
❖ CR 914 NEWS ❖

Issue 38

APRIL-MAY 2003

Region 4 Championship Regatta Columbia, MO



Dick Martin Photo

CLOSE COMPETITION

The Gold Fleet is tightly bunched as all eight boats plane toward the leeward gate in glorious sailing weather on Sunday

By Dick Martin

On June 7-8 the Mid-Missouri Model Sailing Club (M3SC) hosted the CR 914 Championship of AMYA Region 4. The 15 entries, from four states in Region 4 (Minnesota, Illinois, Ohio and Missouri) plus Oklahoma, Colorado, Maryland and California, far exceeded the wildest dreams of any of the members of two-year-old M3SC when we first started to plan this first-ever championship of the smallest (CR 914-wise) of AMYA's six Regions, more than a year ago.

Saturday's weather forecast called for light westerly winds, but when the Competitors' Meeting began at 10:00 not a ripple was to be seen on the water. During the meeting the PRO announced that he was no longer a friend and racing buddy

but had morphed into a tough, officious S.O.B. who would accept no advice and would tolerate no nonsense. The Chief Judge/Umpire, Paul Proefrock from St. Louis, explained that he would call the 4-length circle and overlaps, but he expected the competitors to police themselves and not depend on him to call fouls and penalties. This approach worked well: although there were plenty of penalty turns, no protests or requests for redress were filed.

The Qualifying Series

Eight "Races"—as the term "Race" is defined in the rules of the Heat Management System that was used during qualifying—were sailed in light and very shifty winds. Intimidated by the PRO's performance at the Competitors' Meeting, the sailors complied admirably with com-

mands to get on and off the water, and each heat got under way exceptionally smoothly, with no more delay than if only ten boats were entered and all of them sailed in each heat. All eight qualifying "Races" (consisting of a total of 16 heats) were completed, on schedule, by 15:30. The results, which were computer processed and posted within ten minutes, showed that, despite the fluky winds that often seemed to make winning more dependent on luck than skill, the Gold Fleet would consist of all six veterans of previous major CR 914 regattas, plus two of the nine "rookies."

Given the frustrating wind conditions that seemed unlikely to improve that day, and the promise of much better wind on Sunday, it was decided unanimously to aban-

(Continued on page 4)

The photos in this NEWS are by Carole cropped grayscale JPEG images. Size varied from 176 477 KB. The cover im-
t-
tachment to several email messages.
method to send photos.

Class Secretary's Report

The Region 4 Regatta
Carefully read the excellent regatta report. It was a well designed and managed regatta that everyone can learn from. The format where half the skippers are ashore while the others sail gave an opportunity for them to learn important things about competitive sailing. Watching and talking about the happenings on the course is a good way to augment what is learned by actually racing. The talk Saturday evening by the top skippers was well received.

Learn from this regatta so your fleet's next regatta is even better.

Ten Page NEWS
The NEWS has been 12 or more pages since it began in 1996. Twelve pages is the most that can be sent for a 37-cent stamp, thus it is considered the optimum size. So this issue is a first at 10 pages.

Registrations
This month there are almost 1100 boats registered. About 300 copies of the NEWS will be distributed this month. New owners and owners who renewed their NEWS subscription totaled 38.

ALWAYS LOOKING FOR GOOD PHOTOS

The excellent photos in this issue are by Carole and Dick Martin .

Action photos, people shots and images that show the local sailing venue are the kind of things 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.

Good sailing,
Chuck Winder

003 NATIONALS

CR 914 National Championships on November visit to San Diego. Enjoy our hospitality and some of our famed attractions such as Zoo, Wild Animal Park, Sea World, Gaslamp Quarter, Maritime/Aerospace/Art Museums, ntain
including the Palomar Observatory, deserts
November weather is quite nice; 70 degrees F
-10 knots WSW winds and
6 Championships and a good time was had by
friends).

www.sdyc.org/raceinfo/cr914
Douglas McKerrow

Region 1 Championship Regatta

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

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

Region 5 Championship Regatta

The Greater Tulsa MYC will host the regatta than announced earlier. Register by September

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

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Notice of Races

The CR 914 Class, The AMYA and the San Diego Yacht Club cordially invite sailors to participate in the 2003 CR 914 Class National Championship Regatta.

