
❖ CR 914 NEWS ❖

Issue 32

NOVEMBER-DECEMBER 2001



Dick Martin Photo

M₃SC racing on Corporate Lake

Goose Island (a.k.a. "the poop deck") is in the foreground. Note the Zodiac with retracted wheels moored at the left. Known as the S.S. Amphibious Inflatable Glomar Challenger because of its heroic role in rescuing a sunken US 1 Meter. It is powered by an electric trolling motor and serves as the M₃SC stake boat. A bank and an Italian restaurant occupy the only building on the shore of the pond, out of sight to the left of this picture.

The Mid-Missouri Model Sailing Club

Another Successful Launching of a New CR 914 Fleet

By Dick Martin

Last year Jerry Peters and I moved to Columbia, the world-renowned home of the University of Missouri Tigers but about the last place in the world anyone would choose to try to establish a radio-control sailing club. Jerry had built R/C model schooners and raced US 1 Meters in Detroit. I had never sailed an R/C boat but had raced a variety of full-scale sailboats for over 50 years; after deciding to sell my Ultimate 20 and move from Little Rock to land-locked mid-Missouri (where my grandchildren live) I had ordered a CR 914.

Upon arriving in town Jerry and I began searching for kindred spirits, but nearly six months elapsed—during which time each of us had begun to think that there was no other sailor in the whole town—before we discovered each other and decided to try to launch the Mid-Missouri Model Sailing Club.

Meanwhile, I had built a second '914 and had recruited my wife who had crewed for me many years ago, so M₃SC now met the three-member requirement and became a full-fledged club of the American Model Yachting Association.

An M₃SC poster in the local hobby shop in Columbia, a brochure that I wrote, hoping to interest non-sailors, entitled *Try Sailing!* and time for the word to spread uncovered a handful of other former/potential sailors, two of whom owned Fairwind 900s, and in February, during a blizzard, six charter members held a meeting to plan M₃SC's inaugural racing season.

M₃SC was fortunate to find a pond known as Corporate Lake for its racing venue. Corporate Lake was chosen primarily because of its virtually unobstructed shoreline, but we also ap-

(Continued on page 4)

On the Cover

It is a 526 KB gray scale JPEG image measuring 1439 x 734 pixels sent by Dick Martin in an e-mail with the accompanying article. Dick used a digital camera at 1600x1200 resolution with no compression.

Class Secretary's Report

Racing Rules of Sailing

On page 7 Walter Douglas tells how his frustration getting his fleet to use the RRS was finally required by a clever, though somewhat desperate, ploy. What ever works!

Last Issue was mailed November 27. This issue will be mailed about January 25. I had hoped to get this issue out in time for the Atlantic City boat show but didn't make it.

Registrations

This month there are ~910 boats registered. About 280 copies of the NEWS will be distributed compared to ~270 last month.

NEWS Copy

This issue has good stuff contributed by owners that shows what is going on in the class. Keep it coming.

ALWAYS LOOKING FOR GOOD PHOTOS.

There are two ways to send photos to the NEWS.

1. Send color photo prints. Typical size is 4x6. They will be scanned and edited for use. The results can be very good quality.
2. Digital photos should have a resolution of 1200 x 800, especially if they will have to be cropped. Most images require cropping for best effect.

A photo sent as a JPEG file is compressed so it takes a reasonable time to download.

Good sailing,

Chuck Winder

REGATTAS

Regatta Coordinator,

Ernest Freeland, (410)956 0780
efreeland@bayst.com

2002 NATIONALS

October 25, 26 and 27

At Larchmont YC

Larchmont MYC, Larchmont, NY, will host the 2002 nationals. They had the 1999 nationals that attracted 37 happy skippers, the largest turnout we have had at a nationals.

The only CR 914 regatta that has higher turnout (~50 boats) is Larchmont's Spring Invitational Regatta held every April.

CR-914 Volvo Ocean Race Regatta

April 2002

CBMRA and Chesapeake Performance Models host a CR-914 Regatta during the Baltimore/Annapolis Volvo Ocean Race stopover the end of April (Baltimore ETA is April 17th).

The *VOR 60's* move from Baltimore to Annapolis April 26th.

