
❖ CR 914 NEWS ❖

Issue 42

JULY-AUGUST 2004



Waiting for the wind (all photo credits: Gabriela Godel)

Midwest CR Racing Circuit Spring Regatta

June 12-13, 2004 – Columbia, Missouri

Everyone had a doggone good time!

by Dick Martin

CR 914 fleets now race actively in (from east to west) Cleveland, Cincinnati, Chicago (two: Lake Oswego and Lake Basswood), Columbia and Tulsa. The first-ever north-central U.S. (AMYA Region 4) CR 914 championship regatta last year drew 15 entries from seven states, and Midwestern CR 914 leaders decided to try to build on the success of that event by establishing a series of regattas in our area this year. A “no-frills” format was adopted: minimal or no entry fees, no certified judges or other fancy race manage-

ment stuff, no banquet or other furnished meals, and minimal or no trophies. Just do your usual club-race thing, if possible schedule races on Saturday and Sunday, and invite out-of town sailors to enter.

The Midwest CR Racing Circuit (MCRRC) made an inauspicious debut when the first scheduled event, the Greater Tulsa Model Yacht Club Mid-Winter Regatta in March for which ten boats were registered, had to be cancelled because of stormy weather. Undaunted, the Mid-Missouri Model Sailing Club

scheduled the second event on the Circuit, the MCRRC Spring regatta, in June when better weather was likely. Equally undaunted, the emerging MCRRC jinx suddenly raised a bumper crop of duckweed on M3SC’s racing venue, Lake Elsdon, one week before the scheduled date, too late for treatment to be effective in time for the event. After warning the ten registrants from Missouri, Kansas, Illinois and Ohio that this regatta might also need to be cancelled, we decided to take

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Class Secretary's Report

New Class Secretary

With this issue of the NEWS Dick Martin is officially the new Class Secretary. We are lucky to have his extensive experience in sail racing and class management. He and I have cooperated on the issue of avoiding radio glitching that is so frustrating to all who race. He has been a member of the CR 914 Advisory Committee for several years and has been an important contributor to many decisions. Recently he has been managing the creation of a document aimed at assisting hosts of our national championships. It organizes lessons learned since the first class nationals in 1995.

Starting with this NEWS Dick will do boat registrations assisted by his wife Carole. Send registrations to him. There is a new registration form at the back of this issue. For some period of time registrations will continue to be sent to me because of registration forms in existing kits. This will not delay registrations because Dick and I can exchange registration info via email and I will mail checks to him.

For those of you who have previously contacted me for help or contributions, those communications now go to Dick. However if you copy your email to me I can help Dick when there is an item that has been previously discussed. You all may continue to contact me if you wish, but always copy Dick.

CR 914 NEWS

The NEWS was started in 1996 when there were less than 100 boats registered. It was clear the young class would benefit from a newsletter as the class started to grow. It has been a rewarding challenge to produce the NEWS all these years. Dick will bring a fresh approach to the NEWS as the class continues to prosper.

Registrations

This month there are over 1180 boats registered. About 300 copies of the NEWS will be distributed this month.

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.

Send them to Dick:
 Dick Martin
 1206 Castle Bay Place
 Columbia, MO 65203
 (573)256 7213
 rhm@ussailing.net.

Good sailing,

*Chuck Winder
 19 Robert Rd.
 Marblehead, MA 01945
 781 631 6727
 chuckw88@msn.com*

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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.

*Some days you are the bug;
 some days you are the wind-shield.*

A Family Affair

By Dick Martin

When I was fifteen, my grandfather provided matching funds to supplement the wages I earned that summer as a soda jerk in a La Porte, Indiana drug store and helped me buy a used Snipe class sailboat. Thus began your new class secretary's off and on 57 year love affair with the sport of sailboat racing, the pinnacle of which occurred way back in 1950 when I spotted a new girl in town crewing on her father's Lightning, asked her for a date that evening, and stole her to crew for me from then on. Four years later Carole and I were married, and eleven years after that we won an international championship sailing the Geary 18 that I had built two years earlier in Seattle (# 1122, *Blackbird2*).