November 15 & 16 -up and

Location: La Playa Cove off San Diego Bay adjacent to the San Diego Yacht Club facilities.

Friday, November 14th.

Registration, measurement & tune-up	1:00 – 4:00p
Social Hour & Dinner	5:30p

Saturday, November 15th.

Late Registration & measurement	9:30a
Skipper's Meeting & Seed Draw	11:00a
Initial Seeding Race	12:15p
Second Race Start	12:30p
Last Race Start	4:00p
Social Hour & Dinner	5:00p

Sunday, November 16th.

Skipper's Meeting / Race Division Info	10:30a
First Race / Division	11:30a
Lunch (between heats)	
Last Race Start	4:00p
Social Hour & Trophy Presentation	5:00p

Rules: The regatta will be governed by the Racing Rules of Sailing (RRS) 2001 – 2004, appendix E to the RRS, rules of the CR 914 Class, the Heat Management System (HMS) approved by the ISAF – RSD dated 4/02 and the Sailing Instructions.

- The Sailing Instructions will be available to each skipper at registration.
- There shall be no appeal of Judge's Decision that could affect a boat's promotion / relegation per RRS 70.4(a).
- All boats must comply with the CR 914 Class Rules. Boats will be measured, weighed and bow bumpers will be required. Entrants shall be members in good standing of the AMYA and the CR 914 class.

The maximum number of entrants will be 23 in the 75MHz band and 6 in the 27MHz band

Format: Saturday's races will be conducted and scored in Accordance with the HMS (available on the AMYA website). Sunday's Championships Races will be in three divisions predicated On Saturday's qualification races.

Registration: Registrations will be accepted using the below-noted entry form accompanied by the \$100 entry fee on a first-come / received basis and you will be notified of your entry acceptance. Final registration at SDYC will be Friday November 14th. (late registration on Saturday November 15th, AM)

Awards:

Gold Division	1, 2, 3 & 4
Silver Division	1, 2 & 3
Bronze Division	1 & 2

ENTRY FORM
2003 CR 914 CLASS NATIONAL CHAMPIONSHIPS
November 14 – 16, 2003

Presented by San Diego National Bank

NAME _____ **AMYA#** _____ **SAIL#** _____

ADDRESS _____ **CITY** _____ **STATE** _____ **ZIP** _____

PHONE (Day) _____ **(Evening)** _____

E-MAIL _____ **RADIO CHANNEL** (circle one) **27MHz / 75MHz #1** _____ **#2** _____ **#3** _____

In consideration of your acceptance of my entry, I agree to the following conditions:

1. I hereby release the San Diego Yacht Club, its Officers, Agents and Committeemen from any and all liabilities for any injury to myself or yacht arising out of my conduct during the regatta.
2. I assume any risk of injury arising out of my participation of the race(s), failure or breakage of my yacht or any of my equipment or weather conditions.

I have read the Notice of Races for the 2003 CR 914 National Championship Regatta and accept the conditions and rules.

SIGNATURE _____ **DATE** _____

FEE: \$100 Entry fee includes Lunches, Social Hours & Dinners. I will be bringing _____ guests (Guest fees for the Social events are payable at registration). Please make checks payable to San Diego Yacht Club.

Mail ENTRY FORM & direct inquiries to:

Douglas McKerrow	dmckerrowsd@worldnet.att.net
3284 Talbot Street	Bus Tel & Fax (619) 223-5157
San Diego, CA 92106	Home / Recorder (619) 223-0840



Dick Martin Photo

MOB SCENE *One boat had to retire before this picture was taken, so only 14 boats are shown*

(Continued from page 1)

don the original plan to sail several races of the finals Saturday. Instead, the entire fleet would sail one final race just for fun, to see what it's like to have 15 boats on a 30-foot-long starting line, and to take pictures of that whole mob on the water at once.

