
❖ CR 914 NEWS ❖

Issue 40

DECEMBER 2003-MARCH 2004

Promoting your Regatta

**Hosting a regatta is not a
Field of Dreams;
only if you hype it hard
enough will they come**

by Dick Martin

This article will focus on promoting first-time regattas and those which have drawn disappointing turnouts. Directors of regattas that have been already become successful do not need to work as hard to attract entries for their well-known events, but some of the ideas described here may be of interest if a regatta wants to broaden its appeal to a wider range of potential registrants, in particular to new sailors who have not yet discovered how much fun they can have racing on the road.

Over the 43 years that I have been trying to host regattas, for full-scale peopleboats and in recent years for radio-controlled boats, I think that I have made or at least seen every mistake that can be made in planning and publicizing a regatta. On a few occasions the clubs/classes I have worked with have come up with big hits as well. Here are some general principles that have been applied by the successful first-time regattas, illustrated with a few specific examples of things that worked and things that didn't.

An absolute prerequisite: *quality*

To be a successful salesman you must first have a good product to sell. Start your regatta planning, and recruit your key people plenty early—a year in advance is none too long. Don't forget that the devil is in the details; things like lodging, meals, toilet facilities near the venue, and the weather at the time of year you choose can be nearly as important as the quality of your race management and the racing itself in determining whether

(Continued on page 4)



Ernest Freeland Photo

Outstanding Model Racing Venue in Annapolis
Rescue boat stands ready in downtown Annapolis awaiting the start of racing. Spectators are in the background. Unfortunately the venue was only temporarily available following the hurricane in the Fall of 2003. The water finally subsided leaving the Chesapeake Model Sailing Association with only their original venues.

Class Secretary's Report

New Class Secretary

It is time that your class secretary step down to give someone else the challenge, satisfaction and frustration of the job. I have already asked a qualified candidate and he will give me a decision soon.

I am 73 and have been secretary since 1996. It would be best if the next secretary could take over when I can still be of help in the transition.

The ideal replacement will have these qualifications:

1. A sincere desire to devote the time and energy required to do the job,
2. Ability to produce a class newsletter,
3. An active racer so he understands class problems and needs,
4. A commitment to strict one-design philosophy,
5. A work ethic that assures class business is done on time and done well,
6. Computer skills,
7. Retired so he has a lot of time to give to the job

Registrations

This month there are over 1160 boats registered. About 300 copies of the NEWS will be distributed this month. New owners totaled **nn** in the since last issue.

ALWAYS LOOKING FOR GOOD PHOTOS

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

2004 NATIONAL CHAMPIONSHIPS

Norfolk Yacht & Country Club
Norfolk, Virginia
Nov. 12, 13, 14, 2004

Beautiful Norfolk Yacht and Country Club will host the 2004 CR-914 Nationals on the 12th through the 14th of November. Racing will start on Friday morning and continue on through Saturday with finals on Sunday! Registration and check in will begin on the Thursday the 11th of November.

Racing information (registration, racing rules and local motels etc) about the 2004 Nationals will be located on the Norfolk Y&CC web site soon.

www.norfolkyacht.com

We look forward to seeing everyone at this year's Nationals. Email me if you have any questions regarding the Nationals.

Thanks,

John Atwood
Johntatwood@aol.com

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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

Clovelly's Fifth Annual Cow Pond Regatta

Saturday, April 10, 2004

At the Cow Pond, Clovelly Farm,
Chestertown, MD.

Registration: 11-11:45
Skippers Meeting: 11:45
First Race: NOON
Children's egg hunt: 12:30

Entry Fee: A six-pack of your favorite beer and an appetizer to share

Scoring: Low point system

Awards: An awards ceremony will be held at the conclusion of the races.

Hosted by:

The Gibbons-Neffs and Hitts

Contact:

Amy Hitts
ahitt@crosbymarketing.com
or call 410.266.6677

Directions:

From Annapolis, take 50 East to 301 North. Exit 213 North towards Chestertown. Follow for approximately 15 miles to Rolphs Wharf Road. Turn left. Follow 1.5 miles to Clovelly Farm. Turn right into driveway. (Landmarks: 2 big hollies and 3 mailboxes.) Take first right at "the shop." Follow dirt road toward cow pastures. At fence, turn left. Follow fence to pond entrance. Don't hit any cows! (Cell phone: 410.570.4251)

Special Note: This is a family event. If you are bringing children, be sure to pack a bike, blanket, toys, chairs and boots!

