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# ❖ CR 914 NEWS ❖

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Issue 37

FEBRUARY - MARCH 2003

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## 2003 Spring Invitational Regatta

### Larchmont Model YC hosts 7<sup>th</sup> Spring Regatta

*By ButtonsPadin*

Over the weekend of March 29-30, LMYC hosted 34 model sailors for its annual Spring Invitational Regatta. Racers coming from as far away as Chicago and Missouri joined the regional “regulars” from Annapolis, Marblehead, Essex and the Jersey shore. It was another excellent model yachting regatta—even if the weather gods didn’t shine on the fleet. The headline was that the winds were rarely below 15 knots with 1-2 foot seas running into the harbor from the south. For perspective, sailing in 1-1/2 foot seas to these 36-inch boats is like sailing 36-footer in 18-foot seas. The puffs, rain showers and chilly temperatures set a wild tone for the weekend.

Those are the headlines...“But what,” you ask, “was it really like?”

Due to scheduling conflicts, this year’s event was held the last weekend in March rather than the second weekend of April. Some skeptics thought the March weather could let us down, which it did. But, as I sit here writing this report, the Friday of the second weekend

*(Continued on page 4)*



Tim Ronan Photo

### ***EXCITEMENT AT THE SPRING REGATTA***

*Rocco Campanelli, in complete control (?) of #445, enjoys a high speed wing-n-wing collision with a wave. The image is featured to illustrate the extreme conditions enjoyed at the Spring Regatta. Notice the wave peaking in the foreground.*

**COVER PHOTO and others**

Tim Ronan produced the excellent action images in this issue. Tim, a friend of Howie McMichael, has done a lot of photo work at Larchmont YC regattas. His experience is evident in the images.

He uses a Nikon Coolpix 880, (3.3 megapixel) and took ~250 images at the regatta. The "motor winder" feature was used to capture the best shot during a fast moving event. He also used a 200 mm equivalent telephoto lens. PhotoShop is used to edit the images.

**Class Secretary's Report**

**Radio Interference**

The Larchmont Spring Regatta was their second large regatta that assigned channels to avoid the 23-channel syndrome. There were no reports of radio interference.

All fleets should avoid channels assignments separated by 23. Example: Don't use 63 and 86 at the same time. Remember that ALL other boats with single-conversion Rx are potentially affected, not just those with 23 channel separation.

**Registrations**

This month there are ~1085 boats registered. About 310 copies of the NEWS will be distributed this month. There are 32 new subscribers and owners who renewed their NEWS subscription since the last issue.

**ALWAYS LOOKING FOR GOOD PHOTOS**

The outstanding action photos in this issue are by Tim Ronan  
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. The cover image of this issue is 125 ppi.

Good sailing,

*Chuck Winder*

# 2003 NATIONALS

Presented by:

**SAN DIEGO NATIONAL BANK**

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 ramping up for the Nationals this year. Please help us by informing us if you will be competing in this event at the earliest possible time.

Number of competitors will be limited to ensure elimination of the 23-channel syndrome. Entry is based on "first come-first served". Position in the regatta is assured when the entry fee of \$100 has been received.

Contact Douglas Mc Kerrow for registration forms and event schedule etc.

Competitors are encouraged to arrive early enough on Friday Nov. 14th to practice and to get in on the Friday night bash.

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

*Contact:*

*Douglas Mc Kerrow  
Competitors Registration Coordinator  
3284 Talbot Street  
San Diego, California. 92106  
dmckerrowsd@worldnet.att.net  
Bus. Phone, recorder, fax  
(619) 223-5157  
House phone, recorder (619) 223-0840*

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Tim Ronan Photo

**WHOA!** Will the boat on a run make it safely through? Dave Van Cleef, #737, is OK, but Chuck Luscomb, #661, and Biff Martin, #644, may be in trouble.

## 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 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*

## 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](http://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*

## REGION 6 CHAMPIONSHIP MEMENTO

We omitted to mention in the regatta report in the last NEWS that San Diego YC sent a CD with ~240 photos to every competitor. That's a unique thing to do that was surely appreciated.

**Energizer Bunny arrested;  
charged with battery.**

(Continued from page 1)

in April, the forecast is equally as rotten for this weekend and just as cold. (Note: After this year's cold, windy and rainy event, proposals to make this a SUMMER regatta will be heartily accepted.)

