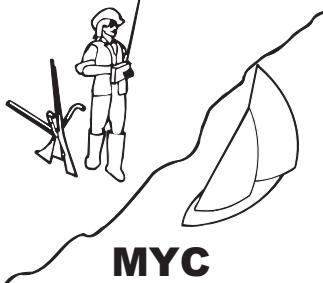


## MINUTEMAN



MYC

DECEMBER 2003

# Minuteman Model Yacht Club

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**Minuteman Model Yacht Club Web Page:** [www.amya.org/club/25/](http://www.amya.org/club/25/)

## About Minuteman Model Yacht Club

The Minuteman MYC is dedicated to the development of all aspects of model sailing. Dues for the year 2003 are \$15, \$10 if you *do not* require a hard copy of this newsletter and can receive it via e-mail; checks should be made out to "Minuteman MYC" and sent to Jack Sullivan at the address above.

Formal trophy regattas are held regularly. From April to June informal sailing sessions are held on Tuesday evenings between 5:00 PM and Sunset, and on Sundays beginning at 1 PM at Needham Reservoir, and at Rosemary Lake in Needham until November. Indoor meetings are held monthly between January and March.

The club recommends that new members select the Soling One Meter class yacht as their first boat. The Soling One Meter is a low-cost, entry-level, one-design boat. It is available in kit form, and a complete, ready to sail yacht can be built for less than \$250, including radio.

If you have questions, don't hesitate to call any of the officers listed above. Or come and see us on Tuesday evening or at one of our regattas. Also, check out the AMYA web page on the Internet <[www.amya.org](http://www.amya.org)>. Our club's web page can be reached at <[www.amya.org/club/25/](http://www.amya.org/club/25/)>

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## Endurance Pays Off

*By Cliff Martin  
Ace Reporter*

There is no doubt that the Enduro is nature's way of telling us that the sailing season is pretty much over. After a week of intermittent rain, the water level at Rosemary Lake was *very* high and the damp ground around the pond was covered with the last of autumn's leaf fall. Fortunately, the sun was shining brightly to offset, at least psychologically, the temperature, which started off the day in the mid 30's. For a week before the Enduro faithful pond scout and Enduro Race Director, Pat Butterworth, made daily reports of conditions at the pond and, more importantly, at the launch area, so that on race day we would be prepared to cope with whatever conditions existed. As a result of his vigilance, Herb Dreher was alerted to bring planks that were used to span the small pools of



*Action at the 2003 Enduro. Scott Spacie's tall Marblehead leads Jim Linville's US One Meter and Bill Wing's Soling One Meter around one of the offset marks.*

standing water between damp land and the retaining wall at the launch area. In a show of nautical "spunk", skippers walked these planks to launch and retrieve their yachts during the race.

The Enduro is 4- hours (one heat) of continuous lap racing, with no holds. The number of laps each yacht sails is tracked and the winner is the yacht that is still sailing at the end of 4-hours, and has the most laps. If yachts are on the same lap at the end of 4-hours, their rank is determined by their position relative to each other on the course.

(Continued on page 2)

(Enduro 2003, Continued from page 1)

Yachts that are not sailing at the end of 4-hours are scored below yachts that are still sailing, regardless of lap count. If a yacht breaks and can't continue, another boat can be put in the water, but the lap count starts all over.

Winds at Rosemary Lake are always fluky and quite often very brisk during this time of the year. What to sail is always the question of the day for Enduro racing. All that is needed is a fast yacht with long battery life, and the ability to continuously sail

occurred later in the race. As the winds gusted up into the Fluky-Moderate to Fluky-Heavy range, your author silently wished he had foam taped to the bow of his yacht and Al Fearn was heard to openly wish he had sailed his Popup AC.

The race started with 13 warmly dressed and hardy skippers, easing their diverse fleet of yachts through the starting/lap gate. Nick Lovell actually joined the race at some point after the start and brought the grand total of skippers/yachts to 14. While Scott

ground he had lost at the beginning of the race. Late in the race, Scott Spacie ran out of receiver battery and had to recover his Marblehead for battery replacement. However, he was back in the competition very quickly.

It was impressive to watch Herb Dreher's Talon battle with Scott Spacie's much larger Viper, in this David and Goliath contest for first place bragging rights. Spectators were greatly divided as to who had actually won, but in the final scoring, Scott's Marblehead had crossed the lap gate one more time than Herb's Talon.