The very next day we sold *'bird2* and moved to land-locked Columbia, Missouri where I had accepted a position on the faculty of the University of Missouri medical school. Three years later we succumbed to the urging of Carole's father and bought another boat, in which our 12 year-old son Mike and I tied for a Y-Flyer national championship (losing the 1969 title on a tie-breaker). For several more years our two boys and I raced Lasers, during which time our son Bob at the age of 18 was named the outstanding sailor in the Central States Sailing Association. Then I became the director of the Division of Cardiology at Missouri, the boys went off to college, and I tried

hard to give up sailing again.

That resolve lasted for 17 years, during which we moved to Little Rock, Arkansas where I entered private practice. Little Rock, unlike Columbia, had a large lake and an active sailing club, but it was not until 1994 that we decided to buy "one last boat." The Ultimate 20 had won *Sailing World's* Sportboat of the Year award that spring and, after celebrating our fortieth wedding anniversary with a trip to California to try one of them out, we decided to take a big gamble on a brand-new class and bought U20 # 12 (I named it, naturally, *Bigbird*). Our intent was to entice our sons and grandchildren to visit more often, not to get back into racing again. Neither of those plans succeeded. Our grandkids became busier and busier, and the class builder talked me into entering *Bigbird* in the first Ultimate 20 Nationals in St. Petersburg. After sailing a few PHRF races back home I assembled a crew of J/80 sailors who proved to be good enough to win the 1995 championship.

That good fortune triggered a cascade of events. I was chosen to be the first U20 class president the following year, and a year later was appointed to the Board of Directors of the United States Sailing Association. Always having felt that a class champion should feel obligated to defend his title, I towed the *'bird* to Los Angeles the following year, where Mike joined me on leave from the Air Force and helped win the national championship that had eluded him in our Y-Flyer 28 years earlier. When my term as class president expired I became the executive secretary of the Ultimate 20 class, and the following year I was elected Chairman of the US SAILING One-Design Class Council.

Meanwhile, I had retired from practice in Little Rock and our granddaughters in Missouri were growing up fast. So Carole and I decided to move back to Columbia. There was no way I could find and train a championship caliber crew there, so *Bigbird* had to go. But there was no way that I could kick the sailboat racing habit cold turkey again, either, and Columbia did have ponds that would lend themselves to radio controlled sailing. So, after researching all the RC classes carefully I bought a CR 914. (I have built several more since then, including my current one, # 1122, the black *Mariah* — do the sail number and color sound familiar?) That triggered another cascade of serendipity. After beating the bushes for nearly a year I

discovered four other potential RC sailors in the area (one of whom was my son Bob) who boldly helped me found the Mid-Missouri Model Sailing Club. The success of M3SC then got me appointed to the Board of Directors of the American Model Yachting Association and the Advisory Committee of the CR 914 class.

Then Chuck Winder decided he wanted to step down. Serendipity, that ain't! The dictionary defines the word as "good fortune." Can you recall the names of the "fortunate" guys who were chosen to succeed John Wooden and Vince Lombardi? No one wants to follow a legend, but with Carole's support (incidentally, she has volunteered to come out of retirement and once more crew for me in



my new job, handling much of the boat registration and other paper work involved), and Chuck's promise to remain very actively involved with the class and the *CR 914 NEWS*, I finally decided to take one more shot before I really do hang it up once and for all. I'll need all the help I can get, not only from my family but from you!

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a gamble on using an alternate venue, a pond in the Twin Lakes Recreation Area which, if we had chosen to contact the Columbia Parks and Recreation Department bureaucracy, we probably would have been denied permission to use on such short notice.

and, after sailing a practice race while waiting in vain for the gradient southerly to reappear, the first official race, in a northwesterly (\pm 60 degrees), got underway about 11:00.

After four races in very light air, Pablo

on doggedly, and 16 races were completed on Saturday, at which point *Speedie* had moved ahead of *Mako* by four points, with Andy Rust from Wichita, Kansas in fourth and Lynn Ray from M3SC holding a one point lead over Dave Yardy from Cincinnati for fifth place. Thus when the post-race BYOB party and lasagna buffet supper at the "Castle Bay Yacht Club" (Dick and Carole Martin's home on the shore of Lake Elsdon) were finished, Pablo, Bob and Dick were designated to talk about what had worked for them that day at the "Tips from the Top" racing seminar that concluded the evening.

