

SeaWind Express

Issue 11

Official Newsletter of

Rios Captures Region 3 Championship Title

By Darrell Krasoski \hat{o} SeaWind #76
Wind and weather were the big story at the SeaWind Region 3 Regatta as it returned to a windy Florida for the second straight year. Hosted by the Central Florida Model RC Yacht Club, March 27-29th, 2009 at the club venue at Firkin & Kegler in Orlando, the 15 skippers and boats were challenged by conditions that they seldom encounter.

Friday went smoothly, comprising measurement, registration and hours of practice sailing and unofficial racing around the club's permanent marks. As the day progressed into the evening, many of the skippers found the unexpected experience of sailing from a barstool and sampling the beverages while enjoying some sailing. "Honest Ahab" would have felt right at home! The venue our club uses is fairly unique. It is a "Family Entertainment Center" with a large very modern bowling facility, pool tables, arcade, an English Pub style restaurant and several beverage dispensing areas. One of these areas, along with many bistro style tables and chairs is the area we sail from. It is also a covered area and an excellent place to tune and prepare boats for racing. Our pond is a great size to allow courses of



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most any size and is deep water with no emergent grasses. Saturday morning broke with sustained winds of 15-25 knots and constant gusts into the mid-30's and,

as the front that brought conditions stalled, the wind stayed up all day. Fortunately, the pond is large enough to sail a long (Continued on p. 3)

Eades Wins 2009 Arizona State Championship Regatta

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By Will Hartje \hat{o} SeaWind #201

The SeaWind fleet in Arizona is growing at a healthy rate as was evidenced by a record fleet of 15 yachts showing up to contest the SeaWind Class AZ State Championships at Chaparral Lake, Scottsdale on Sunday under the flag of Copperstate MYC. The event could be characterized to be an "East v West" contest since a large contingent from West Valley Mariners of Litchfield showed up to do battle with the fledgling SeaWind fleet from Scottsdale.

A shifting, breeze of around 11 mph that topped out at around 15 mph in the gusts, made for some exciting racing.

Seawind Class National Champion, Mike Eades, took an early lead in the series, while Dennis Desprois, 2007 Class Champion, made him work hard for line honors. Dave Gordinier sailed a consistently good regatta finishing off the series strongly with two seconds and a win to give him third place overall. The rapidly improving Dennis Poole also put together a solid string of results with his SeaWind CE to take 4th overall. The other race winner was Al Stiewing, who won two races and finished 5th overall. Thanks goes to Tom Rutledge who yet again did a fantastic job as Race Director and score keeper. (Results can be found on p.4)

By Mike Eades ô SeaWind #86

The biennial Class Ballot process has been completed and I thank members who took the time to respond. I received 99 validated ballots from current AMYA members (>69% of current AMYA membership) plus 10 ballots from non-AMYA members who took the opportunity to express their views on the Class Bylaws and Rules. This high level of response reflects credit on class members who continue to be active and committed to the class.

The results were quite unambiguous as the summary table shows. I would like to acknowledge and thank the departing

SCOA Class Officers:

- Secretary.....Mike Eades
- Technical Advisor.....Ken Bauser
- AMYA Regional Directors*
- Region 1 (NE).....Ken Bauser
- Region 3 (SE).....Darrell Krasoski
- Region 4 (Central).....Andy Rust
- Region 5 (SW).....Charles Sudduth
- Region 6 (NW)...Doug Lanterman
- Newsletter Editor.....Andy Rust

Directors, Chris Kuhn, Devry Garrett and Doug Lanterman for their service to the class and support and assistance to me and I welcome incoming Directors, Joe Phillips, Region 2, Charles Sudduth, Region 5 and Bill Wright, Region 6. The minor Bylaw changes were almost unanimously approved.

Of the nine Rules motions three failed by a wide margin while all others were clearly approved. Skippers seem to want their SeaWinds to look realistic as the motion to allow cosmetic deck fittings to be optional achieved a lower favorable level than last time it was tested in 2005. Two proposals which would have permitted modifications to the jib rigging set up, movable pivot or adding a topping lift, achieved less than 31% in favor.

Skippers reaffirmed the class philosophy of staying close to the kit design intention. The revised Bylaws and Class Rules are now published for download from the AMYA SeaWind Class page and from the US-SCOA page of the SeaWind Resource Center web site www.seawindrc.com. Although the revised Rules become effective April 1, 2009, in two areas the SeaWind COA



Board of Directors has agreed to allow some leeway before full compliance is required in order to protect investments skippers may have made in batteries and sails.