It was a fun-filled day of sailing and a great way to end a fantastic sailing season. We wish to thank Norma Greenhalgh for keeping score during this grueling event. I want to offer my thanks to all of the skippers from the Minuteman Model Yacht Club and other clubs in the New England area who came to sail in the many events that were held this year. I look forward to seeing all of you next year.

### 2003 Enduro Results

Place	Skipper	Class	Sail No.	No of laps
<i>Sailing at 3 PM</i>				
1	Scott Spacie	M	30	35
2	Herb Dreher	US1M	41	34
3	John Whalen	IOM	118	33
4	Jim Linville	US1M	90	33
5	Pat Butterworth	ODOM	319	32
6	Cliff Martin	US1M	1155	32
7	Bill Wing	S1M	460	28
8	Rick Laird	S1M	27	28
9	Dave Giovannini	ODOM	1045	27
10	Alain Jousse	S1M	049	27
11	Al Fearn	CR-914	910	27
12	Nick Lovell	S1M	1541	16
<i>Not Sailing at 3 PM</i>				
13	George Greenhalgh	EC-12	84	17
14	Arthur Jacobsen	VM	37	11

trouble free, through a wide variety of wind conditions, for 4-hours. Everybody has one of those in their basement, don't they? Well, while most of us brought what we had, some skippers seemed better equipped for whatever came their way. This was evidenced by Herb Dreher, who brought both his awesome Wheeler and his US1M Talon to the pond and Al Fearn was likewise prepared, having both his Pop-UPAC and his CR 914 ready to sail.

The Fluky-Light winds early on prompted both Herb and Al to sail their smaller hulls. Almost nobody noticed that John Whalen taped extra foam floatation to the bow of his IOM, in anticipation of winds that have historically come up later in the day. It turns out that John knew what he was doing and his extra bow floatation came in handy during "diving drills" that

Spacie's Viper, Herb Dreher's Talon and John Whalen's IOM sailed off and never looked back, Cliff Martin's Mistress and Jim Linville's Venom got off to a slow start with rigging issues that needed repair early in the race.

Attrition is always a factor in the Enduro and Art Jacobsen was the first to withdraw, pulling his Vintage Marblehead Epic from competition after only 11 laps. George Greenhalgh struggled to keep his EC-12 sailing, but after 2 rescues, he withdrew from the competition with 17 laps. Herb, Scott and John seemed to stay on the same lap through most of the race until John began having difficulties in the later laps. When John had to come in for adjustments, Herb and Scott began pulling away and continued dueling. In the meantime, Jim Linville was steadily trying to make up

## BOAT NIGHT

Boat Night is a fun time, and everyone is invited. Emphasis is on helping newcomers build and get their boats ready for the 2004 season, but you can bet there will be plenty going on to interest any experienced skipper. The first of these get-togethers will be held on December 16th, between 5pm and 8pm. January Boat Night will be held on January 20. For those who don't remember, Hal lives at 19 Orlando Avenue in Arlington, MA. The phone number is (781) 648-4074. To get to Hal's: Take Route 128 to Route 2 (exit 29a). East on Route 2 towards Boston for approximately 5 miles to Route 60 (exit 59). Turn left on Route 60 for approximately 1 mile to Massachusetts Avenue. Left on Mass Ave. 2 - 3 blocks to Mill Street. Right on Mill Street 1-1/2 blocks to Summer Street. Left on Summer St. 2 short blocks to Richfield Road. Up the hill half a block or so to an intersection. Sharp turn to the right onto Orlando Ave. Number 19 is at the top of the hill on the right.

## DRAFT MINUTEMAN MYC EVENTS SCHEDULE FOR 2004

*Editor's Note: Following is an updated schedule of Minuteman MYC events for 2004. None of these events or dates are cast in Quickpoly. They are presented here for your advanced review. They will not be finalized until our first indoor meeting on January 11, 2004. A few of the other Region One clubs have submitted schedules and they will be included in next month's newsletter. If you note problems with this DRAFT Schedule and cannot attend the January 11 meeting please let someone who will attend know.*