The rain that was falling while the courses and scoring tent were being set up on Sunday stopped just as the skipper's meeting was getting underway, the predicted thunderstorms stayed well to the

south of Columbia, the sun came out, and 11 more races were sailed—in a wind that can best be described as a zero to fifteen knot west-north-east-south-southwesterly—before the event clock expired at 13:00. Pablo Godel went into the 27th and final race with a one point lead over Bob Martin. After *Mariah*, which had clinched first place, elected to stay ashore, *Mako* and *Speedie* waged



Mako leads the fleet on a beat up the "leeward" offset leg

The only Twin Lakes shoreline suitable for a control area proved to be in the middle of a zone where dogs are permitted to run unleashed (and swim, and retrieve balls thrown into the water, and do other things that come natural to dogs outdoors). And that location was about 200 yards from the nearest parking lot. Out-of-town sailors and M3SC members alike cheerfully pitched in to implement a logistical plan that resembled the Berlin Airlift, transporting the stake boat and all the Race Committee paraphernalia as well as their own boats and gear back and forth each day from Lake Elsdon to Twin Lakes and thence on the long hike out to the control area.

Unsettled weather dictated that seven (windward-leeward, with offset marks) courses should be available to handle winds that might come from anywhere in an arc between 135 and 360 degrees. By 10:30 on Saturday the required 14 marks had been placed, the scoring tent and computer/printer system set up, and the skippers' meeting, during which three of the competitors were elected to serve as the Protest Committee, completed on schedule — just in time for the thunderstorms that surrounded Columbia to kill the wind completely. A light northerly, created by circulation around one of the storms, appeared about 15 minutes later

Godel's *Mako* from Cincinnati led *Mariah*, sailed by Dick Martin from the host club, by two points, with Bob Martin's *Speedie* from M3SC in third. When the predicted southerly finally arrived, however, *Mariah* put together four bullets in the next five races to take a commanding lead that she never relinquished. Then, following a break for lunch, things began to go to the dogs, several of whom thought that the marks had been thrown into the water for them to retrieve. Fortunately there were no CR 914 Retrievers among the breeds represented, and none of the marks that they brought ashore were in use during the race that was underway at the time.

The intrepid sailors pressed



Puffs like this generated plenty of passing lanes



From L to R: Michael Ray and *Stars&Stripes*, Bob Martin and *Speedie*, Pablo Godel and *Mako*, Andy Rust and *Woodstock2*, Dave Yardy and 1155, Dave Tacosik and 1144, Ingolf Gruen and *Stoertebeker*, Dick Martin and *Mariah*, Lynn Ray and *Zena* (missing: Dave Larsen and *Puffin*)

a spirited duel from start to finish, with *Speedie* leading until the final downwind leg when *Mako* established inside position at the leeward mark and went on to win the race and claim second place for the Cincinnati Model Yacht Club. Andy Rust, a Seawind sailor who this year founded the Air Capitol Model Sailing Club and was sailing M3SC's loaner CR 914, took the fourth place trophy back to Wichita, while Dave Yardy, who trailed Lynn Ray by one point after 26 races, placed 4th in the last race to Lynn's 6th and won the fifth and final award by one point.

Final Position	Sail Number	Driver	Sailing Club	Home Port	Races Sailed	Bullets	Total Points
1	1122	Dick Martin	M3SC	Columbia, MO	26	17	33
2	760	Pablo Godel	CMYC	Cincinnati, OH	27	4	65
3	955	Bob Martin	M3SC	Columbia, MO	27	2	68
4	822	Andy Rust	ACMSC	Wichita, KS	27	3	90
5	1155	Dave Yardy	CMYC	Cincinnati, OH	27		111
6	723	Lynn Ray	M3SC	Columbia, MO	27		112
7	896	Ingolf Gruen	M3SC	Columbia, MO	27	1	135
8	735	Michael Ray	M3SC	Bloomington, IL	26		157
9	1144	Dave Tacosik	CMYC	Cincinnati, OH	27		168
10	1105	Dave Larsen	M3SC	Columbia, MO	8		227

The computerized scoring system that had made preliminary results available after every race got the final standings posted within five minutes of the end of the last race, allowing the awards ceremony to begin while some sailors were just starting to eat lunch. By 13:30 the "no-budget" trophies (homemade certificates suitable for framing) had been awarded to the winners and recognition given to the race managers (start-finish line judge and chief scorer Carole Martin, associate chief scorer Gabriela Godel, principal race officer Dick Martin, and chief logistics officer Bob Martin) and the real heroes of the event, the

visiting sailors who played key roles in the "Berlin Airlift." And by the time all the gear had been hauled back to the parking lot and the out-of-town sailors had embarked on their long trips home (about 13:45, 15 minutes ahead of schedule) it was clear that the "no-frills" regatta concept can work well, even in the face of unanticipated challenges.