Rule 11.4 requires that "Battery pack must be located in or on the battery box, Part C5, as defined in the kit instructions." *However compliance is not mandatory until after January 1, 2010 except that any SeaWind CE not in compliance must have a battery weight maximum 6 oz.*

Rule 14 Sail Numbers and Class Insignia requires sail numbers to be simple Arabic numerals, clearly legible, of the same solid color and placed on both jib and main sails. *However requirements regarding number location on the jib and use of either the last 2 (Cont. on p. 4)*

SEAWIND COA BALLOT 2009 - RESULTS

**Validated Ballots Returned 699 (69% of current AMYA members)
Minimum Requirement for Motions to Pass = 67% For
Officers**

Class Secretary and Region Directors were elected with no votes against.

Motions to amend the Bylaws

		For	Against	% For	P/F
BM1	Bylaw 4.1: Delete. Sections 4.2 – 4.5 renumber to 4.1 – 4.4.	92	1	98.9	P
BM2	Section 4.4: Delete provision to re-issue inactive sail numbers.	94	0	100	P
BM3	Section 6: Add 6.5 Temporary Repairs	59	0	100	P

Motions to amend the Class Rules

		For	Against	% For	P/F
M1	Rule 3 Hull: Add new section 3A – Interior Structure	94	5	94.9	P
M2	Rule 4.1 Modify to allow additional holes to accommodate certain radio items.	98	1	99.0	P
M3	Rule 4.4 Modify to allow installation of cosmetic deck fixtures to be optional.	40	58	40.8	F

(Region 3 Regatta - Cont. from p.1) course but does not set-up a long fetch to build the size waves that can build in these conditions. The skippers were able to prepare their boats in relative comfort and to have coffee and a snack while tuning for the conditions prior to the skipper's meeting.

The race committee set a full Olympic Course for the fleet and which featured beats and runs of about 80-90 yards. The course proved to be a good decision as the length and variety of legs meant that just winning the start was no guarantee of a race win. After the playing of the National Anthem, the skippers meeting was held, the decision to race in the high winds was made and everyone readied themselves for racing using the odd-even heat system and low-point scoring. Our club has the benefit of a retired event announcer as a member, Vernon Peckham, with his loud and clear voice over the PA system was a great help in communication to the skippers as well as providing added interest during the races.

For the day, the fleet raced 10 races (20 heats) and the competition was close. Nine different skippers won heats, the top six skippers were separated by only 10 points. Mike Eades led the way, followed by Carlos Suarez one point back and Ruffy Rios another point behind. A lot of the apprehension of racing in the high winds had worn off by the end of the day and many skippers had positive comments on their

new confidence in their boats and abilities. After racing, the majority of the fleet stayed at the venue for drinks, dinner, and many stories.

Sunday brought some early rain but the fleet was off after a bit of a delay for the weather to clear. The winds remained in the same SW direction but had subsided to a steady 10-15 kts and some gusts into the 20's. After the previous day the still breezy conditions seemed down right placid. The same Olympic Course was used for the day. The large scoreboard was watched carefully during the five races (ten heats) as the racing was very tight and one mistake could be costly. In the end, host club member Ruffy Rios carried the day by winning a tie-breaker for first place over Hank Buchanan and they were closely followed by Class Secretary Mike Eades.

The fleet congratulated the winners but also felt that the class came up a big winner too. Many folks from other classes have considered the SeaWind to be light-to-medium air boats that can not handle winds over 10-12 kts or so. We sailed in conditions that would test many classes, but the boats not only survived but seriously raced. No boats were lost, no rigs came down and except for a few electrical problems, mostly non-2.4GHz, the boats performed extremely well and were exciting to sail. After the event, a fair amount of feedback was received about dealing with the high wind cond-

2009 Region 3 Championship - Results

Pos.	Skipper/Sail #:	Pts.
1	Ruffy Rios/269	26
2	Hank Buchanan/79	26
3	Mike Eades/86	27
4	Carlos Suarez/999	31
5	Don Hightower/300	39
6	Darrell Krasoski/76	42
7	Neal McGrath/36	43
8	Dave Whitaker/47	44
9	TG Wald/807	58
10	Brian Dalia/37,517	76
11	Bob Harmon/000	80
12	Charles Samaha/67	80
13	Steve Lang/88	88
14	Dave Haggart/73	93
15	Carole Ford/169	103

itions. Many of the comments are common sense:

1. Have a tight boat that keeps as much water out as possible.
2. Use quality electronics and seal them in plastic wrap or treat them with water-resistant lubricants.
3. Make sure the rigging is chafe-free and bullet proof.
4. Follow the standard tuning guide for extreme conditions and Mike Eades' tuning tips.
5. Sacrificing a bit of pointing to keep the boat moving and on its feet was often a good move.
6. Broad reaching downwind caused fewer broaches than wing-and-wing.
7. Gybing is often better accomplished by repeatedly tapping the rudder rather than holding it hard over and done between puffs.
8. Keeping a bit of extra distance between your competitor helps to eliminate potential crashes.
9. Anticipate your tacks and make them before puffs hit.
10. The exception to the tuning tips guide that made a big difference was to not flatten the sails, particularly the jib, too much. Because the boat must punch through the waves, powering up the sails allows the boat to keep moving forward and not just sit there heeled over. It also seemed to make tacking easier.



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(*Secretary Const. from 1981 to 1983 digits (with placement allowance for addition of a third digit) or a full 3-digit sail number are not mandatory until January 1, 2013.* Sails numbered on jib and main in accordance with the previous rules may therefore be used until that time. Skippers are advised to study the new Rules and Sail Plan Diagram carefully before numbering new sails!

As part of the ballot this year we conducted a brief survey of readership of "SeaWind Express" the class online six-monthly newsletter. Of the 109 ballots returned, 89 also completed the survey; 68 reported regular and 15 occasional readership, all of whom reported they found the articles interesting (73-92%) or OK. The highest level of interest was shown for the "Tech Corner" articles and the majority of comments focused on requests for more of these on sailing and tuning tips. Editor Andy and I hear you and will respond! The 2009 major regatta season is under way. The Central Florida MYC www.SundaySloopers.com hosted a spectacularly successful Region 3 Champion-

ship Regatta (see report). Great to see old friends again and even better to meet such a promising stable of newcomers at a definite future NCR site.

The 2009 National Championship Regatta will be held August 28-30 at beautiful Hop Brook Lake, Middlebury, CT hosted by the Housatonic MYC. I hear several of our Arizona skippers and a few of the "Sloopers" making plans to be there. I hope other skippers will take advantage of some cheap summer advance air fares and join us for what I have no doubt will be an excellent weekend of friendly competitive sailing and social activities. For those hesitant about traveling with a SeaWind by air I can provide photos and information about use of hard shell golf club cases which travel well and even the TSA are happy to see them. The Les Lacs YC and McKinney MYC in north Dallas, TX are combining forces to host the Region 5 Championship November 7-8 at Towne lake, McKinney, TX and I hear talk of a Region 6 Championship in the Sacramento area. Watch the SRC web site for announcements and Entry Forms.

2009 AZ State Championship Results

Pos.	Skipper/Sail #:	Pts.
1	Mike Eades/86	13
2	Dennis Desprois/6	29
3	Dave Gordinier/228	39
4	Dennis Poole/174	51
5	Al Stiewing/135	57
6	Steve Sherry/65	66
7	Will Hartje/201	68
8	Chuck Goerke/216	71
9	Peter Jennings/128	73
10	George Kramer/66	74
11	George Baldacchino/38	89
12	Les Sherry/172	101
13	Dave Nydell/224	107

Loesch Wins Third Consecutive ACMSC Icebreaker Regatta

By Andy Rust • SeaWind #25

The fifth annual running of the Air Capitol Model Sailing Club's Icebreaker regatta was held on Saturday, March 21. This event has gained a reputation of attracting challenging weather conditions over the years, but this year turned out quite nicely. The winds started out on the strong side (15-25mph winds) but they steadily dropped throughout the day, making racing quite pleasant.

At last year's Icebreaker, Scott Loesch became the first repeat winner of the event, and this year he became a three-time (consecutive) winner, sailing consistently and navigating through the six boat fleet for the win. Loesch's seven wins in the twelve heats contested easily out distanced the competition, despite a valiant effort by veteran ACMSC skipper Brett Hudson to keep pace. Hudson also sailed consistently and throughout the day he was closely trailing Loesch in nearly every heat.

This regatta was the first for rookie skipper Michael Chapek, who had just completed construction on his boat a couple of weeks earlier. Chapek, and relative

newcomers Rob Fresh and John Stark (both having joined the ACMSC in 2008) sailed well and continue to gain experience. Stark has shown an almost instinctual knack for tactics and boat handling despite having virtually no previous sailing experience (R/C or otherwise).

Andy Rust managed to place 4th even after loaning his boat out to Chapek for the last six heats when a battery pack (loaned to Chapek by Rust) shorted out and melted the wires on his receiver. Chapek sailed Rust's #25 to three 3rd place finishes in the last six heats—not bad at all for a rookie skipper!