Plan to race your 914 and see the *VOR 60's*. The Chesapeake Bay Bridge offers a great viewing area for the Sunday April 28th restart .

For more info E-mail: cbmra@yahoo.com or visit: <http://www.rcyachts.com/Regattainfo/2002/nor-ac.htm>

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2003 NATIONALS

San Diego YC

(Date to be determined)

This is exciting for the class as it continues to expand on the West Coast. Our host Sandy Purdon was SDYC Commodore in 1991. He has extraordinary credentials in the yachting world. Among other things, he was the executive director of the 1987 America's Cup Challenge to Australia, Defense Committee Chair (1993) and Member for America's Cup Defenses in 1988, 1992 and 1995.

SDYC's CR 914 fleet has been growing rapidly. Sandy has already started detailed planning in order to have the best possible regatta for us all. More details as he gets his arms around the project.

Sandy Purdon, hppurdon@cs.com

2004 NATIONALS

At Norfolk YCC Norfolk, VA

Commodore John Atwood, Virginia MYC, is our host in 2004. The prestigious Norfolk Yacht and Country Club is the venue. This will bring the nationals back to the East Coast following San Diego in 2003.

Regional Championship Regattas

Region 1 - June 9, 2002

Cottage Park YC, Winthrop, MA
Hatch Brown (617)846 6317 or
Mike Gahan,
egahan@mediaone.net or 617 846 1776

Region 2 Date to be determined
CBMRA, Annapolis, MD
Ernest Freeland, cbmra@yahoo.com

Region 3 May 4, 2002
Virginia MYC at Norfolk Yacht and
Country Club in Norfolk, VA.
John Atwood,
AtwoodJ@tea-emh1.army.mil or
(757)596-9701 h, (757)599-1648 w

Region 4 Currently unassigned

Region 5 Date to be determined
Thin Air MYC, Boulder, CO
Greg LaLiberte, coupbert@aol.com or
(303)786 7488

Region 6 Date to be determined
San Diego YC, San Diego, CA
Sandy Purdon, hppurdon@cs.com or
(619)224 2471

AMYA Sanctioned Regattas Defined

The requirements for an AMYA sanctioned event are far more liberal and inclusive than I had thought. Doug Hemingway, who is the Regatta Coordinator for AMYA, educated us on what makes a regatta an AMYA sanctioned regatta.

A regatta is AMYA sanctioned if:

1. It is sponsored by an AMYA sanctioned club and,
2. It is open to any AMYA member.

Only Regional and National Championship events REQUIRE that contestants be AMYA members.

You are all encouraged to inform Doug of your events and get on the AMYA regatta calendar. The calendar appears on the last page of the AMYA magazine and at the AMYA Website: www.AMYA.org/racelist.html

Contact Doug at: doughemi@aol.com or 716 735 9919

4th Annual Cherry Blossom Regatta

March 16th and 17th
Washington DC

Come join the festivities on the National Mall for another fantastic CR 914 event on the beautiful Capitol Reflecting Pool.

SATURDAY is standard match race competition, double round robin format. Semi finals and finals will finish on Saturday.

SUNDAY is team racing. Bring your own team or we will develop them from Saturday's participants.

For complete details:
Mark J. Zurmuhlen (202) 483-9177 or
camra.vqc@worldnet.att.net

2002 Larchmont MYC Invitational Spring Regatta April 13-14

This spectacular regatta is on again. Fifty boats come to Larchmont for the best kind of racing and socializing that Buttons Padin's organization always delivers. Everyone who has ever attended raves about it and hopes to attend each year.

2002 BOAT SHOW SCHEDULE

Dave Ramos will be promoting the CR 914 at the following boat shows:

Atlantic SAIL EXPO	Jan. 24-27
Chicago	Jan. 31-Feb. 3
Annapolis Sailboat Show	October 10-14

Attend and help him promote our class.

Mid-Missouri Model Sailing Club cont'd*(Continued from page 1)*

preciated the fact that it and thus our races are highly visible from two major streets. Three of our current CR 914 owners/owners-to-be first discovered M₃SC by noticing us racing there as they were driving by. They dropped in, raced our boats with us that day, and, as the saying goes, the rest is history.