This regatta is fun oriented without the

Midwest CR Racing Circuit Regatta

June 12-13, 2004

The Mid-Missouri Model Sailing Club cordially invites Midwestern CR 914 sailors to enter our first annual M3SC Midwest CR Racing Circuit regatta, which will be held in Columbia, Missouri, on Saturday and Sunday, June 12-13, 2004. This event is the sequel to the AMYA Region 4 Championship which was hosted by M3SC last year.

The new Midwest CR Racing Circuit, which this regatta will initiate, will consist of a series of "no-frills" regattas that will be hosted by CR 914 fleets around our area. There will be no registration fees, no weighing or measuring, no certified judges, no banquet or other "formal" meals, and no fancy trophies for these MCRRC events. But the quality of the racing, and the fun that we will have, are expected to be on a par with what sailors enjoyed at the 2003 Region 4 championships.

More information, including the schedule of events and pictures of the venue, can be found at <http://www.m3sc.org/MCRRCregatta2004.htm>

Dick Martin

EIGHTH Larchmont Spring Invitational Regatta Larchmont, NY April 24-25, 2004

Buttons Padin, the genius of this outstanding event, announced there are 49 boats signed up. He limits the regatta to 48 boats but will accommodate a few more if required.

This is the 8th Spring regatta and they improve every year.

Buttons Padin
erpadin@aol.com
914 834 5476

Shoreline MYC Mt. View, CA

This new club in the San Francisco area that was announced last week has a new Website address:

http://smyc_cr914.tripod.com

For further info contact:

Jim Scudder - Pres.

(408) 745-1422

scudman@netzero.net

Rob Fischer - Sec.

(408) 945-1274

robdfish@concentric.net

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.

Broken promises don't upset me. I just think, why did they believe me?

(Continued from page 1)

registrants will be attracted, will enjoy themselves when they get there, and will want to come back again.

Avoid schedule conflicts

It is obvious that you should try to pick a time when no other regattas are scheduled for several weeks. If possible, involve the leaders of other clubs in your target area when you first begin to set the date. Remember to check the calendar of non-sailing events near your venue as well, if, for example, a college football game in town that same weekend would raise motel prices or make rooms impossible to find at the last minute—which is when many sailors traditionally decide to enter a regatta.

Get the word out early

Your regatta will be competing head to head with other interests and demands upon the precious time of the sailors you hope to attract. The first time around you

To be a successful salesman you must first have a good product to sell.

will have a hard sell at best, but if your first notice doesn't arrive until after members of your target audience have begun to plan other activities for the weekend you have chosen you are almost guaranteed to fail. In 2002 my new RC sailing club decided to host its first regatta. We sent out the first notice three months before the chosen date. Three weeks before that date, when we had not yet received any out-of-town entries, we cancelled it.. We went on record at that

time as promising to hold the event in 2003, effectively giving a little over a year's notice, and we began a barrage of publicity for the 2003 regatta a little over five months in advance. That year we drew nine out-of-town entries from seven states.

Get the word out often

Once you have announced the date for your event, be relentless. Perhaps sailors are skeptical that regattas will actually take place as promised; more likely they simply procrastinate. And while they wait to commit themselves to enter your regatta their interest may be diverted by other demands upon their time. Keep reminding them—those that may have expressed interest and those on your list who have remained silent as well. Don't depend on them to reread your initial announcement or Notice of Race, or revisit your website on their own. Email is a great medium for this purpose. It costs you nothing. Compose your messages using html to make them visually attractive and put a good descriptive phrase in the subject line to enhance the probability that they will be noticed. If you keep them brief, the odds are that they will be read. And if you provide an easy way for members of your target audience to opt out of receiving further notices it is likely that your fellow sailors will forgive you for this kind of friendly "spamming."

Use email, not snailmail

You can expect only a small percentage of the folks you want to invite to eventually register for your regatta. If you use snailmail as your advertising medium, postage will become expensive. For my club's 2003 Region 4 CR 914 champion-

ship regatta, we started with a mailing list of about 120 candidates (CR 914 owners who lived within a one or two day drive of our club). In addition to our initial announcement, we emailed reminders/updates about once a month. The cost of that advertising campaign, at 35 cents a clip for stamps alone, would have been \$210, or about \$23 per eventual out-of-town "sale."