While the Icebreaker has always been a bit of a 'no-frills' regatta, this year marked a return (at least for one year) to an even more 'simplified' format. Racing was only contested over one day (as opposed to two in 2008) and simple certificates were given out to the top three skippers. Racing started a little later in the day in the hopes that the coldest part of the day could be avoided (a strategy that seemed effective with racing temps in the mid 60's). Despite the later start, twelve heats in roughly 3 1/2 hours would seem to be respectable.

The 2010 (6th annual) Icebreaker should see a return to at least a green chevron event, which will hopefully attract some out of town skippers. This year's regatta was a lot of fun, but we look forward to renewing some rivalries and friendships with our friends from South of the border.

2009 Icebreaker Regatta Results

Pos.	Skipper/Sail #:	Pts.
1	Scott Loesch/46	11
2	Brett Hudson/56	14
3	John Stark/213	32
4	Andy Rust/25	36
5	Rob Fresh/212	37
6	Michael Chapek/238,25	38

How to Sail Fast:

TECH CORNER

By Mike Eades ⚓ SeaWind #86

The Summary Tuning Guide plus Doug Lanterman's article on SeaWind tuning deal with setup and tuning. OK, now we've got the boat tuned nicely, how do I get around the course as fast as possible? **The Golden Rule is**
⚓ D w k n f " U r g g f " c p f "
O c k p v c k p " K v ö # "

To reach maximum speed the sails must be correctly trimmed according to the boat's orientation to the wind. Figure 1 is a typical "Points of Sail" diagram. There are two key things to observe, first the shaded "no-go" area where the sails are luffing and second that the optimum sail angle to the boat's center line varies as the boat's angle of orientation to the wind changes. A fast skipper is constantly adjusting sail angles to maximize the boat's speed on any given course.

To get a bit more technical, look at Figure 2 which is a typical "Polar Diagram" for a sloop rigged boat. While each boat's performance is slightly different the shape and characteristics of the curves are all similar for all similarly rigged boats. This is a set of curves of theoretical boat speed at various wind angles (assuming correct trim) with each curve representing a different wind speed (6, 8, 10, 12 & 14 knots from in- to outside) published for a commercial yacht. You

might ask why do the curves stop where they do? The simple answer is that a skipper who tries to sail out beyond either end of the line is sailing very inefficiently. At the upwind end the curves rapidly fall off to zero between 40 and 30 degrees orientation to the wind, hence the "no-go"

area! A boat that ventures into the gray area of Figure 1 is said to be "pinching".

You can do it for a few seconds to just make a mark but any longer

and you risk losing way altogether. At the downwind end of the curves the diagram again illustrates that sailing true "wing-on-wing" dead downwind is inefficient compared with sailing at a slight angle. Note, also, that at lower wind speeds both the best tacking angle upwind and the best running angle downwind are further away from true upwind and downwind respectively. Sailing from mark to mark requires maximizing your Velocity Made

Good (VMG) which is the net speed in the direction you are trying to achieve. This requires selecting and adjusting the correct tacking and running angles as the wind constantly shifts. Upwind sailing in a series of tacks is a constant oscillation between footing off to accelerate and hunting for the optimum tacking angle to maximize VMG. Downwind sailing also involves finding the optimum running angle to maximize VMG in a series of gibes.

Last but by no means least, is how to reduce loss of speed in maneuvers. When tacking or gibing good technique can save precious seconds compared with sloppy or clumsy course changes. Tacking is best done quickly to avoid loss of speed while head to wind, footing off slightly with sails eased slightly to accelerate before re-summing optimum tacking angle. Gibing is best done smoothly, helping the sails in and out as the boat turns using the controls, and again heading a little wider initially to accelerate before re-summing optimum running angle.

