



**By Mike Eades ô SeaWind #86**

Once again I am pleased to report that the SeaWind Class held major regattas in four of the six regions in 2009 involving a total of 53 different skippers. Come on Regions 2 & 4 how about making it a clean sweep in 2010! My thanks to all who played any part in organizing these events and to all those who entered. If you were there you will know how much fun was had despite a wide variation of conditions.

Friendly competition and great social interaction are the key ingredients for U g c Y k p f " T g i c v v c u 0 it in 2009 how about making the effort

**SCOA Class Officers:**

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*AMYA Regional Directors*

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T g i k q p " 6 " \* E g p v

Region 5 (SW)....Charles Sudduth

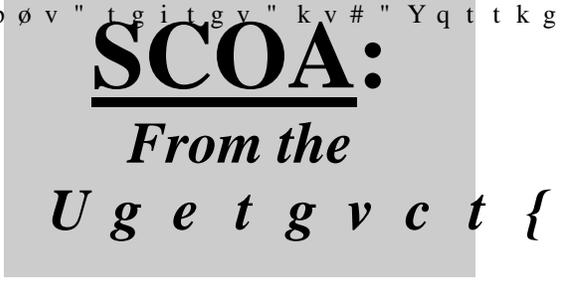
Region 6 (NW)...Doug Lanterman

P g y u n g v v g t " G f k

h q t " 4 2 3 2 . " { q w " y q p ø v " t g i t g v " k v # " Y q t t k g f about how to transport your SeaWind? Check out the article and photos (Page 8) showing use of a hard shell golf club case, the preferred solution to traveling with your SeaWind.

The SeaWind COA continues to grow steadily with 288 current registered members of whom 182 are also members of AMYA; increases of 62 & 34 respectively since this time last year. The SeaWind COA treasury is healthy at \$825.30, having absorbed expenses of \$732.16 during the past year (Biennial Ballot - \$499.86, Postage & Stationery - & 7 8 0 5 2 . Logos - & 9 8 0 2 2 . " U e q t g NCR - \$100.00).

The last noted expense item deserves some comment as it has not been SCOA practice to pay expenses. Carl Hansen, of Marco Island and New Jersey, has developed a new TWEAT computer scoring system (Excel) for Odd-Even heat racing. He was kind enough to send me an early copy for review and he has made a number of changes and additions to accommodate the needs of the SeaWind Class and we planned to use the system at the 2009 NCR in CT. As the event drew near the



event organizers were having difficulty finding someone able and willing to run the computer scoring system so we persuaded Carl to come up and run the system. It was a good thing we had no glitches and I agreed that the SeaWind COA would pick up his hotel bill. That turned out to be an excellent investment as Carl successfully ran the system from his car battery producing heat line-ups within 2 minutes after completion of the prior race helping RD Jake Leo run a very smooth event. In the process he trained local scorers and others in use of the system. Since that time the Sunday Sloopers, WVRM and the Les Lacs YC have run events successfully w u k p i " E c t n ø u " V Y G C V " U { is freely available and information and links to all documentation (Cont. on p.4)

**2009 Region 6 Regatta**

Pos.	Skipper/Sail #	Pts.
1	Jeff Romero (#776)	11
2	Tom Koop (#06)	28
3	Bill Wright (#53)	34
4	Mark Erdrich (#927)	35
5	Dave Wick (#207)	37
6	Greg Williams (#64)	39
7	Michael Rindflesch (#959)	43
8	Gene Novak (#36)	45
9	Jeff Snyder (#16)	48
10	Harvey Mickelsen (#115)	57
11	Sean Witt (#271)	59
12	Bob Mosher (#216)	73
13	Glen Jennings (#153)	73



Photo by Jeff Romero

**The line-up of boats prior to the start of racing at the Region 6 Regatta.**

(Region 6 ô cont. from p. 1) by Jeff Ro- o g t q " h q n n q y g f " e n q e j c k t ö " F c x g " Y k e m " d g " q w v " f q p g " v j g " G came thru and claimed first in the seventh race and a second in the eighth race following his Commodore, Harvey Mickel-

sen across the line. With the light air only eight races were able to be completed before the 3:30 deadline. Jeff Romero took first overall consistently finishing in the top four in each race. Tom Koop finished second despite having transmitter battery issues for the last three races. He

would turn off his radio on the downwind legs to save power. Bill Wright finished third, one point ahead of Mark Erdrich. This was a great comeback by Mark as he missed the first race due to mechanical issues. Despite challenging racing conditions a good time seemed to be had by all.