Just like what happens at the Nationals and tradition-encrusted megaregattas like those hosted by the Larchmont Model Yacht Club and Buttons Padin's cast of thousands, old friendships were renewed, new ones were made, spirited but friendly competition

was enjoyed, racing knowledge was exchanged, and enthusiasm for regatta racing was kindled at this first successful MCRRC event. And our little regatta even added a whole new meaning to the sailboat racing expression, "fetch the mark."

**Don't miss the next MCRRC Regatta,
hosted by
Cincinnati Model Yacht Club
August 28-29, 2004**

CMYC Midwest CR Racing Circuit

The Cincinnati Model Yacht Club invites CR 914 sailors to our first annual CMYC Midwest CR Racing Circuit regatta. It will be in West Chester, Ohio (north of Cincinnati) on Saturday and Sunday, August 28-29, 2004. This event is part of the Midwest CR-914 Racing Circuit and will be our first Club Championship regatta.

The new Midwest CR Racing Circuit, consists of a series of regattas that will be hosted by CR 914 fleets around our area.

There will be no weighing or measuring, no certified judges, no banquet or other "formal" meals. We are still deciding if there will be a small registration fee to cover drinks, onsite-lunch and trophies.

Our website will soon have detailed information. Registration will be on a first-come first-serve basis.

Send us a guess about how likely it is that you will be able to race with us that weekend (give us your name, hometown, and indicate "definite," "probable" or "possible").

We look forward to seeing you in August!

Pablo Godel
Cincinnati Model Yacht Club
<http://www.regatta1.com/cmhc/>
info@regatta1.com

2004 NATIONAL CHAMPIONSHIPS

At this time Ernest Freeland, CBMRA, is working to host the 2004 Nationals in Maryland early in November 2004. Details will be available at Dave Ramos' Website: <http://www.rcyachts.com>

Chuck Winder

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>

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

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

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

BOATYARD

REEFING SAILS

In 2000 Terry Rainey of the Tulsa, OK, fleet asked if sail reefing was legal. The reason for the request was that the average wind at their pond was often very strong. After discussion by the CR 914 Advisory Committee, a rule interpretation was created:

14. Reefing and Storm Sails – Ref. CR 914 NEWS Sept.-Oct. 2000

“An owner may choose to reduce sail area as permitted by Class Rule 13. The class rules permit reducing the area of the stock sails for heavy winds. However, that smaller area shall be used for the entire regatta or series of races. Additionally, if a sail is reefed, the same limitation is in effect. The reef shall be used for the entire regatta.”

The pertinent Class Rules are:

13.1 The “CR 914 SAIL PLAN” and its dimensions shall define the maximum size of the jib and mainsail. Storm sails are optional, but they shall be limited by the sail plan dimensions.

13.2 The same suite of sails shall be used

for all races of a regatta or series. If sails are damaged, replacement sails of the same size shall be used.

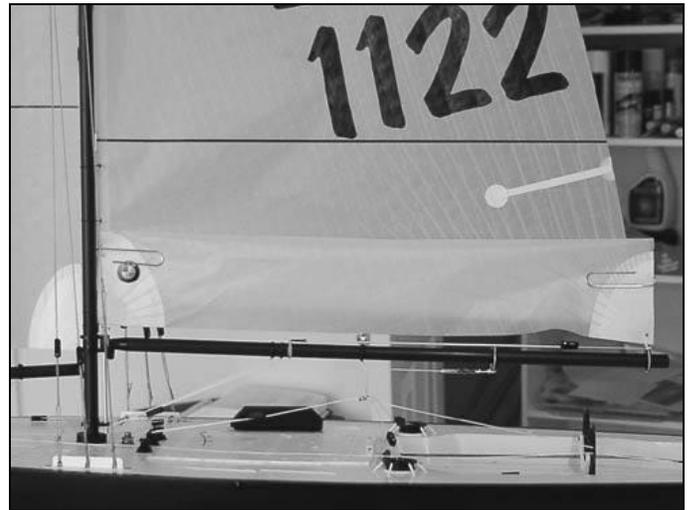
Note that the Class Rules apply to important regattas. A club may use an exception to a rule for their club races.