As we have in the past, registration was opened Friday afternoon to accommodate sailors traveling from a distance. Darren Bolton, Chicago's Australian, was the first to arrive with this bright yellow "Boxing Kangaroo." Soon Dick Martin from Missouri and the contingent from Marblehead (Chuck Winder, Sasha Kavv, Jaye Nashawaty, Biff Martin, Tim and Ruth Sullivan and John Skerry) was on hand. Dick Martin returned from Missouri, Mike Armstrong, Stanley Horan and Walter Harris from CT, John Carney from MA, Paul Coward from NJ. Then, From the portico in front of the Club, we heard the roar of an engine as the team from Annapolis (Daves Ramos & Van Cleef, Ernest Freeland and Geoff Becker) arrived with not just an SUV full of boat stuff...but an entire trailer holding about a dozen fully rigged boats.

Soon the locals and returning friends were on the water tuning up as the sunset and the Weather Channel started to predict Small Craft Warnings for Saturday



Biff Martin, #644, sails up and over a crest while Hatch Brown, #217, sails in a trough

(which someone cleverly renamed "mini" craft warnings).

**Saturday morning** actually started off relatively calmly. The water was flat with little or no breeze when we arrived. We saw a southerly filling in and reoriented the racing floats accordingly, setting the courses for the qualifying round. For those who have been on the West Dock in the past, the winds have been affected by the proximity of the shoreline; whereas the East Dock, more towards the center of the harbor, had better winds. This year, the West Dock was where the East Dock had been in the past, freeing it from shore influences, and the

East Dock was moved further into the harbor.

**Racing** started promptly with a cannon blast at 10:00. With winds now averaging 15+ out of the south, each of the four divisions completed their initial six-race heat and headed in. Divisions A and C actually got in a second six races, but by the time B and D were half way through their second heat, the wind was steadily in the 20's. Sure, this was a problem for the boats...but, heck, we're all "manly men" out there. But when one of the judges ladder was blown into the water and the connected east docks were seesawing through 2+ foot seas, the committee postponed racing and pulled everyone off the docks for safety reasons at about 2:00. (Forget the fact that, with the docks bouncing like a trampoline and Uncle Marty was turning green, the sailing conditions had deteriorated beyond reason.)

The decision was made to declare the Qualifying Rounds complete--even though B and D hadn't had their full twelve races. As we all had lunch and awaited the wind to subside, placements for the four



Howie McMichael Photo

## THE WINNERS

From left: Geoff Becker, 2nd; Buttons Padin, Race Manager Extraordinaire; "Big Dog" Ramos, the Champ; Lizzie Padin, Awards Presenter; Dave Van Cleef, 3rd

Championship Round divisions were announced, channels were reassigned and, after an hour's wait, the sailors were back out onto the racing docks.

Each division got in a heat before sunset, leaving the water later than usual. But all agreed that we had wrenched as much out of the day's sailing as we could. Thank goodness there was a keg awaiting us when we all limped ashore chilly and windblown. (**Question:** If you're chilly and windblown, why is a cold keg of beer a good thing? Sounds kind of counter-intuitive to a normal person. **Answer:** Because we're sailors...a fact that, itself, is often considered counter-intuitive to a normal person.)

**Saturday night's** cookout in the Junior Clubhouse was another success as sixty sailors and family members were once again treated to the grilling skills of Team Annapolis (next time, we'll have them do oysters) and Chuck Luscomb. Thanks to Binky Hoffmann for again providing his Grog Barrel. Darren said the real reason he came all the way back to Larchmont from Chicago was not the sailing but rather for the Grog! After an extended cocktail hour and dinner, everyone was officially welcomed followed by the unveiling of the new Hugh B. Fletcher Spirit of Sailing Award, which would be presented for the first time Sunday.

As aside: Like all race committees, the LMYC committee goes to great length to provide detailed (OK, longwinded) information on the upcoming event. Highlighted in this year's Notice of Race was the fact that Saturday night would be casual...NOT jacket and tie. Had this been a test, there would have been a dozen "F's" passed out by the teacher as some "smartly" dressed sailors arrived...not having "gotten the word." The best case, however, was John Hodgson, natty bow tie and all, going to the Grog Barrel, thinking it is beer, poring himself a tall glass of what he thought was some dark "ale," taking a hearty pull on the glass, and almost falling over from the rum!