# McCarty, Jr. Wins 2009 Nationals

**Ken Bauser ô SeaWind #100**

The SeaWind Class returned once again to Middlebury, Connecticut, and the Housatonic Model Yacht Club, scene of the 2006 Championship, for the National Championship regatta in 2009, and what a difference three years of excellent class growth have made! With just eleven contestants, mostly local skipper g t u . " c v " we now were hosting 21 skippers from eight States to include, in addition to Connecticut, New York, Massachusetts, New Jersey, Florida, Arizona, Washington State, and Maine.

With Tropical Storm Danny threatening interruption of our plans, we were fortunate to have not been rained out or flooded out, our sailing site being a holding basin in an extensive flood control u { u v g o " h q t " E q p p g e v valley. While an alternate site was planned, we would have severely taxed the smallish, thirty mile distant pond and we were thankful that the event was able to proceed as planned at Hop Brook Lake.

Friday, August 28, was a day for early registration and practice sailing, and virtually all skippers from out of town were there for the whole day despite light rains with light, variable winds. In addition to the valuable practice time it was also an opportunity to renew old friendships among the more traveled SeaWind fraternity and to meet new friends as well. After sailing concluded for the day, many adjourned to a local restaurant for some relaxed socializing and speculation as to what the coming two days would bring.

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Racing proved extremely close throughout day one, with reigning National Champion and Class Secretary Mike Eades (AZ) finishing out Saturday's regatta in first place, one point ahead of local skipper Cliff McCarty, Jr. Another point behind was Region 3 Champion Ruffy Rios (FL) in third, followed by Fred Goebel (CT) and Hank Buchanan (NY). Pointing out how close the top ten were separated by only four points.

As on Friday, after racing concluded, skippers, spouses, and friends gathered at the same local restaurant where Mike Eades is the only T which by" mid day was replaced by mostly sunny skies and better winds. U w p / day greeted competitors again with cool Racing continued to be close, with some position (*Cont. on p. 4*)



Photo by Tim Barnes

Mary Goebel after her first NCR heat win!

2009 National Championship		
Pos.	Skipper/Sail #	Pts.
1	Cliff McCarty, Jr. (204)	24
2	Mike Eades (86)	28
3	Fred Goebel (40)	32
4	Ruffy Rios (269)	40
5	John Arkenburg (195)	48
6	Hank Buchanan (79)	59
7	Al Stiewing (135)	60
8	Darrell Krasoski (76)	61
9	Charles Samaha (24)	62
10	Mary Goebel (171)	64
11	Dick Hovey (110)	66
12	Peter Jennings (90)	67
13	David Graves (737)	74
14	Adrian Sullivan (47)	76
15	Marty Besant (182)	78
16	John Coale (250)	84
17	Dick Chandler (99)	87
18	Bob Harmon (1000)	90
19	Cliff McCarty, Sr. (12)	99
20	Ken Bauser (100)	111
21	Carole Ford (169)	116



Photo by Tim Barnes

Fierce weather mark action!

(Nationals *ô cont. from p. 3*) changes among the top ten, but only one skipper, Darrell Krasoski of Florida, from outside U c v w t f c { ø u " v q r " r q u into that group on Sunday, at the expense of Y c u j k p i v q p Jennings who stumbled a bit on day two. In the end, Cliff McCarty, Jr. made a very strong finish, acing his last two heats, to overtake Mike Eades and become our new National SeaWind Champion! Likewise, Fred Goebel switched positions with Ruffy Rios on the final day to secure third overall, leaving Ruffy in fourth, while John Arkenberg, Region 1 Champion, made a strong comeback from a disappointing first day to take fifth place



Photo by Tim Barnes

A proud line up of NCR skippers and boats!

for the regatta. A dramatic finish, befitting a top notch group of competitors!

