

❖ CR 914 NEWS ❖

Issue 39

JUNE-NOVEMBER 2003



Jack Somers Photo

GEOFF BECKER REPEATS AS NATIONAL CHAMPION

By Sandy Purdon

They traveled from Maryland, New York, Connecticut, Illinois, Colorado, Arizona and California to compete in the 2003 CR914 National Championships over November 15 & 16 at San Diego Yacht Club. With a variety of wind conditions, the skippers were challenged to keep their boats tuned, dry and fast. After a full day of races on Saturday of HMS Qualifying Heats with 21 boats, Sunday saw 9 competi-

tors in each of the Gold and Silver fleets able to finish the regatta.

Chuck Luscomb from Deep River, Connecticut, and David Ryan, San Diego, tied for the top spots on the HMS Qualifying racing on Saturday. Right behind them were Dave Ramos and Geoff Becker from the Annapolis, Maryland area. The conditions on Saturday started with a medium 10knot breeze from the west but then changed to 3-8 knots from the south. The race committee was quick to change the course and then about 90 minutes later it changed back to the west with gusts to 18 knots. So the skippers were challenged with trying to set their boats for

what they thought might be the breeze for their next heat.

The conditions were steady but shifty over the afternoon. The prevailing westerly winds ranged from 5-14 knots on a beautiful San Diego afternoon. The SDYC race committee boat (photo above) was in a slip next to the side tie dock that the skippers stood on to control their boats (see photo page 5). There were no less than four judges on the fly bridge overlooking the course and the skippers. A "bull horn" start line hailer was used for OCS and finish hails.

(Continued on page 4)

IMAGES

Jack Somers sent me 54 images on a CD of the Saturday action at the Nationals. CD is a great way to send photos since the dial-up phone line we use is very slow for large files.

Class Secretary's Report

Nationals

I want to thank San Diego YC for hosting a really terrific regatta. It is not a surprise because they have been hosting regattas forever.

The NEWS is late this time

The last NEWS, #38, mailed June 25, 2003. That's six-months until this one. Two months between issues has been the goal, but we missed it this time. Don't worry about your subscriptions since the policy is to deliver 7 issues no matter how long it takes.

Registrations

This month there are over 1130 boats registered. About 300 copies of the NEWS will be distributed this month. New owners totaled 39 in the six-month period.

ALWAYS LOOKING FOR GOOD PHOTOS

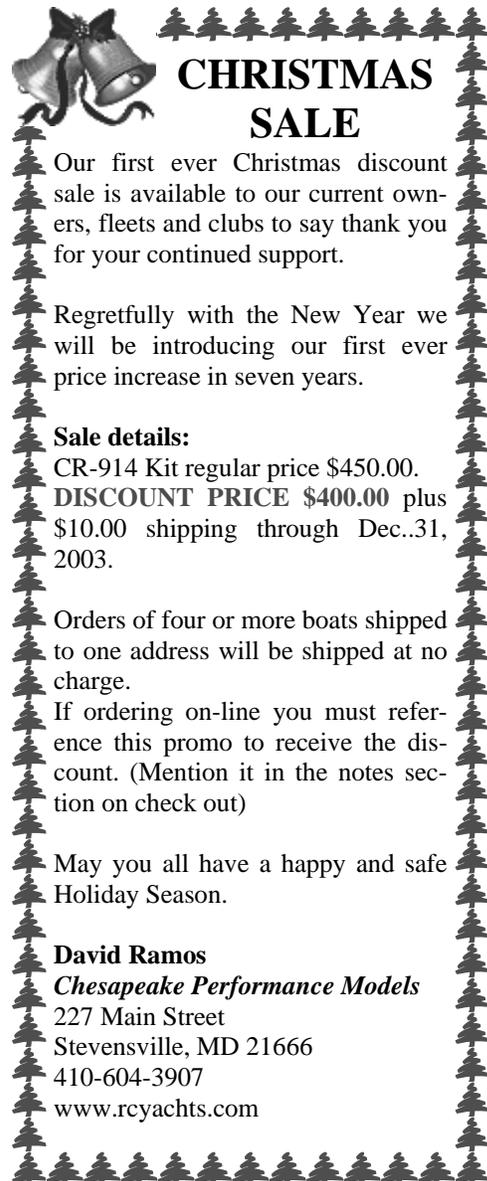
Action photos, people shots and images that show the local sailing venue are the kind of things we want. A becalmed boat is not of much interest.