Suddenly, you realize it's late...it's now raining...you've been out in the wind

and cold all day and have to be back to the Club early the next morning! So what to do when the cookout is over? (Here comes that counter-intuitive stuff again.) Why, you head for the Men's Bar for the time-honored tradition of "the pointless drink." Once there, you see Chuck Winder trades in his beer for a Silver Bullet and Tim Sullivan fires up his bagpipes again...indoors. Talk about a sound. Probably shook the bones of old Commodore Ford himself. Finally it was off to bed hopping Sunday's storm warnings wouldn't come true.

Now, that was "off to bed" for some of us. Chuck Luscomb, down from Essex, was only in attendance thanks to the graciousness of his 9+ months pregnant wife who, with other child, was back in the hotel in Rye. Chuck, going back to his car after closing the Men's Bar, gets a call on his cell phone. "Chuckie," he hears. "It's time!" UGH! Think of this poor guy; Up early that morning, sailing in this mess all day, grilling chicken all night (a Grog in one hand and a spatula in the other), and having shared the "pointless drink" in the Men's Bar. Now he has to drive to Rye, pack the car, drop his other child in Stamford and make it to the Yale Hospital in time. Talk about above-and-beyond. After getting stuck behind an accident in Stamford with shades of *Bonfire of the Vanities*, the Chuckster *did* manage to stay awake during *most* of the delivery. At 8:40 Sunday morning, coinciding our skipper's meeting, Chuck became the father of a beautiful daughter. Congratulations to all the Luscombs. (But...you ask, why didn't he make it back in time to sail Sunday!)

**Sunday** the wind had shifted to the north, the merciless seas had flattened and we hit the water at 9:00. Shooting for two heats for all sailors, the committee was highly optimistic. The winds averaged 12-15, quite sailable, but in every race at least one rogue blast came



Tim Ronan Photo

## The CLUBHOUSE

through the fleet knocking boats on the ear or forcing downwind boats into some of the most spectacular pitch-poles ever. The racers had it bad enough, but the volunteers on the dock were about to mutiny. Take Bill Kelly, for example. Bill has sailed a few races in his time. He knows to tack on headers and he knows the weather can change. He also has cable TV with the Weather Channel. He also LIVES ON THE WATER. Do you think he would have thought to bring more than just a jacket knowing he would be standing on a dock, in the middle of the harbor, judging all morning in the rain. NOOOOOO! Again, there's that counter-intuitive thing!

**In the end, it was a tough regatta.** The weather challenged the competitors, the race committee, the judges and the boat

*(Continued on page 6)*

*The Sunday School teacher asked,  
"Now, Johnny, tell me, do you say  
prayers before eating?"*

*"No sir," he replied, "We don't have to.  
My Mom is a good cook!"*

(Continued from page 5)

drivers. But we managed to make it a good time, as all regattas should be. Boats, friends, chili and dogs, beer, a baby and bagpipes. Hell, what more could you ask for one weekend?

**In the end, the best sailors took top honors.** It was extremely close for the top four slots with Dave Ramos nipping by a point Geoff Becker who, in turn, only beat Dave Van Cleef in a tiebreaker. Talk about some fine sailing by these perennial champions. LMYC's Howie McMichael finished in fourth with **only four points separating the top four boats!** Talk about some close racing in less-than-optimal conditions. It should also be noted that the two Daves, Geoff and Ernie, representing the Chesapeake Bay Model Racing Association, ate everyone's lunches and won the LMYC Challenge Cup for their second time in three years. Congratulations to these fine sailors on a great regatta.

In **B Division**, LMYC's Lars Ellison took top honors nipping CT sailor and first timer at LMYC, Stanley Horan, by three



Tim Ronan Photo

points. Tim "Pipes" Sullivan took third beating Cottage Park MYC's Hatch Brown in a tiebreaker.

**C Division** was all LMYC's as Eric Olsson beat-out Buttons Padin with Hank Buchanan in third. Hank, it should be noted, was also presented the dreaded "Low/Gross" golf award – presented to the sailor whose performance would prompt a renewed interest in land-based activities.

**Division D** found North Cove's Mike Armstrong taking the top prize followed by Carl Olsson and Dave Lynn. John Hodgson, in fourth, still had on his bow tie and continued to reel from that "ale."