All told, during the course of 2001 M₃SC has grown from 5 boats representing three different classes to a fleet of 16 boats including 11 CR 914s, with a mailing list of current and potential members that already numbers 35. Many of the folks on that list first learned of our club through our website (www.m3sc.org) via links to it from other model sailing websites and several search engines. A number of those surfers live in other towns around mid-Missouri, including Michael Hunt (Moberly, MO) who joined our club and ordered a CR 914 kit based entirely on what he saw on our website.

M₃SC's races were held twice a month from April through November, gen-

erally sailing 10 to 12 heats in two hours, using a very informal handicapping system and a simplified set of racing rules, one of which reads, "When you are unsure whether you have right-of-way, follow the Golden Rule," and another, "Remember, the objective is to have fun." Skippers were allowed to drop 20% of the races in a given series, and for the overall season championship each skipper's two worst series were dropped. Swapping boats was encouraged, we always had more sailors than boats, and the owners were extraordinarily generous with their boats and time, often helping guests and drop-ins sail more races than they themselves did on a given afternoon.

When the season ended on November 18, M₃SC had sailed a total of 123 races in

13 official series. Twenty-one sailors had raced with us, eleven different sailors had won at least one race, and seven different sailors had won at least one series (none of them won more than three series). Going into the final series two skippers were tied in points. Mike Ray, who started the season sailing his Fairwind 900 (with a one to two minute handicap) but ended the year racing borrowed CR 914s and starting to build one of his own, had to miss the final day, allowing Tom Trabue to survive a shaky final series (4, 2, 4, 2, before the rain came, the wind quit, and the season-ending party began an hour early).

Our new club champion typifies the people who sail with M₃SC. Tom Trabue owns and occasionally races a cruising sailboat on Mark Twain Reservoir, a 90-minute drive from his home in Columbia. Tom and his family attended M₃SC's introductory "Sail-Fest" and party in March, the very next day he ordered a CR 914 kit, finished it in time for our first official racing series in May, and sailed more races (97, excluding throw-

outs) than anyone else in the club. Tom's teen-age son, Todd, who raced borrowed '914s, Fairwinds and US1Ms for much of the year before he launched his own '914 in October, took third place overall despite being able to sail only 58 races, and will undoubtedly spend the winter reminding his Dad that he had a better individual race-winning percentage (28% of his races vs. 19%).

What a year! Exciting? Yes (there are few things that are more rewarding than seeing a new venture succeed). Great fun? Absolutely (there are few things more enjoyable than relaxed competition among good friends). But really surprising? No! The Thin Air Model Yacht Club experienced even more remarkable growth in an equally unlikely location during its inaugural year of 1999, and the Greater Tulsa Model Yacht Club virtually duplicated TAMYC's experience last year. And M₃SC was blessed to have the model of those two new clubs, and the help, encouragement and support of their leaders, Steve Lang and Terry Rainey. Thanks, Steve and Terry, as well as CR 914 class secretary Chuck Winder and David Goebel of AMYA!

Dick Martin

rhm@ussailing.net

(573)256 7213

"When you are unsure whether you have right-of-way, follow the Golden Rule," and another, "Remember, the objective is to have fun."

Dick Martin



Bob Martin Photo

GHOSTING

Leszek Vincent's boat on Corporate Lake

Dick Martin's excellent success story is interesting in itself, but is also a valuable instruction about how to start a model sailing club. Many owners buy and enjoy their boats, but the next important step is to get together with other owners to enjoy the camaraderie of a club and racing.

Note their excellent venue on page 1; a place to sail with no trees or buildings to adversely distort the wind.

Editor

The Virginia Cup 2001

At the Norfolk Yacht and Country Club
Hosted by the Virginia Model YC

By John Atwood, Commodore

Beautiful Norfolk Yacht Club hosted the Virginia Cup Regatta for CR-914's on December 8. The weather was spectacular, with warm Southern winds blowing and pleasant temperatures all day long. Who would not be thrilled about sailing CR 914's without gloves or wearing only short sleeve shirts in December?

We extended an invitation to the good folks in the Annapolis area to come race with us, and they did. The only problem is that even though they are such gentleman sailors to race against, they're just too darn fast. The start sounds and they're off like the wind. Have you ever had someone pass you downwind and your boat just sits there unresponsive... Now that's hard to swallow, much less watch. Must have been an old killer weed on the keel!!!