It takes some effort to compile a useful emailing list. Your class secretary and AMYA have databases that include email address fields. Email addresses change frequently, however, and around a third of the email addresses that you obtain from those sources may prove to be inactive. Thus your first mass emailing to a new group will yield a lot "bounces." Don't let this discourage you. After all, it means that your message did get through to the majority of your targets, and there is some chance that those who did receive it will spread the word to their friends who didn't. Others may discover your regatta by visiting the AMYA Regatta Schedule webpage or by stumbling upon your own site while surfing the web. Simply cull the bouncers from your list, and keep after all the rest.

It's the 21st century, already. Use the web

To list your regatta on the AMYA Regatta Schedule webpage visit www.amya.org/racelist.html and click on the "Submit your Regattas" link you will find there. Someone who finds your regatta that way can locate your club's contact information on the AMYA website, but your regatta listing with AMYA will be much more helpful if it



The fleet parades to windward during a practice race at the 2003 Region 4 CR 914 Championships

Tom Trabue photo



The Gold Fleet is tightly bunched as all eight boats plane toward a leeward gate at the 2003 Region 4 CR 914 Championships.

Dick Martin Photo

contains a link to your own webpage. If your club does not have a website it is likely that you can find a computer nerd who can create a regatta page for you to post on the website of your class or boat supplier.

When you design your regatta webpage make it useful and attractive. Include everything any potential registrant

Make it clear that you are issuing a cordial invitation to join you for a regatta experience that will be truly memorable.

could possibly want to know. Don't post it all when you first go online (at least five months in advance of the date you have selected, remember). A paragraph or two of hype, designed to communicate the message that your club is enthusiastic, intends to run a good regatta, and sincerely wants the reader to enter, will be enough to start with. A good photo, showing boats and sailors enjoying themselves at your venue, for example, will add visual interest. Promise that you will be adding new information, such as the official Notice of Race, a registration form, information about lodging, maps, and further details as time goes by.

Update frequently, to keep your webpage looking fresh and keep the fish that you have attracted nibbling at your bait. Post new information whenever you

get it, maybe a new picture or two, and frequent reminders about approaching deadlines. Build momentum. Post a list of everyone (from your own club as well as out-of-town) who has expressed interest so far, and keep it up to date. As soon as you have your first registration in hand update the list to prove that it includes more than just promises, promises.

You can find an example regatta website, as well as email announcements that were used for the 2003 Region 4 CR 914 championships, at www.m3sc.org/region4hype.htm.

Emphasize the fun

An official Notice of Race can look legalistic, and even intimidating to someone who contemplates entering a regatta for the first time. Some of that legalese is necessary, of course, but you can add sentences that soften its impact, for example by pointing out that it is there simply to give the officials the clout they would need if a sea lawyer were to show up and start challenging their efforts to ensure a fair test of skill. Make the NOR sound like an invitation to join your club for a weekend of *fun*, as well as some exciting racing.

The other items in your publicity barrage, of course, are not constrained by the requirements of the NOR format. Make them as user-friendly as you possibly can (I like the term "user-seductive"). Make it clear that you are

issuing a cordial invitation to join you for a regatta experience that will be truly memorable.

Don't intimidate

In designing and advertising your event to make it attractive to the best sailors in your area, don't let it sound elitist. Don't make the mistake I did when I once hyped a national championship with the catch-phrase "Go for the Gold." Most regattas, even those at the national championship level in many classes, should be planned in such a way to make them attractive to sailors at nearly every level of experience. There are several reasons. Although "bigger is better" isn't always so, big events do tend to generate more enthusiasm and excitement. More importantly, regattas are excellent learning experiences, and relatively inexperienced racers stand to learn as much or more than the top dogs. Always remember, most of us race sailboats for the fun of it, not primarily to see how much hardware we can win. And sail-

(Continued on page 6)

You have the right to remain silent. Anything you say will be misquoted and used against you.

ors who have just begun to climb the long learning curve should have every bit as much fun as the trophy winners at any well-planned regatta.

Don't get discouraged

Sailors are busy, and they procrastinate. Don't get discouraged when, a month or so after your first announcement, you have received no registrations or even expressions of interest. Your regatta still seems a long way off, and many of the fish that may have been tempted by your bait have more pressing things to do at the moment. Even the members of your own club will probably wait until shortly before a deadline to send in their entries.