Jan 11 MMYC Indoor Meeting  
 Jan 20 Boat Night at Hal's  
 Feb 08 MMYC Indoor Meeting  
 Feb 17 Boat Night at Hal's  
 Mar 14 MMYC Indoor Meeting  
 Mar 16 Boat Night at Hal's  
 Apr 04 Ice Breaker (open)  
 Apr 19 Patriot's Day Regatta (Open — Monday)  
 Apr 25 S1m Metric One (club)  
 May 09 US1m Metric One (club)  
 May 16 Wheeler/Star 45 Series One (club)  
 May 23 S1m Metric Two (club)  
 May 31 Memorial Day Regatta (Open — Monday)

Jun 06 US1m Metric Two (club)  
 Jun 13 Wheeler/Star 45 Series Two (club)  
 Jun 20 S1m Metric Three (club)  
 Jun 27 US1m Metric Three (club)  
 Jul 04 Independence Day Regatta (open)  
 Jul 18 S1m Metric Four (club)  
 Jul 25 US1m Metric Four (club)  
 Jul 28-Aug 1 Mystic RaceWeek  
 Aug 08 Senior Citizen Regatta (Old Farts Only)  
 Aug 22 Wheeler/Star 45 Series Three (club)  
 Sep 06 Sue Linville Memorial (Open — Monday)  
 Sep 12 Wheeler/Star 45 Series Four (club)  
 Sep 19 US1m and S1m Dual Metric (club)  
 Oct 11 Columbus Day Regatta (Open — Monday)  
 Nov 14 4-Hour Enduro

### *Things to consider:*

1. Wheeler and Star 45 Series (Dropped one Metric and scheduled 4 Combined Wheelers/Star 45 regattas. Should they be "club" events?)
2. Footies? (sail for an hour after lunch during predetermined events?)

## Winter Meetings

By Jack Sullivan

Minuteman Model Yacht Club's first official indoor meeting of 2004 will be held at the Massachusetts Hospital School in Canton, MA on January 11th. Please mark your Calendars and plan to attend.

The indoor meetings are a chance to keep in touch with your fellow skippers, exchange information, drink bad coffee, and show off winter projects. Traditionally, MMYC holds indoor meetings on the second Sundays in January, February, and March. The first meeting of the year is the annual business meeting at which we elect officers for the following year, receive Jack Sullivan's Treasurer's Report, discuss next year's schedule of events, hold the race director (RD) lottery, and discuss liability insurance. The second indoor meeting, which falls on the second Sunday in February (February 10th), is devoted to boat construction, while the third meeting (March 10th) is when we discuss the new racing rules. Meetings start at 2 pm, but the doors open at Noon, and there's always time to discuss your projects.

It's a good, all-around, wacky fun, and we hope to see you there.

Mark your Calendars and plan to attend.

**FOR SALE!**

**WHEELER**

Contact Dave Giovannini at  
 DGiovannini@tuthill.com

## Crystal Swapping

Extracted from the Internet

by Jim Linville

The following question was posted on the AMYA e-mail distribution a week or so ago by Tom Causin, the Hints Editor of AMYA's quarterly journal, *Model Yachting*. "Please help me understand why its not good practice to buy a spare set of crystals for channel 90 if my Rx and TX are factory tuned for channel 74. I've been told that I should only buy one or two channels higher or lower than the factory frequency, why?"

Wayne Hoffman, AMYA # 9342, of the Tri-City MYC, in Placentia, CA gave Tom the best answer to this perplexing question that I've ever heard.

Radio equipment uses many frequency-selective networks; those that tune the transmitter output and receiver input circuitry are the ones that will impact just how far you can move your system from its "factory" frequency. The odds are that you'll actually be able to go from 74 to 90, but with reduced transmitter power output and lower receiver sensitivity, both of which equate to reduced range and greater susceptibility to interference from other transmitters.

In addition, when the transmitter is severely mistuned, it will cause the output circuit to operate less efficiently,

resulting in excessive heating of the output transistor and shorter battery time. At the typical RC transmitter power levels, these effects aren't often a problem.

An interesting note is that lower-priced AM equipment (Futaba "Attack," etc.) have less sophisticated tuning circuitry, so crystal swapping usually impacts them less than the "better" (more expensive) stuff. One time when cheaper may be better!

Bottom line: try to borrow a set of crystals on the desired frequency and give it a go. If it works - IT WORKS!!