In March 2004 Dick Martin wrote and sent photos:

REEFING

Incidentally, I was practicing today for a regatta in a couple of weeks down in Tulsa, where they permit the use of Terry Rainey's jiffy reefing system. I installed the system over the weekend--it took me about 4 hours, but if I had detailed instructions which included measurements it would have required much less time because I would not have needed to test repeatedly to be sure I was putting the reef points at the right spots on the luff and leech and allowing sufficient scope on control lines.

The system works surprising well; it takes only about one minute to reef or unreef; and with the reef in place I had considerably better control downwind today in survival conditions, although I still managed to dive and broach several times when really humongous gusts hit while I was running downwind or simulating windward mark rounding in those strong gusts. Reefing seems to make it a little easier to bear away and get going downwind again after broaching, too. The helm felt fine to windward, but reefing



doesn't help the boat stand up in the gusts. (The folks in Tulsa say that in strong winds reefed boats about break even against the unreefed ones upwind, but gain considerably (because of less diving/broaching) downwind. I didn't have an unreefed trial horse to sail against to test this myself today.)

I do not advocate making the GTMYC reefing system legal for CR 914 class racing. We won't permit its use in M3SC races, and I will use it only when I sail in Tulsa in order to be competitive there. I will remove the reefing control lines and replace the mainsail mast lashing strings in their original locations when I sail in regattas elsewhere. I agree with you that installing the reefing system is probably a little beyond the skill level of many CR 914 sailors, and to be fair every boat in a regatta would have to be able to reef if any boat were permitted to do it. In addition, I don't much like the idea of adding another major variable--to reef or not to reef--to the decision-making process between each race the way they do it in Tulsa.

Dick is our new Class secretary and has been a member of the Advisory Committee for many years. The Rule Interpretations are available at the AMYA Website: <http://www.amya.org/cr914rulefix.html>

MIXING BATTERIES

Jim Etheridge, #1037, had some questions about batteries. He wrote:

Chuck,

In the most recent CR-914 News, a note is made about NiMH batteries from Wal-Mart labeled as high as 2300 mAh.

I looked at them and saw a notice that they should not be used with other batteries. What do they mean?

May I use 4 NiMH 2300 mAh batteries with 4 NiMH 2000 mAh in my TX?

Next question, may you mix NiCd with NiMH in the Tx and or Rx. I don't mind sticking with all NiMH or all NiCd, but with both batteries increasing the mAh, soon I will have to keep buying the more powerful batteries, in spite of the fact that the "old" ones are easily re-charged.

Thanks,
Jim

Jim,
Your questions are interesting.

The manufacturer wrote: "...they should not be used with other batteries". I don't know what the manufacturer meant by that comment. (It could mean he wants you to buy 4 or 8 batteries just to sell more.)

If one were to combine non-rechargeable alkaline cells with NiMH and then tried to charge them, there would be a problem. And for fast-charging NiCd, NiMH, and the Rayovac rechargeable alkaline cells each require a significantly different charge protocol.

As far as mixing NiMH cells of different capacities, I see no problem. A mix of 2000 and 2300 NiMH batteries would have 2000 mAh capacity. The lowest capacity cell in a set determines the capacity of the set.

Batteries for the Tx and boat are connected in series. Thus as they are depleted the lowest capacity cell would drop voltage earlier and you would have to stop sailing

to change batteries. However when slow-charging a mix of capacities the max charge rate should be capacity divided by 10 of the **lowest capacity battery**.

For a 1200 mAh battery the charge rate should be no more than 120 mA. At that charge rate the batteries can be left on charge indefinitely with no harm.

Don't attempt to fast-charge a mixed set.

BATTERY CAPACITY

You wrote: "with both batteries increasing the mAh, soon I will have to keep buying the more powerful batteries."