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

Good sailing,

Chuck Winder

What you read in NEW is, for the most part, what your fleet representative has sent to me. If you see no mention of the activities of your fleet, send me some news, Editor



CHRISTMAS SALE

Our first ever Christmas discount sale is available to our current owners, fleets and clubs to say thank you for your continued support.

Regretfully with the New Year we will be introducing our first ever price increase in seven years.

Sale details:
 CR-914 Kit regular price \$450.00.
DISCOUNT PRICE \$400.00 plus \$10.00 shipping through Dec..31, 2003.

Orders of four or more boats shipped to one address will be shipped at no charge.
 If ordering on-line you must reference this promo to receive the discount. (Mention it in the notes section on check out)

May you all have a happy and safe Holiday Season.

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Happy Holidays



Join AMYA

Now is the time to join or renew your AMYA membership. Most of you joined when membership expired in December. 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.

Champion Geoff Becker Reports on the Nationals

[Geoff is a two time CR 914 national champion and also won this year's Region 4 championship . He is a sailing coach at the US Naval Academy. He agreed to share his approach to winning regattas, Ed.]

I would first like to thank the 2003 CR-914 Nationals Regatta Chairman Jean Malthaner and all the volunteers at San Diego Yacht Club for a fantastic event. Without all their support regattas of this caliber could not happen.

The 2003 Nationals was the first time I traveled to an event and had to disassemble my boat. In other classes this is commonplace, but not for the CR-914. I was able to sail on Friday in the pre-regatta practice session and this was key since my boat had to be put together and tuned up for the event. Taking your time to sail your boat before an event is surely the best way to get into the mind set for the regatta.

Because no one really had any speed advantage the races came down to who could stay out of trouble and sail their own race. When boats would get tangled or get too tight at mark roundings you would normally see boats from behind passing the boats in an incident. Avoiding these incidents was an effective way of gaining points over the course of the regatta.

In all of my top finishes I used a very similar strategy...get away from the line without incident, get to the top mark in the lead pack (top 3 or 4) and try and pass from there. I found there were two ways to pass boats on the racecourse. The first was to sail faster than the boat in front or hit a better wind shift. The other was to watch the boats ahead and take advantage of any mistakes made by them. Waiting for an error was really the more effective way to pass and it didn't require you to be any faster, only more patient.

The other important factor to my sailing is routine. Having a pre-race routine and a strategic routine make the sailing much easier. Early in the regatta I struggled, but when I settled into my routine my finishes

were much better. A simplified example of my pre-race/race routine is:

1. As the race before mine is finishing I get my boat prepared for going in the water
2. Before launching check the out-hauls and upwind jib slot setting.
3. Launch the boat
4. Sail upwind and recheck jib slot and overall sail settings.
5. During the starting sequence try and stay well clear of other boats so as not to get in an incident in the prestart.
6. Start in a spot on the line that is not too crowded and try and get clear of the line.
7. Stay clear up the first beat and try to get around the first mark without incident.

I try to do each step, every race.

One last thought...If you ever find yourself in the situation where the points are close and you need to beat that one boat to move up a spot, be careful of your strategy. It is very difficult to cover another boat in model sailing and in most cases it is better to just sail your race and try and out sail you competition. I tried covering in a race or two and I found it only put me out of my routine and back in the pack. I simply followed my routine to the first mark and then did any adjusting for the competition after that point.

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CLASS RULE INTERPRETATIONS

Keel Installation

The keel must be fully inserted into the hull molding recess to be legal. There have been occasions an owner has intentionally not done this to gain improved performance. It is a simple measurement for an inspector to make.

Keel Bulb

The keel bulb must be installed on the fin as defined be the Assembly Instructions and the geometry of the fin and bulb geometry. No sloping of the axis of the bulb is permitted. Some owners have done this in an effort to improve performance.

Jib Boom Tack

It is legal to use a *snap-swivel* to connect the jib boom to the foredeck.