Throughout the regatta all who participated displayed the highest level of sportsmanship mixed with great competitive sailing, plus the friendliness and camaraderie for which SeaWind sailors are well known, making it an absolute pleasure for the host Housatonic Model Yacht Club to have them all with us. As Race Director, Jake Leo along with his scoring team of Carl Hansen, Melanie Benvenue and Yvonne Rios assisting, created the perfect pace to keep proceedings moving along without competitors feeling rushed or overlooked.

Highlights for such a regatta are hard to n k o k v " v q " l w u v " c " h and this regatta there were several that

stand out in memory. One would be the friendships formed and the wonderful good cheer of the competitors, sailing without complaint regardless of weather or winds.

As always, it was a pleasure to once again have our well traveled Class Secretary in attendance. It was also great to have two female skippers competing, with a very solid tenth place going to Mary Goebel ó and who will forget the first of her two heat wins when, after absolute silence from the other skippers and spectators during her long drifting approach to the finish line, the rest of the fleet strung out neatly behind her, the cheers and applause that erupted when she finally crossed the finish line! It was also gratifying to have visiting skippers so well represented in the standings, pointing to the SeaWind having ò c t t k x g f ö " c u " c " v t w

We always like to acknowledge the individual race first place finishers, and these were spread around pretty well be-

hind a remarkable eight heat bullets out of fifteen races recorded by Cliff McCarty, Jr. The next highest number of firstswasnfour each by Mike Eades and Ruffy Rios followed by Fred Goebel and John Arkenberg with three apiece, Mary Goebel with two and one each for Hank Buchanan, Darrell Krasoski, Charles Samaha, Peter Jennings, Marty Bessant, and Bob Harmon.

Thanks go to our Regatta Sponsors for their donations, Latitude 24 Designs, Berger Boats, Marilyn U v c n n ø u " U c k n " Vector Sails, Lighthouse Embroidery, Watercolors by Allie, c p f " D k n n " N { p f

-Tales. We also acknowledge with appreciation the donation of their time and effort by our great group of volunteers, in addition to those already mentioned, being our Race Committee of Dan Olah, Jeff and Sue Redston, Hans Berger, Jim Fogle, and Jeff Davenport, plus computer software coordination by John Arkenberg and photography by Tim Barnes. (For a great slide show of regatta photos we w t i g " { q w " v q " x k u k v " V [www.timbarnesphotography.com](http://www.timbarnesphotography.com) ) C n u q . " c " d k i " ò V j c p m " [ Mary Goebel for their countless hours of help in preparation and execution of the regatta. Lastly, thanks go to each u u 0 " and every competitor for making this Championship Regatta the success we hope and believe it was!

\* U g e t g v c ô t f f o m p . 2 ) F w j l s o m " be available on the new AMYA web site [www.theamya.org](http://www.theamya.org) under Regatta procedures. The latest fleet listing, available from the SeaWind Resource Center, US-SCOA page: <http://www.seawindrc.com/us-scoa/usscoa.asp> w p f g t " v j g H n g g v ö " n k p m " u j q y u fleets and I hear new fleets are developing in the Greensboro, NC and Richmond/

Charlottesville, VA areas and hopefully will soon be added to the list. If your fleet is not listed please provide me with some information so I can add you to the list. As for 2010 Regattas, currently the Region 3 Championship is set for Greenville, SC, May 21-23 hosted by the new Greenville MYC in cooperation with the nearby Asheville MYC and Green Pond MYC clubs. That is a beautiful area to take a spring

vacation,, how about joining me as a visitor there next year?