The "Regatta Experience"

Good competition is only part of what makes a one-design regatta special. Making new friends (all of whom share the common bond of love for the same class of boat), camaraderie with acquaintances from regattas past, comparing equipment, sharing ideas, and learning from one another are at least as important. The rest of the day and evening on Saturday were devoted to those activities. Several of the veteran sailors stayed "overtime" at the race area to talk about and demonstrate principles of sail trim and boat tuning. And after the cocktail hour and lasagna

dinner at the Castle Bay Yacht Club (Carole and Dick Martin's home on the shore of Lake Elsdon), the educational component of the regatta experience was formalized into an after-dinner "Tips from the Top" racing seminar. The two sailors who finished at the top of the Qualifying Series, current national champion Geoff Becker, and Tony Johnson who won the very first CR 914 nationals in 1995, each shared thoughts about what made them go fast that day.

Sunday: the Finals

"Blue Norther" is a term Texans use to describe the glorious day that follows the passing of a cold front, when the dawn breaks cool and dry, the sky is bright crystalline blue, and a perfect sailing breeze is blowing. Sunday was a Blue Norther. The 12-15 knot wind would later back a little toward the west, causing gusts to find gaps in the trees on the west shore and hit the pond as big left-hand shifts with wind shear

that generated aquatic versions of dust-devils and created momentary havoc. But the contrast to the light air of Saturday lifted the spirits of the sailors and the race committee alike, and left a bunch of very happy campers when the regatta was over.

Going for the Gold

Minnesotan Tony Johnson won the first race, with Terry Rainey from Tulsa second. Tony followed with a 2nd and a 4th, but Geoff Becker, after a 5th in Race 1, came back with a 1st and a 2nd to move into contention. Then disaster struck for Becker. Immediately after he launched *Easter Egg* she became uncontrollable. Geoff could not complete the repair within the five minutes allotted for breakdowns, and he took a DNC for the 4th race, which was won by Terry Mackey from Minneapolis. Johnson's 2nd place finish in that race gave him what appeared to be a commanding lead



Dick Martin Photo

THE LINEUP

From left: Geoff Becker, MD; Bob Martin, MO; Jeff Tighe, CA; Tim Schneeman, IL; Pablo Godel, OH; Todd Trabue, MO; Michael Ray, MO; Lynn Ray, MO; Steve Lang, CO; Leszek Vincent, MO; Tom Schneeman, IL; Tom Trabue, MO; Tony Johnson, MN; Terry Mackey, MN; Terry Rainey, OK

with the series nearing the halfway mark.

By now the wind had backed toward the west, and change, in addition to ever wilder wind shifts, was in the air. Rainey put his experience with those winds that sweep down the plains of Oklahoma to good use to win Race 5. Becker finished 6th, with Johnson 7th. And after five races Johnson led by 3 points, with Rainey second and Mackey third. Becker then began a comeback, taking 2nd in Races 6 and 7, which were won by Steve Lang from Colorado and Bob Martin from the host fleet, and then winning Race 8, while Johnson and Rainey fell on hard times. There would be time for only one more race for each fleet (the schedule called for no race to start later than 13:00 in order to let the visitors get started for home in the early afternoon). Becker now could discard his score in the final race and still win the championship, but Johnson, Mackey and Lang were in a three way tie for second, with Rainey only one point behind them. In the ninth and final race Californian Jeff Tighe took his second bullet of the series, with Martin 2nd and Pablo Godel from Cincinnati 3rd. Terry Mackey finished 4th, one place ahead of Lang, which give Mackey second place and Lang third place in the



Carole Martin Photo

WINNERS

From left: **Silver Fleet:** Michael Ray, third; Todd Trabue, second; Tom Trabue, first. **Regatta Chairman and PRO,** Dick Martin. **Gold Fleet:** Geoff Becker, first; Terry Mackey, second; Steve Lang, third

very evenly matched Gold Fleet.