**Why does Sea World have a
seafood restaurant??**

NATIONALS REPORT

(Continued from page 1)

On the course there were one or two mark set boats and a photo boat. The area was set off with limit buoys to help keep stray "big" boats from entering the course. The skippers had a large slip next to the control area to bring their boats into a protected area to launch and retrieve. There was 48' powerboat in the slip next to the protected area that was available for guest to enjoy watching the action. Sandwiches and drinks were available to the skippers and the volunteers but the SDYC restaurant and bar were only about 125 yards from the race course.

The course consisted of windward leeward courses with a clearing mark at both the weather mark and the leeward mark. Twice the weather mark and start line were adjusted on Sunday for a slight shift from west to southwest and back.

It was obvious the boys from Maryland were going to push everyone to be on top of their game. In the first race of the ten race Gold/Championship



bracket on Sunday saw Dave Ramos and Geoff Becker take 1-2 to set the stage. They reversed positions in the second race. In the third race David Ryan from

host SDYC showed his local high point championship stuff by getting a second behind Ramos just ahead of Becker.

NATIONALS FINAL RESULTS

Div.	Pos.	Boat No.	SKIPPER	CITY, ST	Score
	1	860	Becker, Geoff	Annapolis, MD	18
	2	238	Ramos, Dave	Stevensville, MD	24
G	3	973	Ryan, David	San Diego, CA	32
O	4	956	Freeland, Ernest	Annapolis, MD	36
L	5	1010	Bolton, Darren	Highland Park, IL	42
D	6	110	Buchanan, Hank	New York City, NY	44
	7	867	Jobson, Brian	Wolcot, CT	44
	8	661	Luscomb, Chuck	Deep River, CT	64
	9	593	Lindley, Ted	Paradise Valley, AZ	72
	1	476	Malthaner, Jean	San Diego, CA.	11
	2	839	Buckley, Jim	San Diego, CA	22
S	3	495	Slayter, Dick	San Diego, CA	26
I	4	682	Moldenhauer, Fred	Payson, AZ	32
L	5	1027	Drury, Steve	Chaparral Pines, AZ	61
V	6	1109	Medearis, Jerry	Valencia, CA	76
E	7	972	McKerrow, Doug	San Diego, CA	90
R	8	1112	Wood, James	Long Beach, CA	90
	9	73	Albertson, Hans	Chestertown, MD	90

In the fourth race, Becker had problems and ended up 6th that would end up being his one throw out. But another Annapolis skipper, Ernest Freeland, jumped into 2nd to tighten things up. Ramos took a first and Ryan took a third. Darren Bolton from Lake Forest, IL, by way of Sydney, Australia, got into the "noise" by taking fourth.

David Ryan showed he can play with the "big boys" with a first in the 5th race followed by Freeland, Ramos, Becker, Hank Buchanan (N.Y., N.Y.) and Bolton. At this point with half the races completed it could have been anyone of these skippers championship depending on how they performed in the final five races.

This is when Geoff Becker kicked his boat into gear. Geoff went out in races six and seven and took two straight "bullets." Bolton took a second and a

third with Brian Jobson (Wolcot, CT) taking a third and second. This gave Becker a good padding for the eighth and ninth races where he finished second and third. Ramos had a fifth and fourth in these races with Freeland coming back with a third and second.

Going into the final race of the championship, Becker had an eight point lead over Ramos. Even if Ramos won the last race and Becker came in last, the 9th place would have been Becker's throw out and he would have won anyway. Becker went out in the last race and pulled of another first to capture his second CR914 National Championship in a row! Ramos took a third to hold on to second overall. David Ryan took a fifth to capture third, Freeland a second to take fourth overall and Bolton took a sixth to finish in fifth place.

In the Silver bracket, it was race organizer Jean Malthaner from SDYC all the way. Jean's performance on Saturday probably suffered because he was also the race director and organizer. But on Sunday, Jean showed why he has twice been the runner up for the High Point Championship in CR 914's at San Diego Yacht Club the past two years.

Jean finished the 10 race series with 7 first places, two seconds and a fourth. The second place skippers were also SDYC members Jim Buckley and Dick Slayter respectively. In the final race of the Silver bracket, Buckley nudged Malthaner at the finish by about two inches to finish with all seconds and thirds with his final race first.