The Region 5 event is planned for Litchfield Park, AZ November 6/7th and the National Championship Regatta is tentatively set for the Sacramento area, dates for this to be announced. Check the AMYA Regatta Schedule lists and the Resource Center for dates c p f " P Q T ø u 0

(Region 5 cont. from page 1) Mike Eades had the heaviest boat there. So Mike should of course be last. He must not know this. Someone has got to tell him! The lightest boat weighed in at a very slim 6 lbs 8.75 oz, and the heaviest y c u " O k m g ø u " c v " 8 " n boats were in the 6 lb 10 ó12 oz range. With all of the boats inspected and weighed our RD, Brig North set about making sure we had a fair course. Brig keeps the heats moving, the course fair and is ready to handle any protest that might be called. F w t k p i " v j meeting Brig reminded the skippers that we would be sailing 2 heats per race. As per tradition for a SeaWind regatta, the odd/even format was used. The only difference this year was the software that was being used. A very nice program e c n n g f " ò V y g c v ò 0 " Y k keep track of not only what the score is, but who should be in the NEXT heat. There is no need to manually keep track of who will be in each heat. The software will form the groupings as the results from the last heat are entered. I highly recommend you give it a try at your next regatta if you are using the odd/even scoring system. Look for a write up in a future Model Yachting.

On Saturday we had 11 races or 22 heats. The wind was blowing from the dreaded South East at about 5 ó12 miles per hour. But it ended up being just what the skippers needed with 7 of the 15 skippers having bullets during the day. Eric



Photo by Dennis Corder

**Top Five Skippers (L to R):** Andy Rust (4th), Steve Lang (2nd), Eric Rosenbaum (1st), Mike Eades (3rd), and Bob Piper (5th).

Rosenbaum had the most with 6, Steve Lang and Andy Rust both had 4, and O k m g " G c f g u " e c o g " p count Mike out. He had a great day with his worst finish being a 3<sup>rd</sup>. Lunch on Saturday was made, setup, and served by Barbara Corder. Once again she did a great job of making sure no one could possibly go hungry. She had a Mexican set up that would make a lot of restaurants guacamole green with envy. But it was not so much that the skippers could

not enjoy dinner at one of the local restaurants. I believe all 15 skippers attended along with some of the wives to make a nice group. Bob Piper brought score sheets for everyone to see just where they stood. (Cont. on page 8)

**2009 Region 5 Championship Regatta**

<u>Pos.</u>	<u>Skipper/Sail #</u>	<u>Pts.</u>
1	Eric Rosenbaum (67)	26
2	Steve Lang (88)	28
3	Mike Eades (86)	33
4	Andy Rust (25)	41
5	Bob Piper (465)	47
6	Dennis Corder (1040)	49
7	Ken Lee (540)	64
8	Rich Hoffman (22)	68
9	Dave Schultz (151)	68
10	Peter Jennings (90)	72
11	Jerry McBride (37)	74
12	Sam Forman (244)	77
13	Rob Fresh (212)	82
14	Charles Sudduth (24)	83
15	Steve Melton (258)	110



Photo by Rob Fresh

The LLYC presented Class Secretary Mike Eades with a new banner for Region 5.

# Traveling with a SeaWind: Boat Case Options

By Mike Eades ô SeaWind #86

An increasing number of SeaWind skippers are beginning to realize that traveling to out of town regattas is a lot of fun and well worth the cost and hassle of arranging to transport your boat. The travel case K " w u g " k u " d c u g f " q p hard shell golf club case but other hard shell cases such as SKB have also been w u g f " u w e e g u u h w n n { upholstery foam carved out to receive the various items. My current case holds a

complete SeaWind boat and rig plus my tackle box with spares etc and my transformer and charger. My rig setup is designed for ease of dismantling for travel. I do now remove the steering wheels by removing the screw and backing piece, "Part E5, and store them in my tackle box. I loosen the screws securing the spreaders to prevent damage and coil up my OsProk's and backstay "securing the coils" with small pieces of masking tape to reduce tangling. I protect my sails with

pieces of bubble wrap and place a piece of foam between the top of the tackle box and the sail material to prevent chafing. My transmitter and boat stand go in my checked suitcase. The straps are custom made from materials readily available in o q g ö " j c t f y c t g " u v q t g u " case itself. The TSA seems OK with this system. It has been opened a few times, each time with a note to indicate as such, and the airlines handle it as if it were a set of golf clubs.