(Cont. on p. 6)

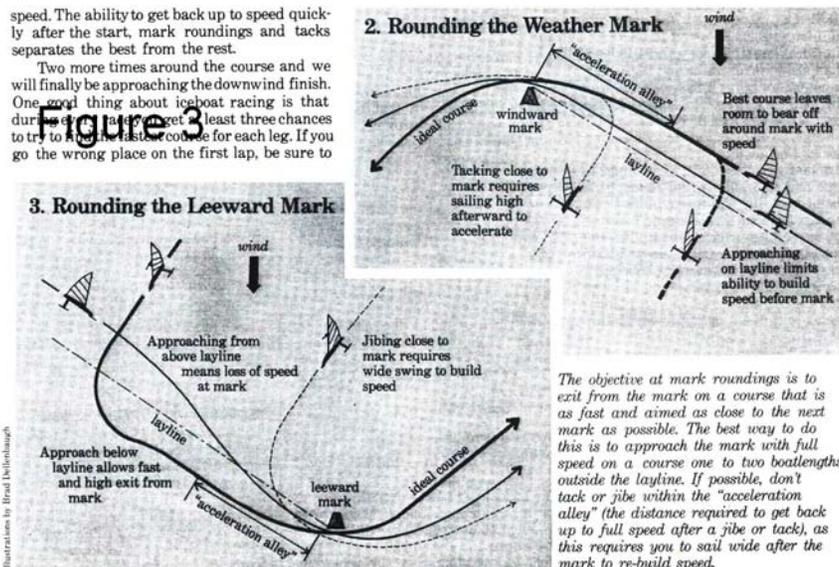


Figure 3

Illustrations by Brad DeWitt/SeaGraph

(Tech Corner — Cont. from p.5) Mark rounding also is an opportunity to save precious seconds by good technique.

Figure 3 is borrowed from an article by Henry Bossett, three-time world champion in the DN iceboat class and US Olympic Tornado class trialist. While it

illustrates iceboat mark rounding the same concept can be applied to R/C sailboats.

The key is to try, whenever conditions and other boats allow, and use a small “acceleration alley”, a boat length or so of reaching, to get the boat up to

maximum speed exiting the mark as the diagrams indicate. The good news is that all these techniques are things a skipper can practice on his own and in fun racing. In a regatta they can mean the difference between a good placing and the back of the pack.

(2009 Ballot Results ô Cont. from p.2)

		For	Against	% For	P/F
M4	Rule 8.2 Modify to permit adjustment of the jib pivot point location on the jib boom.	19	79	19.4	F
M5	Rule 10 Running Rigging – Permit installation of an optional topping lift.	30	68	30.6	F
M6	Rule 11.3 Modify to specify the general location of servos.	86	12	87.8	P
M7	Rule 11.4 Modify to specify location of battery packs.	82	13	86.3	P
M8	Rule 11 Radio Equipment – Add section 11.5 regarding auxiliary radio equipment.	96	2	98.0	P
M9	Rule 14 Sail Numbers and Insignia – Modification to improve number visibility and standardization.	91	7	92.9	P

Housatonic MYC to Host 2009 National Championship

By Ken Bauser ô SeaWind #100

As most of you already know, the Seawind National Championship returns to Middlebury, Connecticut and Hop Brook Lake this year, having been hosted at the same location in 2006 by the Housatonic Model Yacht Club. Dates this year are August 28 for early registration and practice sailing, with race days on August 29 and 30.

Rather than duplicate already available information, we encourage anyone wishing to learn more about the area and our club, plus the site where we will be sailing, to read over the “promotional” article for the 2006 Nationals in the Seawind Express Issue Number 5. Please also make sure to visit out new web site at www.sailhmyc.org, where you will find details about our club in general, plus the Notice of Race, Entry Form, Accommodations information, etc. You can also, through this web site, access our Yahoo Groups Forum, recently started, where (upon joining) you can find the same regatta information in the Files section, and post any questions or comments you

might have. Also in the Files section are our weekly race results for Thursday and Sunday Seawind fleets, should you want to keep tabs on the local competition! Please also feel free to contact us directly and most easily through our web site itself, via the About Us tab on the home page and opening the Officers section.

We are pleased with the interest shown already from the Arizona and Florida fleets, and hopefully others will join in as well to help make this a memorable event for all who participate. We cannot over emphasize that every effort will be made to accommodate skippers of all experience levels. We even offer our trophies in easy to pack form, in order to make it



Hop Brook Lake

more convenient for out of town skipper to take home some “hardware”. What can be more accommodating than that?!

On behalf of the Housatonic Model Yacht Club SeaWind Captains, Fred Goebel, and Cliff McCarty, Sr., plus our entire club membership, we look forward to seeing you here in August! Come and join the fun!

Boom Angle Template

Darrell Krasoski, of the SundaySloopers MYC has created these templates for more accurately adjusting the angle of the jib and main boom.

To make the use the templates, print this page of the newsletter, cut out the templates at (bottom picture) and then adhere them to a plastic or thin balsa strip and trim to size. The printed paper should be covered with clear tape to keep it from running. Darrell tells us that he usually just puts them in place while tuning and then removes them, but they could be permanently mounted.