#### Hugh Fletcher

This was the first time we held the Spring Invitational without Hugh Fletcher sailing. We all think back to the satisfaction we shared helping hoist Hugh and his wheelchair into and out of the launches as he courageously went out and sailed against the rest of us. For many, when simply "getting into the boats" this year there was something special missing. Hugh's last regatta was last year's Invitational--and his presence was sorely missed. (John, HE would have known the difference between Grog and beer!)

This year, Hugh's parents, Maureen and Al Fletcher, initiated the Hugh B. Fletcher Spirit of Sailing award to be presented at LMYC regattas. But Maureen and Al didn't

want this to be a performance award, because, for Hughie, sailing was about more than just winning. It was also decided that the competitors themselves would determine to whom this award would be presented. Sunday morning, Jaye Nashawaty, LMYC's official scorer, gave every sailor a ballot that read as follows:

*Hugh Fletcher's love of life and sailing were among the powerful forces he applied to make his indelible mark on the world. Hugh accepted all the challenges few of us expect. He never allowed them to be an obstacle; rather Hugh saw them as an opportunity to succeed. He took on and enjoyed so many of life's pleasure, not only for his own enjoyment, but also to share his joy with others.*

*This award is presented to the person who, in the opinions of the competitors, did the most to enhance the level of camaraderie, sportsmanship and overall enjoyment of a Larchmont Model Yacht Club regatta. Like Hugh, the winner of this award cared as much about the experience of sailing with friends as being first to cross the finish line.*

After sharing some marvelous stories about Hugh's accomplishments on and off the water, Al Fletcher announced that the competitors had decided to present the award to LMYC Commodore Buttons Padin who, for the first time in his life, could only get out two words "Thank you." It was an emotional moment for all...but at the same time, it was wonderful to see all of Hugh's friends visiting with his parents, sharing their memories



An emotional Buttons Padin accepts the Hugh B. Fletcher Spirit of Sailing Award

of time spent with Hugh. (Editor's note: to all the competitors and Maureen and Al, again I can only say, "thank you.")

For those newcomers to the regatta, the complexity of this event is overwhelming. Four divisions, changing channels, managing the 23-channel syndrome and working both AM and FM signals. Judges, crash boats, scores and a full shore-side team allow this regatta to stand above all others. This special model sailing event wouldn't be possible without the flock of volunteers who turn out, year after year, to help stage the Spring Invitational. Tremendous thanks go to all the volunteers. It is their collective efforts that attract all the distant sailors to Larchmont (for perspective, there were 32 volunteers staging the event for 32 sailors).

Our thanks go to:

**The judges:** Ted Ferrarone, Billy Kelly, Ned Kelly, Julie Lauder, Binky Hoffmann, Mark Ivey, Skip McGuire, Peter Overzat, Hans Owen, Ned Roseberry, Dave Smalley, Buddy Wolf and Sears Wullschleger.

The **on-the-water race committee** of Melanie Bienvenue, Ruth Campanelli,

Betty Guerin, Ruth Sullivan and Uncle Marty Zavell.

**The boat drivers:** Peter and Matt Bauer, Rick and Jake Estabrook, Peter Gable, John Irving, Lizzie Padin, Bob Purcell, and the ultimate boat pro, Tom Spelman.

**Registrars:** Sara Lynn and Dot McCarthy.

Our spectacular prizes are the handy work of Penny Langone.

Special thanks to Pat Guerin for overseeing the racing logistics and Marblehead's Jaye Nashawaty for scoring.

After sailing, partying and returning to the Veranda for some hot chili, the fleet dispersed to practice another year and return for next year's LMYC Spring invitational. Now it's up to each of them to figure out if that would be intuitive...or counter!