Encourage early registration

"You can talk, talk, talk, talk... but you gotta know the territory!"

Get people committed early. It helps you make final plans for the event, and it reduces the risk that entries you are counting on will wait until the last minute and then change their minds. Do everything you can do to get those fish to swallow the bait well in advance. Most regattas set a deadline for registration a week or so before the regatta, after which there is a surcharge for late registration. This approach does nothing to encourage early registration, and it forgets a basic fact of human nature. People don't like to pay penalties, but they do love bargains. Offer a discount for early registration as well, and set that deadline at least three weeks before the regatta. It works: over 85% of the entries for the 2003 Region 4 CR 914 championships, which offered such a discount, were received before that early deadline.

Personal diplomacy

I left two of the most important things for the end of this article. As the salesman in The Music Man said, "you can talk, talk, talk, talk... but you gotta know the territory." Get to know the sailors you want to attend your regatta. The best (perhaps the only) way to do that is to travel yourself. Attend your regional championship regatta and get other sailors from your fleet to do so too. If some fleets in your area haven't yet begun to host their own regattas, invite yourself

over to sail in one of their regular fleet race days. Take along documents hyping your regatta, but mostly just get to know them. In some areas, this approach, which may take several years to begin to pay dividends, may well be a *sine qua non* for getting the ball rolling toward a big turnout of out-of-town sailors for a successful first-time regatta.

Momentum is precious

Several of the techniques described here are aimed at building momentum. Momentum is probably the most important single determinant of success. The best illustration of this is, of course, the virtually self-perpetuating nature of successful regattas, which makes satisfied regatta "customers" go back year after year and makes it easier to attract new entries as well. Once you have established momentum, don't waste it! Don't rest on your laurels, and for goodness sake don't let a year or more elapse before you do it again.

NEWS FROM DAVE RAMOS

February 5, 2004

With the latest production run of the CR-914, AG has had the hull tooling reworked and as a result the bow mold mark is almost nonexistent now. (*This is good news that will save builders a lot of time. Ed.*)

I am in the process of building new bow bumper molds that will allow me to manufacture soft RUBBER bumpers in an assortment of colors. Initial bumpers will be black until the process is fully operational. Release of these new bumpers is scheduled for early spring with the likelihood that they will be included in the kits at no charge. I am

***No matter what happens,
somebody will find a way to
take it too seriously.***

hoping that besides being stronger and less likely to tear these bumpers can be attached to the bow with double-sided tape so as to allow their easy installation and removal.

The kit also includes a CA glue extension tip to better control CA application.

Group kit discount of \$420 per kit will be extended to orders of 4 or more kits mailed to one address.

The CR-914 build video is out now. Three and one half hours in length with building tips and tricks not included in the written instructions due to space concerns.

A CR-914 painting video is in production that will cover different painting and graphics techniques.

A Judging/Refereeing Video is in the planning stage for help in large regattas but will not be started until spring.

As of the end of February the CR-914 kit price will be \$475.00 due to increases in radio and other kit items cost. (*Note that the kit price has been unchanged at \$450 since 1994! Ed.*)

I am working on a number of other things for the 914 but am not ready to disclose them at this time.

Dave Ramos

NATIONAL CHAMPIONSHIPS FORMAT

The CR 914 Advisory Committee creating a document defining the class' national championships. The committee has seven members. Dick Martin is chairing the effort. He has long experience in managing regattas for full-scale boats as well as his own CR 914 fleet in Columbia, MO.

Our class has had nationals each year since 1995. In that time the class has matured and learned that there is a need to define the format for the nationals to assist the hosts to produce a first class

regatta that is consistent from year to year. The hosts for our nationals are often doing a large model regatta for the first time.

Like so many tasks, once underway it was seen to be a large and complicated job. Dick has created a process to efficiently let each committee member contribute his experience in an organized way. The goal is to publish it in early Spring.

Successful Radio Troubleshooting

Stephen Spratt, #1036, a new owner from VA, called to ask what to do about rudder glitching. He was told how to clean the rudder servo potentiometer. That gave no improvement so he purchased a new servo, which had the same problem. This suggested the transmitter was at fault. He next cleaned the transmitter rudder potentiometer, which cured the problem.