**(Left and Right)**  
Two similar hard shell golf case designs. The Datrek Blue Whale case on the left, and a similar case manufactured by SKB on the right. Both cases feature TSA approved locking mechanisms to better facilitate inspection. (Datrek photos by Mike Eades, SKB photos by Peter Jennings)



(Above) Some pictures of the interior layers of both cases. Notice that both have spaces for tackle boxes to store extra parts in.



**(Left and Right)**  
Additional photos with the hulls in place. Note that both cases require disassembly of the mast into two sections in order to accommodate the length. Also notice the boat stand included in the SKB layout on the right.



# TECH CORNER

## Summary of Tech Articles

For the past 11 issues of the SeaWind Express, a number of skippers have submitted extremely helpful technical articles on a variety of subjects. For this issue we have provided an at-a-glance summary of the articles published to date for your convenience. We would like to thank everyone who has contributed over the years and we look forward to many more contributions.

<u>Issue:</u>	<u>Subject:</u>	<u>Author:</u>
1	Adjustable jib boom attachment modification Rudder Maintenance: Be good to your rudder	Tom Williams Ken Bauser
2	Investigative Report: The gear of the winners SeaWind Rigging: Rules, ideas and interpretations Waterproof hatch for SeaWind More hatch ideas	Ken Bauser Mike Eades Michael Heigrodt Frank Novak Walt Chapman
3	Do it yourself travel case for SeaWind	Bob Harmon
4	Protect Your Connections	Andy Rust
5	Radio Systems for the SeaWind	Mike Eades
6	Free Up those Pesky Ball Joints An Adjustable Vang Design for the SeaWind Keeping Your SeaWind Ship-Shape: A checklist Tactics and Suggestions from the Region 5 Director	Mike Eades Doug Lanterman & Mike Eades Ken Bauser Brig North
7	Prototype Sliding Hatch Cover Design	Darrell Krasoski
8	SeaWind Mast Compression Strut (Carbon Edition)	Mike Eades
9	SeaWind PVC Pipe Boat Stand Sailing the SeaWind in Heavy Winds: Tips and tricks	Dick Faust Mike Eades
10	Painting the SeaWind: Your best finish	Charles Samaha and Darrell Krasoski
11	How to Sail Fast Boom Angle Template	Mike Eades Darrell Krasoski

## Fleet News from Around the SCOA

### By Mike Eades ô SeaWind #86

The West Valley RC Mariners, Litchfield Park Arizona held their first of the season SeaWind/1-Meter Sport Regattas November 14<sup>th</sup> with a record 17 entries including Dennis Desprois from the Copperstate MYC and Rob Shaw from Mesa MYC. The Odd-Even heat system was used and 12 races (24 heats) completed over 5 hours in winds ranging from zephyrs to around 7 mph. The racing was close and competitive with 10 skippers registering at least one bullet, including Kathy Ene-gren in her first regatta, which broke the tie with husband Brad for overall placing. When the dust settled Mike Eades edged out Dennis Desprois for the win as Dennis stumbled in the last two races. Peter Jennings took third on the third tie-

breaker over Al Stiewing with Steve Sherry a point behind. It promises to be a great season!

California SeaWind fleets had an active summer! Sacramento MYC season series involved 17 competitors with Jeff Romero taking top honors followed by Dave Sanford and Tom Koop. Elk Grove MYC in its first season had 12 competitors with Mike Rindfleisch taking first place over Mark Erdrich and Tom Dove.

The Air Capitol MSC, Wichita, KS also completed another successful season series with newcomer Rob Fresh taking top position followed by Andy Rust, John Stark and Scott Loesch. Congratulations to all who took part in these activities.

### WVRCM 1 Meter Sport Regatta ô 11/14/09 (Top 10 Finishers)

<u>Pos.</u>	<u>Skipper/Sail #</u>	<u>Pts.</u>
1	Mike Eades (86)	19
2	Dennis Desprois (106)	22
3	Peter Jennings (90)	24
4	Al Stiewing (135)	24
5	Steve Sherry (65)	25
6	Dave Nydell (224)	27
7	Rob Shaw (709)	31
8	Dennis Poole (174)	38
9	Les Sherry (172)	45
10	Larry Riese (201)	47

(Region 5 ♂ Cont. from p. 5) At the end of day 1 Eric Rosenbaum had a 5 point lead over Mike Eades with Steve Lang a point behind closely followed by Andy Rust and Dennis Corder.