# I'm Not Worthy

*or*

## Why Everyone Should Join The AMYA and a Local Model Yachting Club

*EDITORIAL By Cliff Martin*

Nobody was more surprised than I when a picture of my US1M (under construction) appeared on the cover this quarters "Model Yachting News" (Issue #130). For a brief moment, it seemed that the spotlight was on and my "15 minutes of fame" clock was ticking away.

I considered the possibility that local newspapers might pick up the story from the API, so I prepared a little speech and practiced it on Max, the Golden Retriever. Max, usually an enthusiastic listener and genuinely interested in anything I had to show him,

at how they had built their boats. These drawings and ideas, which I had gotten from other people, were mixed with a few of my own and all together formed the basis for how I finally built my own boat. As I looked at the file, and the magazine cover picture, I realized how much I had relied on ideas and help from other club members.

I initially felt somewhat guilty that there was so few of my ideas on the boat and so many of other peoples, but then I realized that my circumstances are probably not so different from members of model yachting

participants do not always practice cooperation and free exchange of ideas. However, in model yachting I find that free exchange of ideas and willingness to help others is the rule rather than the exception. This is what attracts new people to the sport, and to the clubs. It also keeps people coming back to the pond year after year. I not only believe this, personally, but I have heard it from others both within my club and from other clubs.

To people who want to get into model yachting I say, "Join the AMYA and join a



Minuteman MYC Commodore, Cliff Martin. Nobody really understands what he does for a living, but he's a great sailor and he has a fine wife.

seemed surprisingly unimpressed by both the picture on the magazine cover and by my little speech. Since I have learned to trust Max's judgment on these things, I put the magazine and the speech away and went back to preparing my boat for the next regatta. My 15 minutes of fame seemed to be slipping away..... what's it been 10 minutes?

Later on, Max brought me a (now soggy) file containing drawings and ideas that I had collected while talking with other club members about boat construction or after looking

clubs everywhere. Almost everyone needs some help to get started, I certainly did. It has been very reassuring to know that I belong to an organization and a local club whose members are not only skilled sailors, but also talented and creative builders who are willing to share their immense knowledge. I know that if I follow their lead, my skills as a skipper and as a boat builder will improve.

When engaged in a hobby or sport that has an element of competitiveness, the par-

club in your area, you won't be sorry". To people who already know how much fun model yachting can be, I encourage you to continue sharing your ideas and helping others, especially newcomers. To all of the members of the Minuteman Model Yacht Club who have helped me and shared their ideas with me, what can I say but, "Thanks". I only hope that if the opportunity arises I can share what you have taught me with others.

# Battery Chargers

By Rich Ellis

For years I have stumbled around with various battery chargers. Some were the simple chargers provided with the radio sets. My last decent charger was an ACE cycle charger. It would discharge the receiver pack and the transmitter pack and measure how long they lasted, then it would switch over to full charge. It was useful, but I had to remember to remove the batteries the next day or they might be damaged by an overcharge.

With the battery options now available I also needed to step up to more sophistication in the charger I used and I wanted a more automatic procedure to make sure the batteries are always in the best condition. I went to my Tower catalog, (as they say “the world’s premier supplier of the finest in radio control models”), and found three chargers that would meet the charging requirements for r/c sailing batteries. The basic unit was the Hobbico R/C multi-charger (\$34.99). It had four independent charging outlets. Each outlet provides adjustable current from 10 mA

to 500 mA. So I could charge three receiver packs and one transmitter pack or any combination from one cell to 12V packs. That was good flexibility, but it does not test the packs and does not stop charging automatically. It can trickle charge, but I would have to manually set the current level. Knowing my level of competence after a long day of sailing, I realized that this unit was not for me.

The next more complex unit was the Hobbico Accu-cycle, which is pictured here, and is the unit I use. It retails for \$99, but is commonly on sale for about \$70. It has two charging outlets, one for a receiver pack and one for a transmitter. These two outlets are the typical requirement for R/C sailing. The selectable receiver charging rates are 25, 50, and 125 mA. It matches

up with Ni-Cd or NiMH packs of 1, 4 or 5 cells from 200 to 1875 mAh capacity. I expect that if you had a 2000 mAh battery, the charger would adequately handle that also. On the transmitter side, it is adjustable for 6, 7, 8 cells with a charge rate of 50 or 125 mA.