An easier way to determine what the problem is in a situation like this is to swap in good servos and/or transmitters to identify which is the culprit. Stephen has no other owners nearby that could offer their components to help the troubleshooting.

Stephan had never done work on electronic components but proceeded carefully and solved the problem.

It is not uncommon that with time wear debris collects in the potentiometers and cleaning is required. Often the offending debris cannot be seen but carefully cleaning of the wipers and circular carbon resistor will usually fix it.

CR 914 Engineer

CR 914 Kit Radios Do the Job

CR 914 Engineer

Radios shipped in CR 914 kits have demonstrated that they are more than adequate to perform as required.

We have been told that some owners and potential owners misinterpreted the radio articles in issues #34 and #35 of the CR 914 NEWS. Their erroneous conclusion was that the kit radios were inferior and uniquely vulnerable to radio interference. Experience at large regattas shows that not to be true.

DISCUSSION

During the search in 2002 to reduce *glitching* at large regattas, two RC electronic engineers suggested that having radios separated by 23 channels could cause radio interference. They pointed out that ALL single-conversion radios were vulnerable.

More expensive dual-conversion radios are not vulnerable. But the alternative to buying more expensive radios is for regatta managers to simply assign channels to avoid the problem.

Radios separated by 23 channels have been avoided at CR 914 regattas since 2002. Glitching seems to be reduced by this simple action.

Consultants:

1. Neil McGrath, Radio Engineer, <http://homepage.ntlworld.com/fast.electrics/> Click on "What happens when I wiggle the sticks"
2. Dave Collings, Electronics Engineer and owner of D&M Electronics, an RC radio service business. 330 877 1445 <http://dnmelectronics.com>

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://homepage.ntlworld.com/fast.electrics/> Click on "What happens when I wiggle the sticks" by Neil McGrath.

Radio Repair
D & M Electronics
1236 Marigold St
Hartsville, OH 44632
330 877 1445
www.dnmelectronics.com

CONVERTING MODEL AIR-PLANE RADIOS

by Chuck Winder

Owners have asked if a model airplane radio on 72 MHz band can be converted to the 75 MHz band for boats.

D&M Electronics will do it for \$75. That includes the modification, the crystals, and return shipping. That's an excellent price recognizing that FM crystals alone can cost ~\$30.

Dave Collings of D&M has been extremely helpful explaining the intricacies of RC radios for us. This made it possible to write some articles that have been beneficial to the Class. For instance he was the man who revealed the existence of 23-channel interference.

Visit Dave's excellent Website to see what he has to offer.

I recommend him should you require radio calibrations or repairs.

Dave Collings
D & M Electronics
1236 Marigold St
Hartville, OH 44632
330 877 1445
www.dnmelectronics.com

NEW OWNERS and BOATS

	First Name	Last Name	City	State	Sail No.
1	Skip	Allen	Lawrenceville	GA	1145
2	Benoit	Ansart	Old Greenwich	CT	1139
3	James	Bennett	Crescent City	FL	1146
4	William	Bremer	Chicago	IL	1142
5	Robert	Burgess	Palm Desert	CA	1138
6	Shawn	Burke			1157
7	Stanley	Chinn	Kirkland	WA	1141
8	Julian	Croxall	New York	NY	1150
9	David	Denton	Palm Desert	CA	536
10	Rob	Fisher	Humble	TX	1133
11	Gary	Funari	Potomac	MD	1147
12	Peter	Gibbons-Neff	Rosemont	PA	1152
13	Kevin	Hanna	Seaford	VA	1132
14	Bob	Hobson	Port Washington	NJ	1130
15	Bob	Hobson	Port Washington	NJ	1131
16	Lew	Kuhn	Westlake	OH	1137
17	John	Logue	Old Greenwich	CT	1135
18	Rick	Orchard			1156
19	Wayne	Pietrini	Conshohocken	PA	1154
20	John	Rodencal	Cincinnati	OH	481
21	Peter	Rowsom	Greenport	NY	1134
22	T. Richard	Rust	Franklin	TN	1149
23	John	Schinto	Riverside	CT	1148
24	Lee	Sheldrake	Edinboro	PA	1151
25	Peter	Sidell	Fort Myers	FL	1140
26	Judith	Skerry	Gloucester	MA	1136
27	David	Tacosik	West Chester	OH	1144
28	Todd	Tigges	Cleveland	OH	1158
29	Stephen	Uhl	Marblehead	MA	736
30	Mark	Vandewalle	Topsfield	MA	54
31	Michael	Wagner	Bear	DE	1153
32	David	Yardy	Wester Chester	OH	1155