Sailing for the Silver

It was different in the Silver Fleet. 2001 M3SC fleet champion Tom Trabue won

the first race and never looked back, taking bullets in six of the nine races to win by a commanding margin over his son, the 2002 M3SC fleet champion, Todd. Michael Ray from the host fleet took bullets in two of the last three races to finish third. Tom Trabue had been laboring in fifth place in M3SC's Spring Series this year and had won only one race. His breakout performance on Sunday is a tribute to the educational component of the regatta. Here are some excerpts from what Tom had to say about his regatta experience:

Being part of the races with the 'big guys' on Saturday helped – watching and following, mostly following... I also listened to the comments that Geoff, Tony, Terry, and others made when watching the other heat races – that was a good move; why did he do that, etc... I learned a tremendous amount talking with and listening to Geoff and Tony discuss their different approaches Saturday afternoon and at the "Tips from the Top" session Saturday evening... It gave me a better understanding of what the desired sail shape was and what to adjust to get it there... On Sunday I
 (Continued on page 6)



Dick Martin Photo

DRIFTING MATCH

Light air (usually not this light) prevailed in the Qualifying Series

(Continued from page 5)

made a decision to go for it. I mentally pictured myself winning each race, and thought about what was required to accomplish that... I can honestly say that my concentration level was much higher on Sunday than it has probably ever been.

That, folks, is what every regatta should hope to accomplish. Tom's account truly warmed the heart of the regatta chairman!

The end result

Racing ended on the stroke of 13:00, M3SC computer guru John Garrison had the final results posted by 13:10, lunch was served at CBYC at 13:15 and the awards ceremony got started on time at 13:45. But then the regatta chairman got a bit maudlin and didn't get done until two minutes behind schedule, at 14:02. Six sailors won the trophies, but everyone who participated, including the officials, gained much more than hardware: new friendships, enhanced skills, new ideas, and the satisfaction of having done your best and contributed to the success of a first-time event that will only get better as it builds on the lessons learned this year.

All this, and press coverage, too

Like most sailing clubs, during its first two years of existence M3SC has enjoyed nearly total anonymity. The Region 4 Championship changed all that. The *Columbia Tribune* got wind of the fact that the regatta had attracted sailors from both coasts and eight states, from a press release Bob Martin sent out the day before the regatta. A feature article appeared in the Saturday edition of the *Tribune*, followed by a full-color photo on Monday. Not to be outdone by the print media, one of the mid-Missouri TV stations sent a cameraman to the races on Sunday, and our little regatta got feature billing on the ten o'clock news that evening. We estimate that M3SC will gain at least two new members as a result of all this publicity.

CR 914s to race at US SAILING Meeting

A highlight of the United States Sailing Association's Annual General Meeting (held in St. Louis on October 16-19 this year) is a fun sailboat race called the "Championship of Committees." The race is usually in two-person dinghies furnished by a local yacht club. This year's Championship of Committees is a single-elimination match racing tournament sailed in CR 914s supplied by the Mid-Missouri Model Sailing Club in Columbia, MO.

Race teams are from the major committees conducting business at the meeting. US SAILING-certified umpires will officiate the matches. Appropriate trophies are presented to the winning (and losing) committees at the Saturday evening banquet at which most of the major awards for the year are also presented.

It is hoped to have the races at the St. Louis Gateway Arch reflecting pool.

Commodore Dick Martin, MMYC, and Paul Proefrock, AMYA VP, are managing the model racing.

WIMPS!

In February Dick Martin and Sten Wiechel abandoned racing after only 8 heats! Their Columbia, MO, pond had thawed earlier but air temperature was 24F. It was too much of a hassle pulling the boats out between races to de-ice jib sheets which would repeatedly jam in the foredeck fairlead.

Blue Crab MYC

A new club has formed in the Gaithersburg, Maryland area. To learn more about the Blue Crab Model Yacht Club, visit their web site at <http://www.bcmyc.com>.

Nils van den Beemt, Commodore

Cincinnati MYC

I am starting to put more time organizing the club here in Cincinnati.