Sail fast and see you all next year,

*Buttons*

## Championship Round

Division A		Pts.
1	Ramos, Dave	Annapolis, MD 29
2	Becker, Geoff	Annapolis 30
3	Van Cleef, Dave	Annapolis 30
4	McMichael, Howie	Larchmont, NY 33
5	Martin, Dick	Columbia, MO 40
6	Monte Sano, Bizzy	Larchmont 51
7	Winder, Chuck	Marblehead 63
8	Martin, Biff	Marblehead 71
9	Bolton, Darren	Chicago 81

Division B		Pts.
1	Ellison, Lars	Baltimore, MD 25
2	Horan, Stanley	Deep River, CT 28
3	Sullivan, Tim	Marblehead, MA 32
4	Brown, Hatch	Winthrop, MA 32
5	Skerry, John	Marblehead 39
6	Carney, John	Framingham, MA 42
7	Beck, Rick	Larchmont 57
8	Luscomb, Chuck	Deep River, CT 62
9	Kavs, Sasha	Marblehead, MA 64

Division C		Pts.
1	Olsson, Eric	Larchmont 21
2	Padin, Buttons	Larchmont 27
3	Buchanan, Hank	Larchmont 41
4	Campanelli, Rocco	Larchmont 42
5	Freeland, Ernest	Annapolis 60
6	Spencer, Ted	Larchmont 65
7	Masini, Bob	Larchmont 76
8	Mehlich, Bob	Larchmont 86
9	Langone, Nick	Larchmont 100

Division D		Pts.
1	Armstrong, Mike	Killingworth, CT 17
2	Olsson, Carl	Larchmont 18
3	Lynn, Dave	Larchmont 27
4	Hodgson, John	Larchmont 29
5	Geronimo, Frank	Larchmont 52
6	Harris, Walter	Old Saybrook, CT 72
7	Coward, Paul	Ship Bottom, NJ 81
8	McCarthy, Dick	Larchmont 81



Tim Ronan Photo

Skippers returning from the harbor. View of Long Island sound shows the breaking seas rolling into Larchmont Harbor

For pictures of the Spring Regatta, go to [LarchmontYC.org](http://LarchmontYC.org), sign-in as a guest, click on racing and then LMYC Spring Regatta

## SAFETY AT SEA

We don't often consider model sailing a dangerous sport. Read on.

Ernest Freeman, the Annapolis fleet commodore, reported a scary episode. At the Charthouse restaurant where the Sunday sailing is done in the winter, the wind had finally blown the ice off the course. While setting race marks in his outboard powered dinghy, a mark line fouled the prop. A misstep as he attempted to clear the line swamped the dinghy putting him in the frigid water.

He wore heavy warm clothes: hiking boots to keep feet warm, long sleeve t-shirt and heavy fleece sweatshirt, winter jacket and waterproof Gore-Tex gloves.

Grabbing two PFDs in the dinghy he swam for shore. At the urging of those ashore he finally released the one he hadn't realized was tied to the dinghy and made it to shore. He changed into dry clothing and sat by the fire with a hot chocolate. Two hours later at home after a hot shower his temperature was still below normal!

Some observations:

1. The PFD may have saved his life.
2. Ernest believes that his tightly secured jacket improved his buoyancy.
3. In winter, the use of a large stable mark/rescue boat is advisable. Inflatable dinghies are very stable.
4. There should always be someone ashore monitoring the one on the water.

*A grenade thrown into a kitchen in France would result in Linoleum Blown a part.*

## RELIABILITY

*Chuck Winder*

To be happy with your boat and to offer the best chance of winning races, a concerted effort must be directed at reliability.

At the 2003 Larchmont Spring Regatta the wind and waves were extreme. There were breaking waves, boats "submarining", saltwater in the boats. (The club anemometer frequently showed 30 knots!) The combination of the violent motion of the boats while sailing and the handling of the boat in the launch coming back to the shore certainly splashed the water all over the inside of the boat.

There were some receivers and servos that stopped working.

My red boat has sailed winter and summer since it was built in 1997 and has never had a receiver failure. It is protected as shown on page 10.

There are other articles addressing improved reliability that can be found searching the NEWS Index at the AMYA Website: <http://www.amya.org/cr914.html>

When searching the Index look in the Boat Shop and the Reliability section. There is a lot of useful information.

After every sail that weekend I poured more than a cup of freshwater into the boat and sloshed it around before draining it to assure saltwater was rinsed out. (*I don't know if beer would work for this.*)

All the servos in that boat are waterproofed using Vaseline and a plastic diaper covering both of the casing parting lines. The wires are lead upwards out of the diaper to exit on top of the servo board. Another way is outlined in the NEWS, April-May 2001. Also see page 8 of the Sept.-Oct. 1998 NEWS.