***There is a fine line between
"hobby" and "mental illness."***

BOATYARD

Plans for a leak-resistant hatch cover

See page 10

by Dick Martin

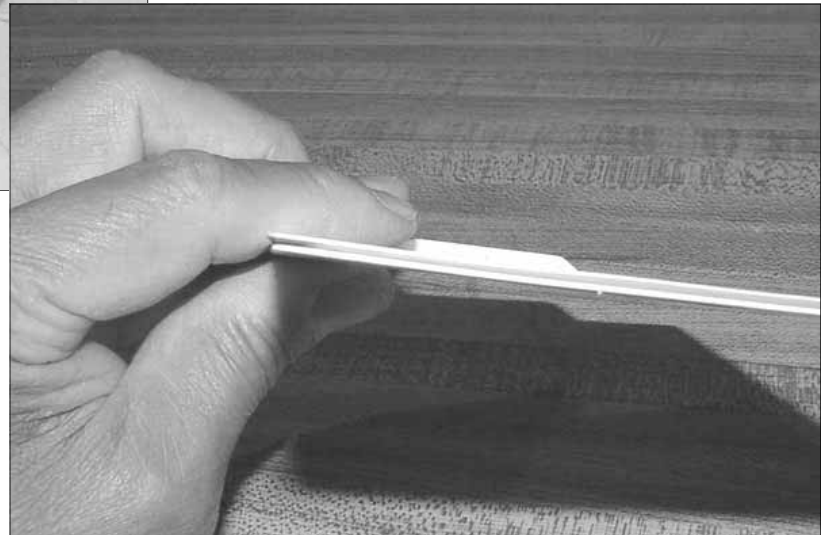
This design, which is based on an original hatch cover conceived and built by Rick Martin from Seattle, is virtually waterproof. The unique feature, which was Rick's clever idea, is the double flange that essentially makes it impossible for water to penetrate the labyrinth-like pathway it has to negotiate to enter the hull from the front and sides of the hatch.

I have used this cover for about six months, in survival conditions with plenty of diving and broaching, usually without the light Vaseline greasing recommended in my plans. When I check the hold after several races I find only about one ml of water (~a thimble-full), compared to the ounce or two that I used to drain after one or two races in similar conditions.



HATCH COVER

Shows the lightening cutouts in the "gasket" middle layer of the cover assembly. Also shows "struts" Dick added to primary winches to prevent sheet fouling.

