it probably is; and be ready to quickly respond with the rescue a boat.

One more lesson about CR 914s--as long as the bow drain plug is secure, the boat might not sink, buoyed by the air pocket in the bow.

LONG LIFE RUDDER SERVO

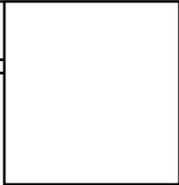
Doug McKerrow. San Diego YC, told us about a new *hitec* rudder servo, HS-325 HB, advertised to have a "long-life" potentiometer. As we have learned, the pot is the *Achilles Heal* of servos. Most of us have had glitching when a servo pot becomes dirty, probably from wear debris. The price at Tower Hobbies is \$11.99 plus shipping.

RADIO CHANNEL ASSIGNMENTS

Most fleets assign channels to members so that when they arrive at the pond to sail there are no channel conflicts. Fleets should now be careful to never assign 75-MHz channels that are separated by 23. With our new-found knowledge we can assure more glitch-free racing.

NEW OWNERS AND BOATS

	First Name	Last Name	City	State	Sail No.
1	William	Adler	Severna Park	MD	1033
2	Erika	Arentzen	Boulder	CO	1020
3	Peter	Barrows	S. Yarmouth	MA	1023
4	Nicholas	Cannistraro	Annapolis	MD	1039
5	Dan	Crabbe	Toms River	NJ	1030
6	Chris	Doubek	Wilmette	IL	958
7	James	Dunn	Pt. Pleasant Beach	NJ	1025
8	John	Ebey	San Rafael	CA	1040
9	John	Ebey	San Rafael	CA	1041
10	Nick	Gibson	Boulder	CO	1019
11	Pablo	Godel	West Chester	OH	1029
12	Jon	Ingersoll	Bel Air	MD	1032
13	Lark	Leazor	Houston	TX	1042
14	Dawn	McKenzie	Poughkeepsie	NY	1021
15	Charles H.	McNeil	Palm Desert	CA	996
16	Tom	Neill	Berkely	IL	957
17	Christopher	O'Gwen	Bernardsville	NJ	1026
18	Eric	Olsson	New Rochelle	NY	1031
19	Albert	Pleskus	San Diego	CA	1018
20	Allen	Rosenthal	Stamford	CT	1024
21	Dick	Slyter	San Diego	CA	945
22	Stephen	Spratt	Fredericksburg.	VA	1036
23	Greg	Stewart	San Diego	CA	1027
24	Art	Todd	Rancho Sante Fe	CA	534
25	Richard	Wight	Manasquan	NJ	1028
26	Lloyd	Williams	Atlanta	GA	1022



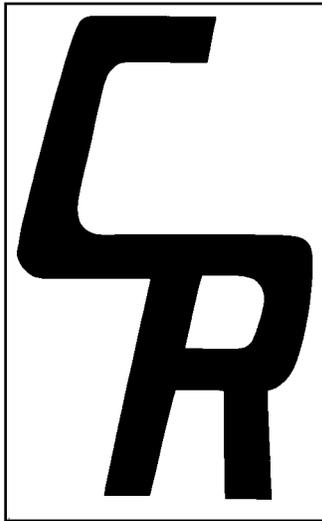
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Articles in the CR 914 NEWS

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.