*Good luck.*

## NEW OWNERS and BOATS

	First Name	Last Name	City	State	Sail No.
1	Henry	Colie	Summit	NJ	1034
2	Reid	Collins	Atlanta	GA	1075
3	Larry	Cromwell	Payson	AZ	683
4	Dennis	Dickert	Kenmore	WA	1080
5	Mike	Dow	Traverse	MD	1076
6	Alden	Dow	Traverse	MD	1077
7	James	Dunn	Pt. Pleasant Beach	NJ	1069
8	James E.	Etheridge, Jr.	Williamsburg	VA	1037
9	Mike	Fink	San Diego	CA	1067
10	John	Garrison	Columbia	MO	722
11	Grant	Gerondale	Sand Springs	OK	1065
12	Gregg	Gerondale	Tulsa	OK	580
13	John	Huff	Waterford	CT	1079
14	Edd	Jennings	Coconut Grove	FL	1070
15	Edd	Jennings	Coconut Grove	FL	1071
16	Peter	Kellogg	New York	NY	1035
17	Mario	Llerena	Gaithersburg	MD	1081
18	Scott	Potter	Norwalk	CT	1068
19	Lynn	Ray	Columbia	MO	723
20	Dennis	Rogers	San Diego	CA	1062
21	Richard	Rossi	Aurora	IL	1072
22	Bill	Sandberg	Riverside	CT	1058
23	Tom	Shephard	Pittsgrove	NJ	1063
24	Randall	Stark	Darnestown	MD	1082
25	Oconnell/ Horan	Syndicate	Deep River	CT	1074
26	James A.	Urner	Bay Head	NJ	1064
27	Nils	van den Beemt	Gaithersburg	MD	1073
28	Charles	Weaver	Cumming	GA	1078
29	Marcus	Wiechel	Columbia	MO	598
30	Sten	Wiechel	Columbia	MO	1066

## “VoltWatch”

By Rick Martin

Here's some practical advice about the “VoltWatch” and its LED voltage read-out shown on page 9 of the Dec. 2002-Jan. 2003 NEWS. The device indicates boat battery voltage using seven LEDs.

I'm not at all sure voltage monitoring is worth the bother—it's probably simpler and safer to just change (1400+ mAh) battery packs after four hours of racing. But the receiver has three servo ports, the third port was just sitting there beckoning to me, and, sucker for gadgets that I am, I thought I'd give the VoltWatch a try. (It plugs into an Rx servo port, is very light and fairly cheap.)

With no servo load the VoltWatch LEDs will show "MAX" (implying fully charged) even when the batteries are more than half discharged. And if you apply a very heavy load on the sail servo arm, it will read "LOW" even though the batteries are fully charged. I haven't tried to calibrate it under a known load, because it would be difficult to reproduce the loading in the heat of battle, between races with a gusty wind whipping the sails.

So I use the VoltWatch only as a very crude guide; e.g., if it shows "SAFE" (a low voltage reading) rather than "MAX" under no servo load, I change battery packs immediately. After several hours of racing I check whenever I pull the boat out to drain or tune it, to be sure that moderate loading, which would illuminate at least six of the seven LEDs when the batteries are fresh, still illuminates at least four of them.

Dick Martin

*Measuring battery voltage when there is no electrical load is useless for determining if a battery is OK to use. A four-cell battery depleted to the point where it will not run the boat can give a no-load voltage of over 5 volts. Since four cells are nominally called a 4.8 volt battery, a person might conclude the battery is OK. That would be wrong.*

CR 914 Engineer

## RECEIVER REDUX

John Carney's receiver stopped working in the heavy conditions at the Larchmont Spring Regatta. John sails exclusively in saltwater and his sailing season in Boston this winter has been especially windy and wet.

He bought a new receiver from Dave Ramos and continued racing.

Disassembly of the old receiver showed it to be wet and have deposits of what may have been salt. The circuit board was thoroughly rinsed in warm freshwater and then sprayed with WD-40. (It is helpful to use an old toothbrush to clean the Rx.)

After drying it is fully functional. John now has a spare Rx.

The other components in the boat will often respond as favorably.

CR 914 Engineer

## 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](mailto: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](mailto: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””.