Slayter also had one first and then all seconds, thirds and fourths.

Hans Albertson (80 years) from Chestertown, Maryland, must receive a "good sportsmanship" award from his



Jack Somers Photo

The Ever-alert Rescue Boat on Station

participation in this regatta. Hans traveled 3000 miles and participated in the races despite some physical challenges. While his son came down to help with the logistics, no one had a better time on or off the race course. Hans, good on ya!! Hope we see you at all the regattas!

The social activities were very lively both Friday night and Saturday night. On Friday the skippers, wives and volunteers got acquainted at the welcoming cocktail party and low key casual dinner. Most boats were measured and weighed on Friday afternoon so everyone was relaxed. There were the usual minor adjustments that skippers needed to make for frequencies and boats to comply with the class rules. But all was handled without much concern. Each participant received a beautiful coffee table hardback book on "Sailing in San Diego" which covered our sailing from Cabillo to the America's Cup and all the San Diego personalities that made it all happen.



Jack Somers Photo

(Continued on page 6)

Saturday evening a nice sit down dinner (no coats and ties....this is California after all) was held in the Spinnaker Room at San Diego Yacht Club. Here Jean Malthaner and Vicki Buckley, the race administrator that everyone got to know for everything off the race course, passed out so many gifts donated by local merchants and friends of model sailboat racing that just about everyone got something.

The Presenting Sponsor, San Diego National Bank, was represented by the local branch manager, Raymond Simas, and was presented with a Jean Malthaner "half model" and plaque for display in the bank. Everyone had stories to tell and some were asked to stand and actually come clean with the group. The best story of the night was from Aussie Darren Bolton's wife describing the time her husband's boat sank off Chicago in a regatta and after 45 minutes in cold water diving for it, drove an hour home to get his scuba gear and drive back an hour to search for the boat for another hour. The end of the story found Darren finally finding his boat and this was the boat he was racing in this regatta.

Over twenty volunteers from SDYC and 21 competitors had a wonderful weekend of great racing and great fun. Everyone is looking forward to next year's National Championship in Norfolk, Virginia. Now we have to figure out how to stop Geoff Becker from a Three Peat!!!!

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"Outside of a dog, a book is man's best friend. Inside a dog it's too dark to read"
Groucho Marx

US SAILING *Championship of Committees Regatta*

Would you believe that an RC race could draw 150 competitors and spectators?

By Dick Martin



Dick Martin Photo

Near the end of its Annual General Meeting each fall the United States Sailing Association holds a fun race called the Championship of Committees (C of C). Each of the committees that have been meeting for the previous several days is eligible to enter a team to race in two or three-person dinghies furnished by a local yacht club, and the winning (and losing) committees receive appropriate recognition at the annual awards banquet held that evening.

The 2003 meeting was in St. Louis on October 15-19. In April, Lee Parks, the Inshore Director for US SAILING, asked me whether it might be possible to sail the C of C regatta using radio-controlled sailboats this year. Wishing that I had thought of it first, I told her that she had a great idea, and I enlisted Paul Proefrock, the Vice President of AMYA who lives in St. Louis, as well as the members of the Mid-Missouri Model Sailing Club in the effort to make it happen.

To ensure that the boats would be identi-

cal, we chose CR 914s. To reduce the number of boats that would be required—which would need to be transported from my club in Columbia, 120 miles west of St. Louis—Paul came up with the idea of using a match racing format (to hold the number of matches that would be required in the limited time available, we decided there would have to be as many as three matches on the water at once, so we still needed six boats racing at once plus several backups in case of breakdowns). The NOR and Sailing Instructions that we drew up specified that each committee's team could consist of as many members as they wished and that the helm could be rotated among team members, but that members with prior RC sailing experience could serve only as tactician, navigator, bowman, etc. and were not eligible to drive.