Competition was at its keenest Saturday morning with 17 boats at the starting line. All starts were nerve-wracking knee shakers with mark roundings ever so close. We managed 17 races before calling it quits for the day. Several of us, however, wished for more throw-out races!!! Here's some food for thought, out of the 17 races, there were 8 different winners for first place honors. This just goes to show you how rounded the CR fleet sailors are now becoming with more thumb time experience.

The question is, who can beat the "Dave's" (Dave Ramos or Dave Van Cleef). Do they have tiny special electric jet motors mounted inside the lead bulb for that extra-added speed to make them so fast? Next time out we'll look for white water churning off the rudder.

The regatta was a hard sailing event, and both mentally and physically draining for everyone on the pier. No protest was lodged (there was a special \$100.00 non-refundable fee for protest) Ha! Ha! Everyone really enjoyed themselves immensely. The regatta turned out to be such a pleasant

experience for the sailors and spectators. Many thanks to club members for providing lunch for everyone and also refreshments after racing including beer, wine, soft-drinks, and food for those individuals not wanting to leave the club. Thanks for the great hospitality.

RACE RESULTS

Name	Points
1 Dave Van Cleef	36
2 Dave Ramos	43
3 Ernest Freeland	70
4 Steve McLaughlin	79
5 Bucky Buchanan	87
6 Gordy Stokes	89
7 Eddie Wolcott	90
8 John Atwood	93
9 Jim Coll	94
10 Ron Buchanan	113
11 Drew Johnson	114
12 John McCoy	142
13 Bill Coffey	155
14 Gordon Wolcott	167
15 Frank Murphy	169
16 Carl Roy	205
17 Carter Spalding	230

John Atwood, Commodore
AtwoodJ@tea-emh1.army.mil
757 596-9701

NEW CR-914

Assembly Instructions

Dave Ramos now ships CR 914 kits with the new assembly instructions. He combined in one document the AG Industries "Assembly Instructions" and the "Upgrade Instructions" that were last updated in July 1999. There is no longer the need to go back and forth between two instructions and try to keep track of which instruction and illustration to use for a given task.

Those of you who have not started building your older kit may want to order the new instructions from Dave.

Send me any feedback you may have that can further improve the new instructions .

Pertinent Web Sites

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

Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD
<http://www.rcyachts.com>
(Dave has posted the "Index to NEWS Articles" for owners convenience.)

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/>

HEAT MANAGEMENT SYSTEM

[I want to thank Larry Robinson, AMYA, and Keith Skipper, MYA, Great Britain, for their help in explaining HMS.]

Racing model boats is different from full size boats because there is an upper limit to how many boats can race at one time.

To address that problem, there is a system increasingly used by many fleets and regattas here and in Europe that should be considered when a fleet gets too big to race at one time. It is called the Heat Management System, HMS for short. The name seems a little clumsy to me but at least it unambiguously identifies the system that has been evolving since its invention in 1992. It will be used for all MYA events in Great Britain and will be used for the ISAF/RSD Euro Championships The Radio Sailing Division of ISAF is the governing body for international model racing.

HAVE PATIENCE WITH THIS!

At first glance this system seems complicated, but it is not. It takes many words to define it but in practice it works smoothly. The score sheet to the right shows graphically how it works.

A simplistic description is that a fleet is divided into suitable size *heats* for each *race*. The slowest heat races first. At the finish of that heat's race, **the top four boats stay in the water to race in the next heat.** [Note that heats are sized to have four more boats in the first heat that races so that all heats have the same number of boats.]

When all the heats have finished, all boats are ranked according to their finishing position, which completes Race 1.

For Race 2 the boats are divided into heats based on their positions in Race 1 and the process starts over.

EXAMPLE for a 20 boat fleet:

RACE 1 (which has two heats)

A fleet of 20 boats is divided into two heats. Heat B has 12 boats. Eight boats are in Heat A.

Heat B races while Heat A spectates. The top four boats in Heat B's race stay in the water and race with the eight boats in Heat A. Therefore, both heats have 12 boats.