The name of the club is Cincinnati Model Yacht Club and I have created a basic website to attract more people: <http://www.regatta1.com/cmhc/>

Pablo Godel, #760 and 1029

Creve Coeur MYC St. Louis, MO

The Creve Coeur Model Yacht Club, which was founded last year to stimulate EC 12 class racing in St. Louis, is going to add a CR 914 fleet. CCMYC commodore, Paul Proefrock, after commenting, "If ya can't beat 'em maybe you should join 'em," has ordered a CR 914 kit. Read about Missouri's second fleet of '914s on the CCMYC website.

Dick Martin

The early bird may get the worm, but the second mouse gets the cheese.

Edgewater YC Cleveland, OH

A fleet of ~20 boats has formed at EYC. Many of the owners race in the local J22 fleet. There is a protected basin that is good for model racing. A grass problem has been successfully treated with a herbicide.

The group has a lot of enthusiasm and will become an important fleet in Region 4.

(Your class secretary started sailing at that club when he was ~13 years (~60 years ago.)

There is also a group of CR 914s at Cleveland YC further west on Lake Erie, though we have no news of their activity.

*Ken Schmidt (216)486 4866 or
sailorboy@techniserve.com*

Jim Andraitis jimA@emiplastics.com

CR 914 NEWS SUBSCRIPTION POLICY

There is sometimes confusion about the NEWS subscription policy.

On the last issue of your subscription there is a Day-Glow label on the address page telling you it is the last issue and suggesting that you renew before you forget. I put it on the address page so that wives might see it and help renew. Wives in my experience seem to be better disciplined for things like that.

The subscription is for seven issues rather than a set time such as one year. That's because I may not be able to do a new issue every two

months, which is the goal. However that policy has caused some confusion because other magazine subscriptions are usually for one year. It's the best way for me to do it and be fair. Typically seven issues are mailed in something longer than 14 months.

The subscription has always been \$10. In the early days that was for 6 issues with the goal of 6 issues each year. As our costs were reduced I increased to 7 issues instead of reducing the subscription to something less than \$10. That's the "why". I won't attempt to defend the logic.

NEW OWNERS and BOATS

	First Name	Last Name	City	State	Sail No.
1	Jim	Andraitis	Cleveland	OH	1092
2	Jim	Andraitis	Cleveland	OH	1093
3	Mark	Benedict	Essex	CT	1084
4	Richard	Blamer	Chagrin Falls	OH	1096
5	Carl	Fast	Noank	NJ	1086
6	Dennis	Ferray	Wayne	NJ	1087
7	Gary	Funari	Potomac	MD	1094
8	Ed	Gaito	Ball Ground	GA	1088
9	Scott	Graf	Annapolis	MD	1085
10	Richard	Hall	Boulder	CO	847
11	Robert	Holzbach, III	Washington	DC	1095
12	Robert P.	Martin	Gaithersburg	MD	1083
13	David P.	Miller	Old Saybrook	CT	1090
14	James	Olson	Quincy	IL	1097
15	Paul	Poefrock	Manchester	MO	1089
16	Kenneth	Schmidt	Cleveland	OH	1091

Aerotrend's AeroPlate

Email from:
David Goebel, AMYA Webmaster

After reading the Feb Mar CR 914 NEWS about waterproofing, might I also suggest Aerotrend's *AeroPlate*. I've used it; you dip your Rx into it, literally; let it drip dry and it will work submerged. You can open up servos and spray or dip the bottom of the servo into it and they're waterproofed. The only servos and Rx's I've had fail were those I didn't AeroPlate.

http://www.aerotrend.com/shop_aeroplate.htm

It's also listed on the AMYA site on the suppliers page under Radios etc...

If you pushed your naked clone off the top of a tall building, would it be:

- a. Murder***
- b. Suicide***
- c. Or merely making an obscene clone fall?***

The Racing Rules of Sailing

Excerpted from Dick Martin's excellent online MMMSC MMMessenger.

Section B - General Limitations

Rule 14 - AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room (a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room, and (b) shall not be penalized under this rule unless there is contact that causes damage.

Discussion:

1. This rule would seem to be considerably less pertinent to our CR 914s than it is for *peopleboats* or larger more expensive and fragile model sailboats. But Appendix E of RRS (Radio-Controlled Boat Racing Rules), which does modify some of the fundamental rules of Part 2 (When Boats Meet), is silent about Rule 14. So it applies to our racing exactly as written.