Finding a suitable venue proved challenging. The lake on which the St. Louis RC fleets race was too far away from the headquarters hotel in downtown St. Louis, and our efforts to secure permission to use a reflecting pond at the Gateway Arch were blocked by National Park Service bureau-



Dick Martin Photo



St. Louis Globe-Democrat newspaper - 1930, found by Dave Larsen

crats. Our first alternate was Forest Park, somewhat similar to New York City's Central Park, and the site of the 1900 "Meet Me in Saint Louie, Louie" World's Fair. Finally, after a long series of "negotiations" with the St. Louis parks department bureaucracy, we were allowed to rent (yes, US SAILING actually had to pay a rental fee) a suitable pond called the Bandstand Basin—where, we discovered incidentally, model sailboats once raced regularly back in the 1930s.

Throughout the meetings two CR 914s were displayed at a special C of C-RC sailing-AMYA booth in the registration area at the headquarters hotel, along with information about the '914 and all the other classes that belong to AMYA, Dave Ramos' video of the 2002 CR 914 Nationals and a PowerPoint slide show adapted from a talk about the growing popularity of RC sailing that I presented during the meetings at a "Building our Sport" seminar held by the One-Design Class Council and the Council of Sailing Associations. A bulletin board that displayed the seedings for the C of C match racing tournament as entries were received showed that by Saturday morning all 12 slots, a new record registration for the C of C, had been filled.

Meanwhile, an effort that resembled the D-Day invasion of Normandy, in

logistical complexity if not quite in size, moved ponderously forward, and a fleet of nine CR 914s, eight furnished by M₃SC plus one from St. Louis, began to converge on the Bandstand Basin, along with M₃SC's marks and other race management paraphernalia, four members of our club and four members of the St. Louis model sailing clubs who served as the Race Committee and boat tenders, plus seven US SAILING-certified judges who umpired the matches.

At 13:30 Saturday afternoon two buses began to shuttle between the hotel and Forest Park, and by the time the skipper's meeting began at 14:30 a large crowd had already assembled to compete in or watch the racing. The crowd grew steadily as more US SAILING delegates arrived on later buses and the racing drew spectators who were simply out for a drive or stroll through the park that beautiful autumn day. It is estimated that during the course of the afternoon at least 150 competitors and spectators were gathered along the shore—indeed, crowd control proved to be a major, unanticipated, problem, and the crowd might have been unmanageable had it not been for a bull horn that I had taken along for use by a "play-by-play" announcer.

A total of 12 match races were sailed in a light—mercifully so, given the fact that the skippers were sailing RC boats for the first time—but adequate southwesterly breeze. During the first two flights of matches,

which used the same course and racing rules as the America's Cup, three matches were on the water at once, starting two minutes apart. Two two-match flights followed, before the match to determine third place and the finals climaxed the afternoon around 16:00. When the dust had settled, the breeze had died, and the happy crowd was ready to head back downtown for the awards banquet Saturday evening, the team representing the Hinman Trophy Committee (which administers the U.S. team-racing championship regatta) had taken third place, the Women's Sailing Committee second, and the Council of Sailing Associations (Dan Doyle skipper, Brad Fox tactician, Bob Connihan bowman) first.

Unfortunately the US SAILING president's boat, skippered by Dave Rosekrans, with Paul Henderson (the president of ISAF) and Tom Leweck (the Curmudgeon, founder and editor of the wildly popular email sailing newsletter *Scuttlebutt*) serving as afterguard, which had received a bye to the second round, was eliminated in its first match. But the honor of finishing in last place (the boat that was beaten by the largest margin in the first round) was won by the Prince of Wales Trophy Committee—the group that administers the *match-racing* championship of the United States.

Footnote: General Eisenhower had it easy at Normandy; he and his commanders didn't have to load all the gear up and get it back home again!

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If Bill Gates had a dime for every time Windows crashed . . .

Oh, Wait!! He Does!!

**REGION 1
CHAMPIONSHIP
JUNE 29, 2003
COTTAGE PARK YACHT CLUB
WINTHROP, MASSACHUSETTS**

By Hatch Brown

A dozen boats turned out for a pleasant and sunny Sunday of racing off the marina at CPYC. The 6 morning races were slightly delayed while waiting for the wind. In the shifty winds that did prevail in the AM there were many mixed results; however defending champion Steve Cruse (a Marblehead sail maker), started off with 2 firsts. Fellow Marbleheader Biff Martin won the next 3 races, but also suffered a 10th and a last place when he was hit with unexplained radio interference. He wondered if the interference could have come from boats in the marina or the next-door Logan Airport. The morning's leader was none other than our esteemed Class Secretary, Chuck Winder, who had no races worse than fourth.