SCORING

The last boat in Heat B above is given 20th position; second last boat is 19th, and so on up to 13th.. [The top

four boats in Heat B stay in the water and race in Heat A and are scored according to how they finish in Heat A.] The winner of Heat A is given 1st place, etc, down through 12th.

SEEDING RACE 2

A new Heat B in Race 2 consists of the 12 slowest boats from the ranking of Race 1. Heat B races first, and as above; the top four boats stay in the water to race with the new Heat A.

Racing continues until enough races are completed or a predetermined time is reached.

SPECTATING BOATS

Some skippers may not like the idea of not racing while waiting for

their heat to race. However there is entertainment and learning to be had by watching others race. In fast paced model racing everyone has a good view of the race and races are short.

The NUMBER OF HEATS in a race is based on how many boats are in the fleet and the maximum number of boats that race management will race at one time.

Tables are available that show heat distributions based on fleet size and maximum heat size.

Steve Lang in Colorado and Terry Rainey in Tulsa have both used this system at regattas.

Chuck Winder

HMS SCORE SHEET for 20 boats

	RACE 1			RACE 2			RACE 3
	INITIAL SEEDING Sail No.	HEAT B FINISH POSITION	HEAT A FINISH POSITION	SECOND RACE SEEDING	HEAT B FINISH	HEAT A FINISH	
1	7		888	888			
HEAT 2	239		400	400			
A	3	368	368	368			
4	371		530	530			
5	406		239	239			
6	374		911	911			
7	530		406	406			
8	376		376	376			
9	888	400	7	7			
10	238	33	374	374			
11	400	911	33	33			
HEAT 12	11	888	371	371			
B	13	33	489	489			
14	489	364		364			
15	911	11		11			
16	999	999		999			
17	364	238		238			
18	978	181		181			
19	660	660		660			
20	181	978		978			

1. Seeding for Race 1 can be random or based on demonstrated performance.
2. Heat B races first
3. First four boats to finish in Heat B race with Heat A.
4. Race 2 seeding based on finish position in prior race.

TACTICAL RACE ADJUSTMENTS

The successful skipper has to be alert to make adjustments to how he sails as race course conditions change.

An example is the Championship Division of the 2001 Larchmont Spring Regatta. The wind was moderate initially and then, in a short period of time, freshened dramatically.

In the early part of the racing the wind and waves allowed precision close maneuvering at marks and when crossing tacks. This experienced group had good racing with almost no fouls.

Things changed when the winds freshened and the waves increased in size. Few skippers properly adjusted to allow more margin to maneuver safely. The result was a rash of fouls and places lost when gust and wave action prevented a boat from making the required avoidance maneuver in time to prevent a collision.

The lesson learned was that, as wind and wave increase, the prudent skipper must allow much more room to maneuver to assure avoidance of a foul.

The next time you feel like complaining, remember this: Your garbage disposal probably eats better than thirty percent of the people in this world.

Anonymous e-mail

“And then there was light....”

Walt Douglas is the fleet captain of THE YACHT CLUB, Houston, Texas. He reported that racing was like “bumper-cars” with little interest in the RRS. He has been working the problem for a long time and suddenly may have found the solution. He wrote:

Chuck,
Wanted to let you know how our problem of not sailing by the rules finally resolved itself. We tried several things, including Hatch Brown's suggestion "if two boats make contact and neither protests, they are both disqualified". Nothing worked.

I had to do three penalty turns in one race, but was happy to do it.

Finally after some particularly bad races in the Fall, I announced I was pulling off my bow bumper and sailing just like everyone else. Before I sailed the next time, I thought about it and decided to keep sailing by the rules, but didn't tell anyone.

The next race day everyone was so ready for me to start breaking rules, I think they studied up. That day everyone started calling rules violations, and it's been that way ever since. I had to do three penalty turns in one race, but was happy to do it.

Good sailing,

*Walt Douglas
(281)812 1081*

*waltdouglas@earthlink.net
http://homestead.juno.com/
waltdouglas/files/index.html*

[CHATTERING SERVO cont'd]

(Continued from page 10)

tiny "wipers" that slide on it. The wipers are connected to the output shaft of the servo so that when it moves the change in resistance is a measure of the position of the servo arm.