### *The Mood Ring*

*My husband bought me a mood ring the other day. When I'm in a good mood it turns green. When I'm in a bad mood, it leaves a red mark on his forehead.*

# BOATYARD

## WATERPROOF the RECEIVER

This article shows one way to improve the water resistance of the boat's Rx (the receiver). An article in the the September-October 1998 issue of the NEWS, page 8, presented a way to make servos more water proof.

Water, especially saltwater, is the enemy for electronic components. To assure reliability it is a good idea to spend time and thought making the electronics as water resistant as possible.

The first line of defense, of course, is to keep water on the outside of the boat, but some will usually still get inside.

### Opening the Receiver

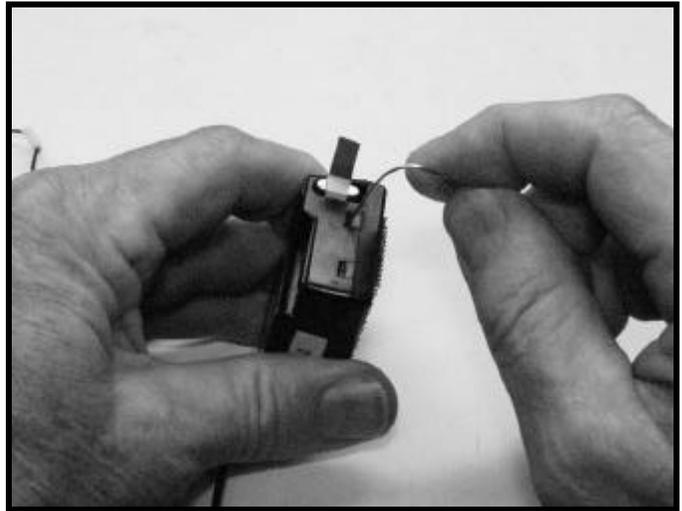
It is a good idea to know how to open the Rx. At times an Rx can be brought back to life by cleaning and drying the Rx circuit board. (See the November-December 1997 NEWS, page 3)

The Rx case is held together by two small latches at each end. The Rx shown here is the stock *hitec* HP-2NRB used with the Ranger II and newer Ranger IIZ. The

photograph shows a straightened paperclip being used to depress the latches through the small rectangular openings. Usually the latches at only one end will do the trick. Gently remove the case. The circuit board is also held by plastic tabs which can be pushed aside to lift the board out of the case bottom.

### Coat with Petroleum Jelly

Petroleum jelly, Vaseline® is one brand, is an easily handled material that will protect the electronics from water. Coat the entire circuit board, top and bottom, so everything is covered. Partially extract the channel crystal to get Vaseline into the space between it and its mount. Then push it back in again. A small brush like an old toothbrush is useful to assure that everything is fully coated.



After reassembling the board and case, remove Vaseline from the outside of the case. Hook it up and do a range test before reinstalling in the boat.

### Using Balloons, etc.

Some owners protect their Rx's using a balloon or plastic wrapping. The problem with this is that if moisture does get inside from a leak or condensation, it won't dry. Moisture in long-term contact with the Rx is not healthy.



## IMPROVED MAIN HATCH DESIGN

Tom Schneeman describes an improved hatch design he created to reduce water leakage. He has posted it at the Lake Oswego YC Website. LOYC is in the Chicago area.

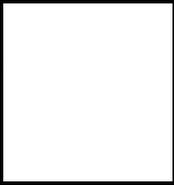
The hatch Web page is:  
<http://home.att.net/~l.o.y.c/hatch.html> Contact Tom at: [tomann@worldnet.att.net](mailto:tomann@worldnet.att.net)

Tom plans to do another hatch to double check dimensions.

He did this modification three seasons ago and gets very little water in the hull.

The large leak at the main hatch can be a serious problem, especially for those who sail in saltwater.





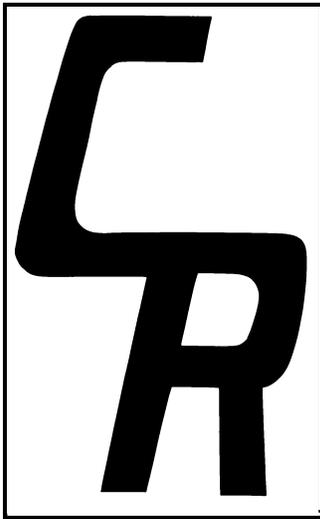
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**Articles in the CR 914 NEWS**

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.