You have the option to cycle discharge the batteries. The charger discharges the packs at either 250 or 500 mA (250 mA



*The Hobbico Accu-Cycle Charger. The Newsletter Staff lost the great photo sent by the author. This unit belongs to the Editor and is 5 years old. It's still used every day.*

is the nominal discharge rate when using the radio). The charger automatically switches over to full charge rate when the batteries are at the cutoff cell voltage of 1.05V. It then will charge at the selected charge rate for 15 hours, after which it switches into trickle mode.

I use the discharge mode to find out how much power is left in the receiver pack after a day of sailing. The unit has a LCD readout of either, minutes left or mAh available. After charging the pack, selecting the discharge cycle will also tell how good the batteries are. For example, if you cycle down a 1500 mAh pack and only get 1000 mAh after a full charge, the batteries are on the way out. Nice to have this early warning instead of rowing out to the boat after the receiver pack died

unexpectedly.

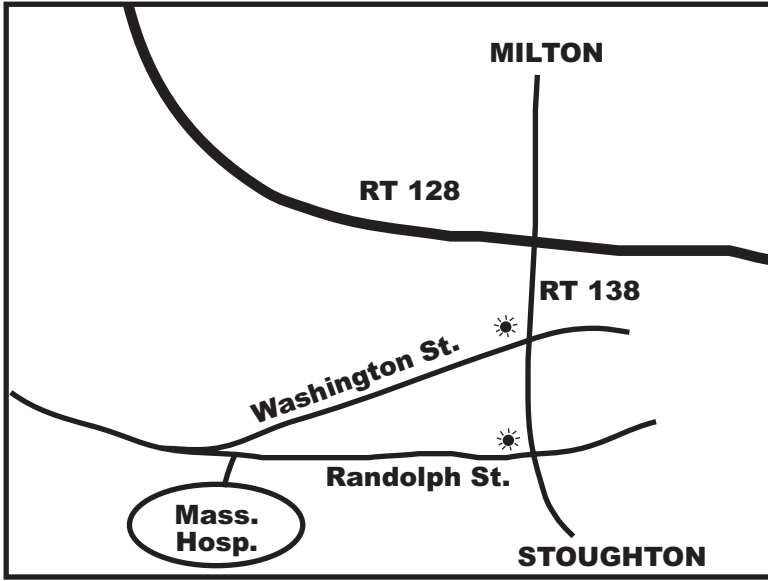
So this charger has most of the features that fill my need, that is, it can handle a range of pack sizes, Ni-Cd or NiMH. It will charge batteries over night and switch to trickle the next day, even when I forget about it. I typically leave the packs on trickle until the night before I need them. I really appreciate the ability of this charger. It relieves me of the duty to pay attention as to how long the batteries were on charge and when I use the discharge feature, it will tell me when my batteries are getting worn out.

The third charger is the Accu-cycle Plus. As the name implies, this super unit does everything the regular Accu-cycle does plus 1. fast charging. 2. multiple discharge-recharge cycles for automatic battery conditioning. 3. Battery peak charge detection, that is, it will stop charging when it senses the batteries are fully charged. All these features are nice, but not absolutely necessary for the R/C sailor. At a price of \$179.99 only R/C airplane flyers would need the absolute measure of battery packs that this unit provides.

After all, when an R/C plane receiver pack stops working it does not just go in circles on the water!

All these Hobbico charges require an extra purchase of two sets of leads. The leads must be selected to match the connectors to your radio equipment. They are available for \$8.99 from Tower.

According to Batteries Plus of Ohio, it's normal for a Ni-cad battery to “self discharge” during storage by as much as 1% to 2% a day. The average NI-CAD will fully discharge after 4-6 months. The battery should be stored in a cool, dry place and recharged before use and after prolonged storage.



**Directions to the Mass. Hospital School**

The school is relatively easy to get to. Finding the meeting room at the school is a little harder.

From Route 128 take Route 138 South (“Stoughton”). Take a right on Randolph Street (second traffic light). Follow Randolph approximately 3/4 of a mile. The school is on the left. Enter through the guard house and drive *all the way* around the campus to the last parking lot before the exit gate (always closed). You should see the Minuteman MYC sailboat sign or some other clue there. (We’ll probably post signs, but they can be hard to see.) We meet in the “recreation conference room,” which is located in the building to the right. Doors open at 12:00 noon and you are welcome to come early and stay late.



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