For a busy person, buying a new servo is the better plan. It is called a "standard" model aircraft servo. At Tower Hobbies they are ~\$15 plus shipping. At a local model shop they should be less than \$20. There are standard size servos that are much more expensive, but I have no data if they are more reliable.

If the problem is the Tx, it is probably a pot as above. I have not attempted to disassemble and clean a Tx pot.

Good luck,

CR 914 Engineer

1800 mAh NiMH AA Batteries

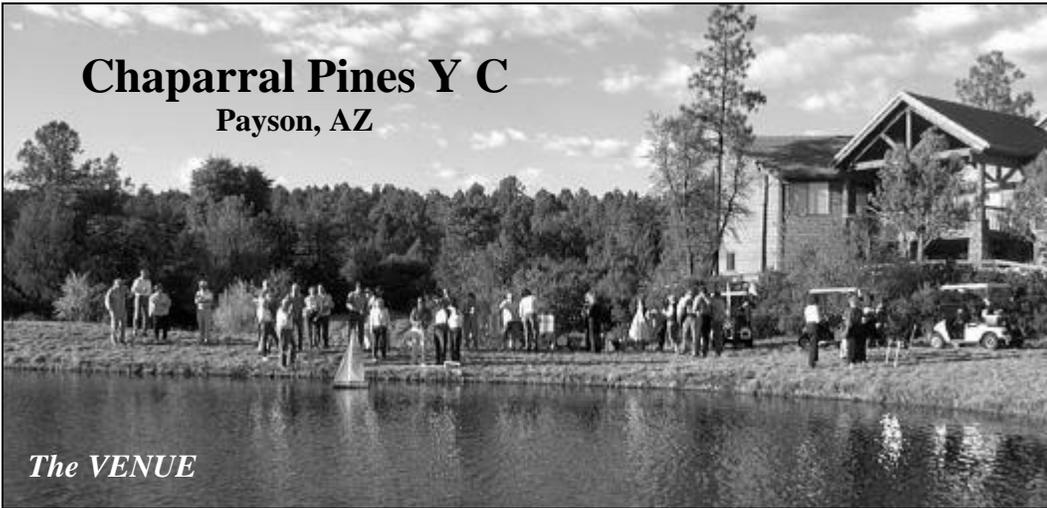
John Atwood, Norfolk, VA, discovered these *GP Brand* batteries offered by CHEAPBATTERIES.COM, Brooklyn, NY, phone (877)8 3 7 - 9 2 4 3.

The ad offers 4 cells for \$2.50 each, 40 cells for \$2.00 each and 400 at \$1.50 each!

Past experience with the GP brand has been good.

FLEET NEWS

Chaparral Pines Y C Payson, AZ



The VENUE

Our boats are syndicated with a maximum of 5 couples per boat and each syndicate has at least one experienced big boat skipper so we don't have to teach "starboard and port". Our first regatta will be in January and I will keep you informed.

*Fred Moldenhauer
Fredm1997@aol.com
(520)468-2170*

This is the first time I have heard of syndicated model boat ownership. It is a concept which others should consider as a tool to grow a fleet.

Notice the golf carts for easy transport of boats, tools and champagne.

Payson, AZ, is a community in the mountains at 5000 feet about 75 miles north of Phoenix.

Editor

We had our organizational meeting on November 18th and are now an official AMYA sanctioned club. Our officers are:

- Commodore: Fred Moldenhauer
- Vice Commodore: Neil Clugston
- Secretary Treasurer: Sue Rombold
- Race Committee Chairman: John Landino
- Social Committee CoChairs: Teri Hogan and Melinda Kroplin

We plan on having one regatta per month with three regattas making up a series. At the end of the year we will have a sail off between the winners of the series.

We christened four boats and have three more under construction and two more on order. After our meeting we adjourned to my house for social hour.



Christening Judy R's Purple Boat

From left: Judy Rondeau, Judy Yokum and Dianne Moldenhauer (with champagne)



Christening Neil Clugston's Boat

(Using hammer instead of bow)

From left: Joe Logan, Mike Woolery, Neil Clugston (with towel wrapped champagne), Sandy Woolery and Jackie Clugston (with "christening" hammer)

CBMRA News

Annapolis. MD

CBMRA has returned to the Chart House in Annapolis Harbor for the winter sailing season. We have experienced a wide range of wind conditions and weather in seven Sunday's of sailing.