Lunch was served under the tent on the head pier, and featured clam chowder, burgers and other goodies served up by Betsy Gahan, wife of the yacht club commodore.

The wind and the seas picked up for the afternoon's six races. In the first pm race Chuck Winder - the morning's leader dropped out after he decided he owed just two many circles to too many boats after he was caught in a mix-up on the first beat. After the ninth race (when the two race throw out provision kicked in) Biff Martin was the man to beat. Steve Cruse, after winning the first pm race hit a cold streak with four fifth places while Chuck added two sixths. Biff started off with a first, two seconds and a third. Hiding back in the back after the am races, 2000 regional champ Hatch Brown started to make a move much like he did here two years ago when the wind and seas picked up. Hatch had four firsts and a second in the last five races. Even so, Biff might have won if he hadn't caught some weed in the last race and finished sixth. The only other boat to win a race was Cottage Park Star sailor Ken Woods, although Connecticut sailor Brian Jobson led all the way

	NAME	Sail #	HOME	SCORE
1	Hatch Brown	#217	Cottage Park YC	25
2	Biff Martin	#644	Marblehead MYC	26
3	Chuck Winder	#888	MMYC	33
4	Steve Cruse	#23	MMYC	34
5	Brian Jobson	#705	Wolcott, CT	40
6	Sasha Kavs	#7	MMYC	56
7	John Carney	#1050	CPYC	57
8	John Skerry	#1013	MMYC	74
9	Ken Woods	#629	CPYC	75
10	Gary MacDonald	#804	CPYC	75
11	Mike Gahan	#190	CPYC	86
12	Ernie Hardy	#830	CPYC	118

around in a late race only to misjudge the finish line and lose his first.

All contestants received mementos from the Club and the top boats received CPYC gear as prizes. Special thanks go to CPYC's Dev Blodgett and Warren Tafton for their fine race committee work.

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**Shoreline MYC
Mt. View, CA**

Our new AMYA sanctioned club sails at Shoreline Park. <http://www.ci.mtnview.ca.us/citydepts/cs/shoreline.htm>

We sail CR 914's, but all boats are welcome. We usually sail on Saturdays starting around 10:00 am. Our sailing site is "sailor friendly" with a launching dock, large grass lawns, a beach, cafe and free admission. Being near San Francisco Bay assures that winds are very consistent. Fellow model yachting enthusiasts are invited to come check out our site.

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Rob Fischer - Sec.
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**Blue Ridge
Sailing Club**

We are located in the Blue Ridge Mountain area outside of Charlottesville, VA. We will be sailing on an eleven acre lake, Lake Monocan, situated within Wintergreen Resort. Two of us are experienced sailors and so besides sailing the CR 914 we will also travel to charter full-scale boats. Hence the name Blue Ridge Sailing Club, not strictly limited to model yachting. Depending on how we progress you might find some of us at one of the scheduled regattas...

Interesting to note that two of us began this idea of building the 914 with no idea that others with an interest in sailing would come forward, all living in the resort, excited about modeling and sailing.

[They already have five boats registered. Ed.]

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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".