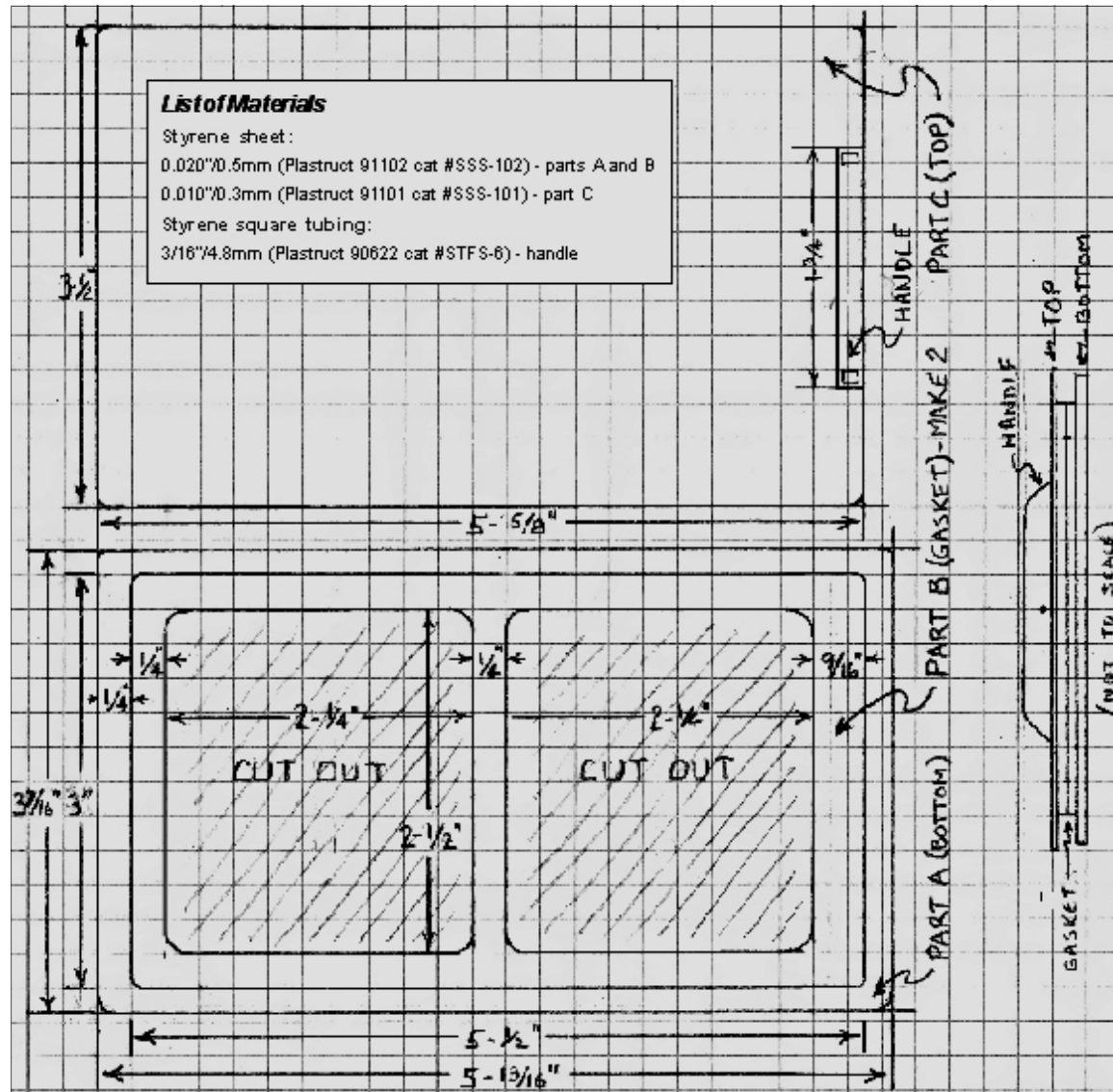


COVER SEALING GROOVE

Illustrates the edge groove of the cover that stops leakage.

LEAK RESISTANT HATCH COVER

Weight: 0.35 oz (standard hatch cover: 0.30 oz)



Instructions

1. Cut parts A, B (make 2) and C to the sizes shown.
2. Glue the two part Bs ("Gasket") together using CA glue.
3. Glue the gasket to part A ("Bottom") with CA, so that the Gasket is centered laterally and its front edge is 1/4" aft of the front edge of part A (aft edge of Gasket 9/16" forward of aft edge of part A).
4. Lay out and cut the two cutouts in the Gasket and Bottom of the hatch cover as shown on the drawing.
5. Glue part C ("Top") to the Gasket with CA, being careful not to let glue ooze into the gaps around the edges of the Gasket. Part C should be centered laterally on the Gasket, with its front edge flush with the front of the part A.
6. Cut a 1 3/4" long piece of the square tube, taper the ends at about 45 degrees and sand the top corners (so that the mainsheet

will not hang up on them in light air). If desired, drill a 1/16" hole in the center of this handle and attach a loop of Spectra string to assist in pulling the hatch cover aft if it tends to stick when closed. Glue this handle to the aft edge of the top of the cover as shown.

7. If the front flanges of top and bottom of hatch cover do not slide over the front of the hatch when the cover is closed completely, bend them out very slightly until they do.
8. To minimize the potential for water to be pulled by capillary action through the groove around the cover, and between the bottom of the cover and the aft edge of the hatch opening, lightly grease the groove and the aft edge of the bottom of the cover with Vaseline.

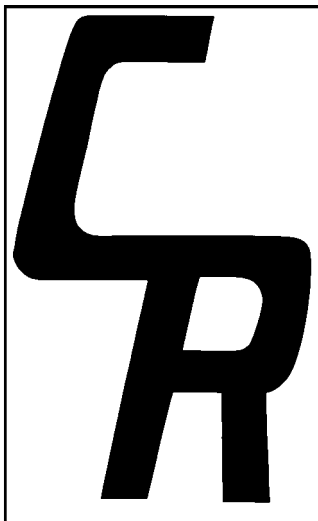
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945



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 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.