The standings in early January are:

- 1st - Ernest Freeland
- 2nd - Steve McLaughlin
- 3rd - Dave Ramos

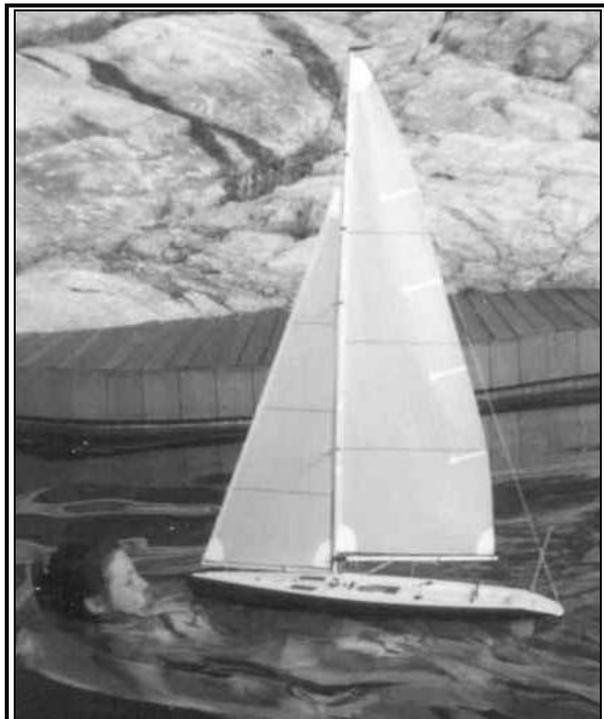
What has been especially nice is that we are seeing an increased turnout from our youth membership. Hopefully by the summer time we will be able to score an "Under 18 Division."

January and February are typically our best months for participation; we should see the average number of participants climb from eight to the mid teens.

Ernest Freeland, Commodore
<http://www.rcyachts.com/CBMRA.htm>

NEW OWNERS

	First Name	Last Name	City	State	Sail
1	Mrs. James	Appel	Newport	RI	984
2	Geoffrey D.	Becker	California	MO	860
3	Robert M.	Burt	Silver Spring	MD	681
4	Charlie	Dawson	Saugus	MA	978
5	John	Economides	Winthrop	MA	736
6	John	Fallon	New York	NY	586
7	Brian	Kerrigan	Essex	CT	761
8	Daniel	Lin	Jersey City	NJ	769
9	Tim	McCabe	Olney	MD	719
10	Frank	Murphy	Norfolk	VA	741
11	Jonathan	Patterson	Milford	DE	858
12	Michael	Raymond	Columbia	MO	735
13	Bill	Rickman	Edina	MN	685
14	John	Schinto	Riverside	CT	748
15	Richard	Stoddard	San Diego	CA	974
16	Doug	Thome	Flowery Branch	GA	967
17	Peter	Tishman	New York	NY	674
18	Mike	Trackler	Leesburg	FL	673
19	Brooks	Wales	Brookline	MA	851
20	Jon	Wales	Marblehead	MA	852
21	Staley	Weidman	Fort Lauderdale	FL	675



“ATTACK BOAT”

Dave Arnold's granddaughter attempts to evade an aggressive CR 914. Dave's two boats, Nos. 462 and 463, are raced in the pool at his Gloucester, MA, home north of Boston.

Snowmen fall from Heaven unassembled.
Anonymous e-mail

BOATYARD

BOAT PAINT

We frequently are asked what paint to use to produce the best-looking CR 914 that each owner strives for. Recently Dave Clasen, an owner in Illinois, wrote: "I am really struggling to find lacquer and/or acrylic enamel paint".

Dave Ramos recommended lacquer paint and primer at Pep Boys. There are colors, primers and clear coat available. Dave Clasen found that the Pep Boys paint was superior to paint he had used from another auto parts store.