2. Here is an example that pretty well explains all of Rule 14: Two close-hauled boats are converging. The port tack boat (P) tries to cross in front of the boat on starboard tack (S). When it becomes clear that P won't be able to cross, S fails to take avoiding action and hits P's gunwale. P has, of course, broken Rule 10 (On Opposite Tacks) and must do a penalty turn. S has broken Rule 14. But she does not need to do a penalty turn unless the collision caused damage.

3. If in the example above P rammed the gunwale of S (and S had been unable to avoid the collision) then P would have broken two rules, 10 and 14. P, however, would be required to do only one penalty turn, because Rule 44.4 (b) (Limits on Penalties) says that a boat can be penalized only once per incident, no matter how many rules she may have broken.

4. What constitutes "damage"? *Virtually anything*. An exchange of paint between the two boats, or loosening of the silicone sealer bond that attaches the bow bumper

would certainly qualify. Dave Perry suggests asking the question, "Did contact result in something needing to be repaired or replaced?" But the final answer is subjective and up to the judgment of the Protest Committee.

5. Note that Rule 44.1 (Taking a Penalty) says that if a boat that broke a rule of Part 2 "caused *serious* damage ...shall retire."

6. OK then, what constitutes "serious damage"? That will be up to the Protest Committee, but Perry suggests three criteria: (a) How much damage was done? That is, how much work/money will be required to repair it; or did the damage have to be repaired before the boat could race again? (b) Did the damage require the boat to retire from that race? (c) Did the damage markedly affect the boat's speed, performance or maneuverability, i.e., did the damage significantly worsen her finishing place in the race? Obviously a dismasting is "serious." So is a broken gooseneck. How about a steering wheel that is broken and knocked overboard? It's only cosmetic, but in order to be eligible to race under CR 914 class rules a boat must have both wheels in place, and the owner has to go to the hassle of ordering a new wheel. That would be an interesting judgment call and might go either way.

7. What happens to a boat's score if it sustains significant damage? If she broke Rule 14 herself, and/or another rule she must, of course, do her penalty turn or retire from the race. But if she was not at fault; for example, if her vang was broken and she limped around the course finishing near the back of the pack? *Rule 62.1 (Redress)* says that a boat may request redress when her "finishing place...has, through no fault of her own, been made significantly worse by...physical damage because of the action of a boat that was breaking a rule of Part 2..." Redress, if awarded, might consist of awarding the damaged boat her place at the time of the collision, or the average of all her scores in the series. Criteria for awarding redress, however, are a real can of worms for R/C racing, and an active subject of discussion by the CR 914 Advisory Committee at present.

Pertinent Web Sites

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

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

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

Thin Air Model YC
 Steve Lang, Evergreen, CO
Steve@ModelSailingCenter.com
<http://sailcr914.com>

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

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

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

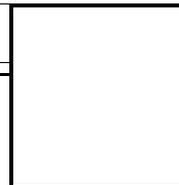
Mid-Missouri Model Sailing Club
<http://www.m3sc.org/>

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

"And God said: 'Let there be Satan so people don't blame everything on me. And let there be lawyers so people don't blame everything on Satan'."

-- George Burns

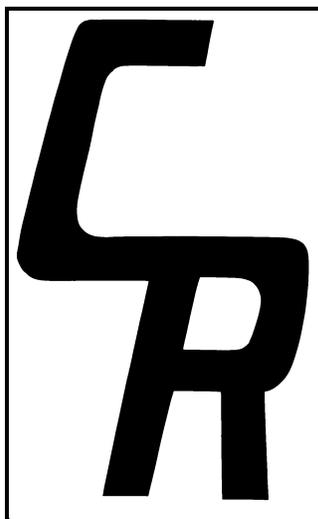
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945



Chesapeake Performance Models

www.rcyachts.com

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



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

Articles in the CR 914 NEWS

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

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

START YOUR OWN MODEL YACHT CLUB

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