NEW OWNERS and BOATS

	First Name	Last Name	City	State	Sail No.
1	Dick	Ament	San Diego	CA	65
2	William	Arnold	N. Syracuse	NY	1117
3	Peter	Bailey	Suffolk	VA	1128
4	Kemp	Bond	Nellysford	VA	1127
5	Walter A.	Braun	Gaithersburg	MD	94
6	Daniel	Butterfield	Nellysford	VA	1129
7	Gregg	Clark	Riverside	CT	759
8	Arnold	Cohen	W. Newbury	MA	654
9	Donald	Dey	Owings	MD	1104
10	Steve	Drury	Payson	AZ	1108
11	Dion G.	Dyer	San Diego	CA	975
12	Rob	Fischer	Santa Clara	CA	1106
13	Douglas S.	Green	Nellysford	VA	1118
14	Nick	Heather	Hiouston	TX	1119
15	Mike	Hecker	W. Bloomfield	MI	1121
16	Richard	Huber	West Chester	OH	1114
17	David A.	Juergens	Nellysford	VA	1125
18	Terry	Krafcik	Seven Hills	OH	1101
19	Robert	Kyle	San Diego	CA	970
20	David	Larsen	Columbia	MO	1105
21	Ed	Maynes	Gaithersburg	MD	1113
22	James	McGowan	Villanova	PA	1098
23	Jerry R.	Medearis	Valencia	CA	1109
24	Gary	O'Hara	Rancho Santa Fe	CA	1103
25	Dr. Terry	Patterson	Silver Spring	MD	697
26	Dr. Terry	Patterson	Silver Spring	MD	494
27	Lyman	Perry	Berwyn	PA	1115
28	Colin	Prosser	Annapolis	MD	1110
29	Andrew	Prosser	Annapolis	MD	1111
30	Sandy	Purdon	San Diego	CA	1100
31	William	Remsen	King George	VA	1120
32	W. Arthur	Russell	Nellysford	VA	1124
33	David A.	Smith	Alexandria	VA	1123
34	David	Stebbins	Coronado	CA	1102
35	Jeffrey	Steinman	Blenheim	NJ	1107
36	Henry T.	Vare	Wayne	PA	1099
37	Herbert	Vogel	Nellysford	VA	1126
38	Jonathon	Wasserman	Chestertown	MD	1116
39	James	Wood	Long Beach	CA	1112

*When I die, I want to die
like my grandfather who
died peacefully in his sleep.
Not screaming like all the
passengers in his car.*

BATTERY PACK RELIABILITY

By Chuck Winder

A common cause of boat battery pack failure is failure of the wire from the battery to the connector. Copper wire has the unfortunate characteristic of *work-hardening*. Every time copper is bent it hardens which makes it stronger, stiffer and more brittle. Finally the wire strands will break and fail to transmit electricity to the boat radio.

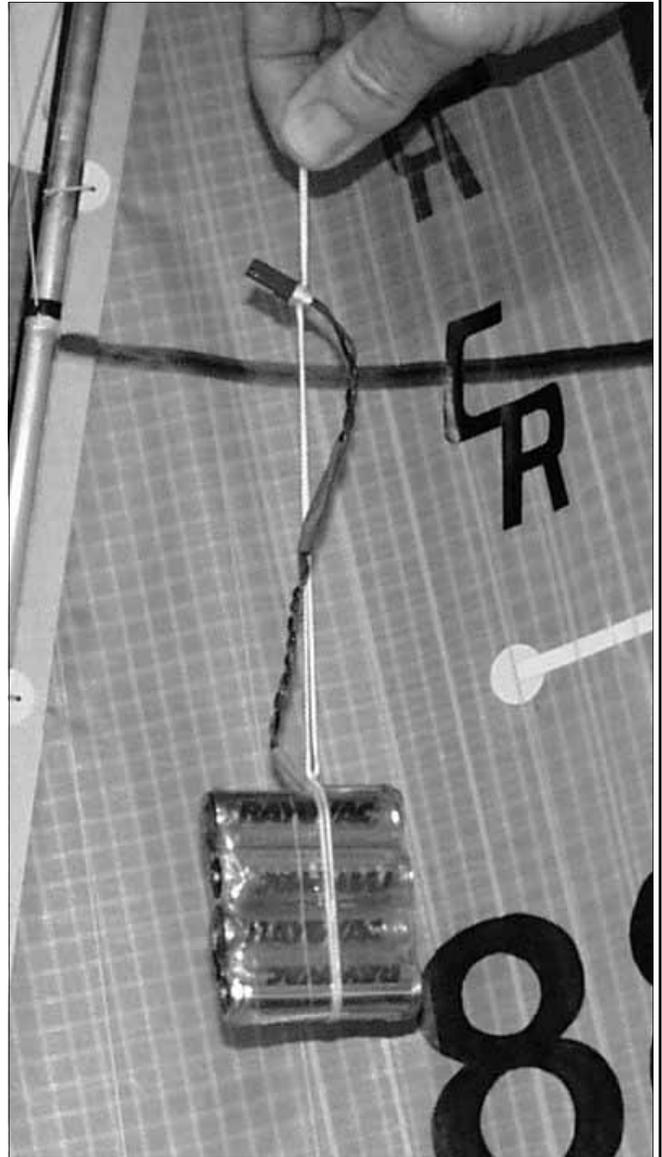
Actually, cheaper wire is not fully annealed after being drawn into wire. You can tell this if the wire is not soft and flexible.