Sunday could have been a disaster. We arrived at the pond to find it glass u o q q v j 0 " P k e g " k h " p q v " k h " { q w ø t g " u wind did pick up a little bit by the time skippers meeting was to be held. Unfortunately, it was from the east. This is the worst possible direction from our planned sailing area. So the regatta was moved to a different section of the park.

This new section does not have the floating dock that we had on Saturday, but now the skippers had the chance to walk the shore as they were sailing. Brig again set up a great course, skippers meeting was held, and it was off to the races. Today the wind was 3 - 65 with one gust, which came out of nowhere, of about 15. It lasted for about 5 seconds, but it had the boats that were on the water scattered all over the place.

For Sunday the skippers to beat were Bob Piper and Steve Lang. They each had 3 bullets out of the 5 races held. If you got out front and around the windward mark first, it seemed you could stay there. But one wrong tack and it was easy to watch the fleet catch up and pass the leaders by.



representative from the Samaritan Inn.

It was decided to sail right up to the end without a lunch break. With a little later start, the skippers wanted to get in the most sailing that they could. So, while everyone was packing up their boats, the scores were tallied and lunch was set up. V j k u " v k o g " D c t d c t c sandwiches all ready for us. Again she

had enough for a group twice as large. But everyone was thinking about scores not about eating. They were all ready for Brig to call out the finishes.

Local skipper Eric Rosenbaum held off Steve Lang by 2 points for a well deserved win with Mike Eades a further five points back. Andy Rust held off the hard charging Bob Piper to close out the top five.

But the finish of sailing was not the end of the story. There was a raffle held that included a SeaWind kit that had been donated by the major sponsor, RC Zone, Frisco, TX. <http://www.rczone.biz/> They have been a great partner as the area has been building up our local fleet. The owner Al Cannan was out both days taking pictures and video of the regatta. He vowed that next year he would not be sitting on the side lines, but sailing a boat with us!

We closed out the event with a donation to a local charity. The LLYC club tries to give as much as it can to not only the skippers who attend the regatta, but also to those in need. This year the recipient was the Samaritan Inn <http://www.thesamaritaninn.org> in McKinney, TX. With proceeds after expenses, and money made from the raffle, the regatta was able to donate \$550. LLYC challenges every club to give something back p ö "

## Lawrence to Take Over as SeaWind Express Editor

By Andy Rust ♂ SeaWind #25

When I proposed to Mike Eades the idea of starting a newsletter for the SeaWind Class way back in 2004, our class was just getting started. I thought it would be a nice way to help promote the class, and Mike had enough faith in me to let me give it a go despite no formal training.

Fast forward to 2009, 12 issues later, and the class is stronger than ever thanks to the steady and consistent leadership provided by Mike, and a class of loyal and dedicated skippers. The SeaWind Express has turned out to be a nice success, providing class members and the greater RC sailing world with information, in-depth news and racing results. It has been and continues to be a great ÷ c o d c u u c f q t ø " h q t " v joyed the chance to serve as its editor up

to this point. However, as is the way of things, it is time for a change. Increased responsibilities within the hobby with other classes and on the home front have led me to decide to step away from editing the SeaWind Express at this time. I plan to remain very active on the SeaWind racing scene and plan to continue in my role as SCOA Region 4 Director, so K ø n n " n k m g n { " u g g " {

Fortunately we have a new volunteer lined up to take over the editing of the newsletter. David Lawrence (SeaWind #282) of the Richmond/Charlottesville area of Virginia has stepped up to do the job. David has helped start a new fleet in his area. I will be working with David to help in every way I can to assure a smooth transition. He will take over editing duties starting with issue



David Lawrence

13 later this spring. Rest assured the SeaWind Express will be in good hands!