Actually there is no need to buy higher capacity batteries if the ones you have give long enough life at the pond. Few of us race more than 4 hours at a time. A 1200 mAh battery will last more than 4 hours if fully charged. So there is no need to buy higher capacity batteries if the ones you are using last long enough.

A higher capacity battery gives no performance advantage such as a stronger sail servo. All it does is let you sail longer before recharging is required.

WHAT I DO

Despite what I have written above I always use the same brand and capacity batteries together. It just happens that way because if a set of batteries has unacceptable low life, I replace all of them instead of just the one that is defective. I don't change batteries just because there are longer life batteries available since a battery having 1200 mAh capacity is more than I need. When I replace batteries I will buy the longer life. It appears that longer life NiMHs don't cost more.

I hope I have answered you questions. If not ask again,

CR 914 Engineer

NEW OWNERS and BOATS

	First Name	Last Name	City	State	Sail No.
1	John	Coker	West Palm Beach	FL	1180
2	Travis	Frazier	Maineville	OH	1183
3	Richard	Hitchcock	S. Dartmouth	MA	1175
4	Frank	Incantalupo	Pembroke Pines	FL	1176
5	William	Jones	Boston	MA	1181
6	William	Jones	Boston	MA	1182
7	James	Kamplain	Birmingham	AL	1177
8	George	Plant	Silver City	NM	1172
9	Grant	Rawding	Greenwich	CT	1178
10	Ralph	Rooke	Old Saybrook	CT	1184
11	Tom	Wallace	Annapolis	MD	1179
12					
13					
14					

Generally speaking, you aren't learning much when your lips are moving.

CR 914 YACHT REGISTRATION
and/or
SUBSCRIPTION to CR 914 NEWS

Circle choice(s):

Registration of new boat or transfer of registration (a one-time-only fee) \$5.00 New or renewal one-year subscription to CR 914 NEWS \$10.00 Save \$2.00: Boat registration and subscription combined \$13.00
--

Name _____ Date month / day / year _____

Birth date (optional) ____/____/____

Address _____

City, State, Zip _____

Email _____ Evening phone number (____) ____ - ____

AMYA Number (if you are a member of the American Model Yachting Association) _____

Sailing club affiliation (if any) _____

If the boat you are registering is a transfer (was purchased from an owner who had previously registered it, i.e. it has a class-issued sail number):

Name of previous owner _____ Current sail number _____

Make check payable to: R. H. Martin/AMYA

Mail check with this form to:

Dick Martin CR 914 Class Secretary 1206 Castle Bay Place Columbia, MO 65203 (573)256 7213 rhm@ussailing.net
--

Your sail number will be assigned and your registration package will be mailed to you when your registration form and check are received

AMERICAN MODEL YACHTING ASSOCIATION

Application for membership Check one: **New** ___ **Renewal** ___

Check one: **Adult-\$25** ___ **Family-\$27.50** ___ **Junior-\$12.50** ___

Add \$10 for postage in Canada and \$15 for other countries. Add \$10 for first class mail delivery in U.S.

Enclose check or money order payable to AMYA

or check one: MasterCard ___ VISA ___ card number _____, expiration date _____, signature _____

Name _____

Address _____

City _____ **State** _____ **Zip** _____

Country _____

Telephone _____ **Email** _____

Current AMYA membership number (if any) _____

Model sailing club affiliation (if any) _____

List all model sailboats you own:

Class	sail number
_____ CR 914 _____	_____
_____	_____

Send completed form to: AMYA Membership Secretary Michelle Dannenhoffer 558 Oxford Avenue, Melbourne, FL 32935 888-237-9524 (toll free) office@amya.org



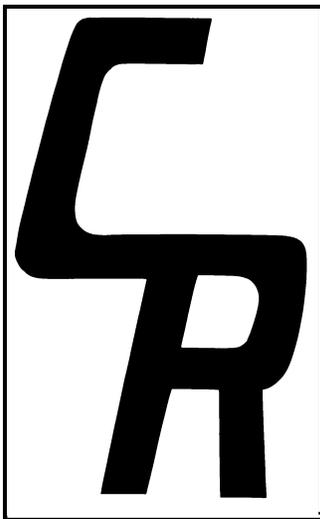
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Chesapeake Performance Models

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Dave Ramos
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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.