The newest CR 914 kit Assembly Instructions have this to say:

NOTE: Selecting the proper paint is very important. Higher quality paints that are used in the auto body industry make the finishing process easier and will give you a better end product. Check your local yellow pages for "Auto Body Supply". They can set you up with all the proper tapes and sandpapers that you will need to finish you model. They may also be able to set you up with high quality automotive paint in an aerosol can. In the finishing steps lacquer paint was mentioned. Lacquer paint is a good choice but in some states hard to find. Acrylics enamel is more available and just as good. The key to quality paint is its ability to be wet sanded without gumming up the wet-dry sandpaper. Proper wet sanding is the key to a great finish.

A few owners have had an auto body repair shop paint their boat. (There is even an owner who owns a body shop, so no problem for him.)

Aerosol can lacquer primer, paint and clear coat, is best applied in light coats. Start by applying a "mist" coat that doesn't come close to covering the surface. Follow at approximately 10-second intervals with many more mist coats until the surface is completely covered. Continue to build up some thickness for the subsequent sanding.

CHARGING 1600 mAh NiMH CELLS

An owner wrote asking if basic inexpensive chargers would properly charge the newly available 1600 mAh batteries.

There is no problem using the basic chargers. They will work fine. The *hitec* CG-25A or the Futaba Model FBC-8B will still charge at the same fixed rate of about 50 mA. Of course, when fully discharged, the higher capacity cells will take longer to achieve a full charge. But remember, after a day of sailing you are only replacing what was used while sailing that day. The batteries are probably not fully discharged. Thus it will take the same amount of time to charge a high capacity battery as a lower capacity battery.

The virtue of the higher capacity battery is being able to sail longer before needing to change batteries. In addition as the batteries age there will be more margin to give acceptable sailing time.

One can estimate how long a full charge will take. Because of the inefficiency of the charge chemistry for all rechargeable cells, one has to put more back into a cell than one takes out. That factor is about 1.4.

Thus, to fully charge a fully depleted 1600 mAh cell takes:

Time = 1.4 x Battery Capacity divided by the charge rate

$$= 1.4 \times 1600 \text{ mAh} / 50 \text{ mA} = 44.8 \text{ hrs}$$

Sounds like a long time but you seldom fully discharge your batteries in a typical day at the pond. So in normal use it doesn't take very long to replace what was used at the pond. Besides if you sail on Sunday, your batteries are fully recharged by Tuesday anyhow.

RUDDER CHATTERING

Owner Leszek Vincent, Columbia, MO, wrote: "Do you have any tips on how to fix a chattering rudder?"

Sometimes servo chattering occurs when the boat is very close to the Tx but doesn't occur when the boat is out sailing. Check that out before taking any corrective action. Chattering will often occur if the Tx is not on when the boat is turned on. It is best to turn on the Tx first.

Rudder servo chattering is a common thing, unfortunately. The most likely cause is wear debris in the potentiometer (pot) the servo uses to sense the position of the servo arm. Sometimes it is the transmitter (Tx), too, but that is less common.

It easy to determine if it's the Tx by putting your Tx channel crystal in a Tx that is working properly. If the chattering is still there, the problem is in the boat and most probably the rudder servo.

A chattering servo can often be fixed by disassembling it and opening the case of the pot to carefully remove the debris. It takes patience and a few simple tools. For me a magnifying eyepiece makes the job easier.

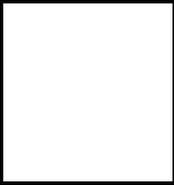
The above repair can result in chatter-free operation that will last a few weeks or for years.

In a saltwater environment, a chattering servo may be terminal, though carefully cleaning the circuit board and pot may rehab it.

The resistance element in the pot is a circular band of some high resistance material that produces crumbs of wear material that seem to interfere with the

(Continued on page 7)

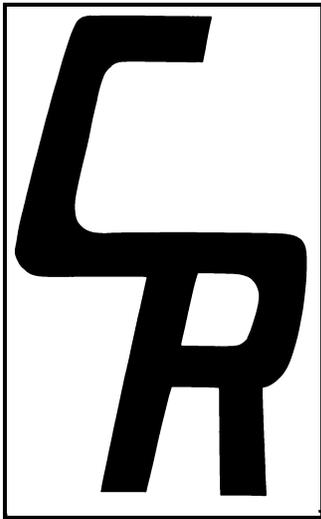
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Articles in the CR 914 NEWS

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

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

START YOUR OWN MODEL YACHT CLUB

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