Our batteries are usually mounted on Velcro on the hull bottom. Every time the wire is used to pull the batteries from the Velcro, the wire is stressed, hardened and becomes brittle. After many cycles of battery removal the wire may break and power to the boat is lost. The power loss may be intermittent since the broken ends of the wire inside the insulation may touch. The location of the break is usually where the wire exits the battery pack. Other times it breaks at the connector if the owner pulls on the connector to remove batteries.

(Connectors should be disconnected by gripping only the connector, never the wire. We all know this, right?)

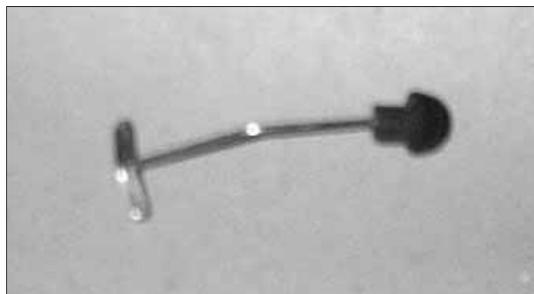
THE FIX

The photo illustrates a simple way to avoid this problem. A string is tied to the battery pack and at the connector in a fashion to prevent loading the wire when the pack is tugged off of the Velcro. It takes only a few minutes to do and is cheap. A little CA glue is used at the knots so they don't come undone.

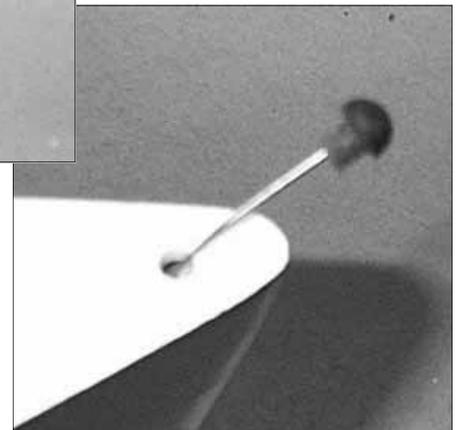


DRAIN PLUG TETHER

David Smith, #1123, Alexandria, VA, invented a clever way to secure the drain plug. He used a "T" pin and bent the end to form a "V" (to conform with the bow). A thin wire through the drain hole and taped to the pin was used to snake it through the drain-plug hole from inside the hull. The pin was pushed into the plug using needle nose pliers. The plug pulls out about 1 inch before the pin end stops it. No strings clutter the deck. The pin expands the plug slightly so hole size may have to be slightly enlarged.



David's idea suggests another approach. A string tied to a short stick or rod could be fed through the hole and attached to the plug. The stick would keep the string from pulling out of the hole. Ed.



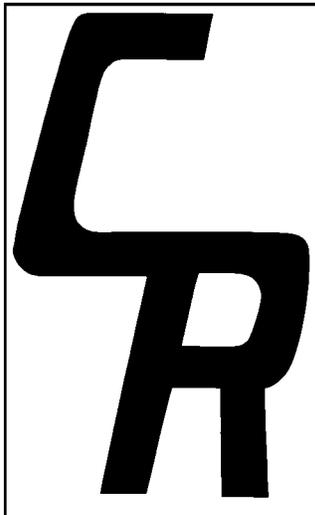
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Articles in the CR 914 NEWS

The following is a list of the kinds of articles that appear in the CR 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
- Surviving salt water
- Reliability
- Racing Rules of Sailing topics
- Why do radios "glitch"?
- Class Rules Interpretation
- Maintenance and repair of radio components
- Building and maintenance
- Scoring systems
- Boat switches
- Conduct of a model race
- Skipper Behavior
- 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.