



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

Fall 2009



CRYA: Canada's Radio Control Sailing Authority

The CRYA is a National Organization dedicated exclusively to R/C Sailing in Canada. The CRYA is a class Association within the Canadian Yachting Association (CYA) and a member of the International Sailing Federation, Radio Sailing Division (IYRU-RSD). CRYA has a number of model yacht racing classes and maintains the standards for these classes enabling our members to race in Canadian and International Regattas.

For membership information please contact the Treasurer/Registrar. The annual registration fee is \$15 and there is a fee of \$5 per new or transferred boat - \$2 for transfer with return to registrar of original card of registration. On registering one's boat, a unique sail number is issued which enables the yacht to compete in official racing events in Canada and in other countries.

Canadian Radio Yachting Newsletter

Published by the CRYA quarterly for the benefit of their members. The newsletter includes notices of coming events, club reports, model yacht construction tips, racing tips and newsworthy articles. The newsletter also publishes changes to model yacht standards and racing rules as they occur.

Our preference is that all material be submitted in electronic format via email however we welcome any clearly written or typed material.

We love pictures and can deal with most electronic formats (JPEG is the preference) as well as actual photographs and art (no negatives please).

We need you to participate with materials for the newsletter, I can write a whole newsletter about myself, but how much will you enjoy that! - Editor

CRYA Business Calendar

- JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.
- JANUARY 31st. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.
- MARCH 1st. Expected date to receive the winter issue of Canadian Radio Yachting.
- APRIL 30th. Deadline to receive material for the Spring issue.
- JUNE 1st. Expected date for members to receive the Spring issue.
- JULY 31st. Deadline to receive material for the Summer issue.
- SEPTEMBER 1st. Expected date for members to receive the Summer issue.
- OCTOBER 30th. Deadline to receive material for the Autumn issue.
- OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconds) affecting the constitution or by-laws.
- DECEMBER 1st. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.
- DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

On The Cover:

The photo was taken by Barry Fox during an IOM visit to Gabriola Island - mentioned in the Western Report. The "Gabriola Jib Set" sail at Silva Bay.

72 is John Ball's SE Widget John's Widget was the first "Sweat Equity" Widget completed. The Odom's are Russ Pearce #41, and Keith Poulton #629

Advertising in Canadian Radio Yachting

Contact the Treasurer by the due date for material to be received for any issue.

Advertising Rates

- Full Page in One Issue \$80
- Half Page in One Issue \$45
- Quarter Page in One Issue \$25

President's Report

By Gary Bugden—CRYA president

Hard to believe that another sailing season has come and gone and, except for those of us lucky enough to live in the milder west or spend our winters in more southerly venues, sailing is over for a few months. Now is the time to start planning next year's events so that potential participants can make plans and interference between events can be minimized. There is often significant cross-over between fleets and a little coordination may help to increase participation at each regatta. The IOM and Soling Fleets are already choosing dates so it is not too early for the other classes to start planning.

To be a bit repetitious, there is still a problem with members of the CRYA Executive holding multiple posts. I have received an offer to assume the position of Regatta Coordinator, which I will be following up shortly but there are still several instances of multiple office holders.

This doubling up of executive responsibilities is not a good sign in spite of the talent and dedication of the people involved. For the continued health of the CRYA we need to find a few additional people who are enthusiastic, dedicated to radio yachting and who driven to communicate their vision and love of this activity on a national level. Otherwise we risk premature burnout of our volunteer executive. I ask all members of the CRYA to think about what they wish the CRYA to be and the contribution needed to make it happen. I encourage you to review the CRYA Constitution and By-Laws and think about serving and/or encouraging your fellow radio-yachters to become involved.

I have been working on some of the ideas I mentioned in previous reports. You will see from Larry's article in this issue that we are moving toward electronic distribution of the Newsletter and online dues

payment. Larry has also established an online discussion group for the CRYA Executive to exchange ideas. Some of the ideas under discussion at present are the acceptance of the Footy as a CRYA Class and the development of standard Sailing Instructions. I will keep you posted.

You will notice from the Who's Who page that Jim Goddard has been appointed Communications Director, replacing Ray Davidson. Ray has recently stepped back from active participation in the production of the Newsletter after many years of unselfish and important contributions. I would like to extend my thanks to Ray for his dedication and I hope that he will continue to contribute articles to the CRYA Newsletter as his schedule permits.

Again, I look forward to hearing your suggestions for the CRYA and to serving as your president during the next year.

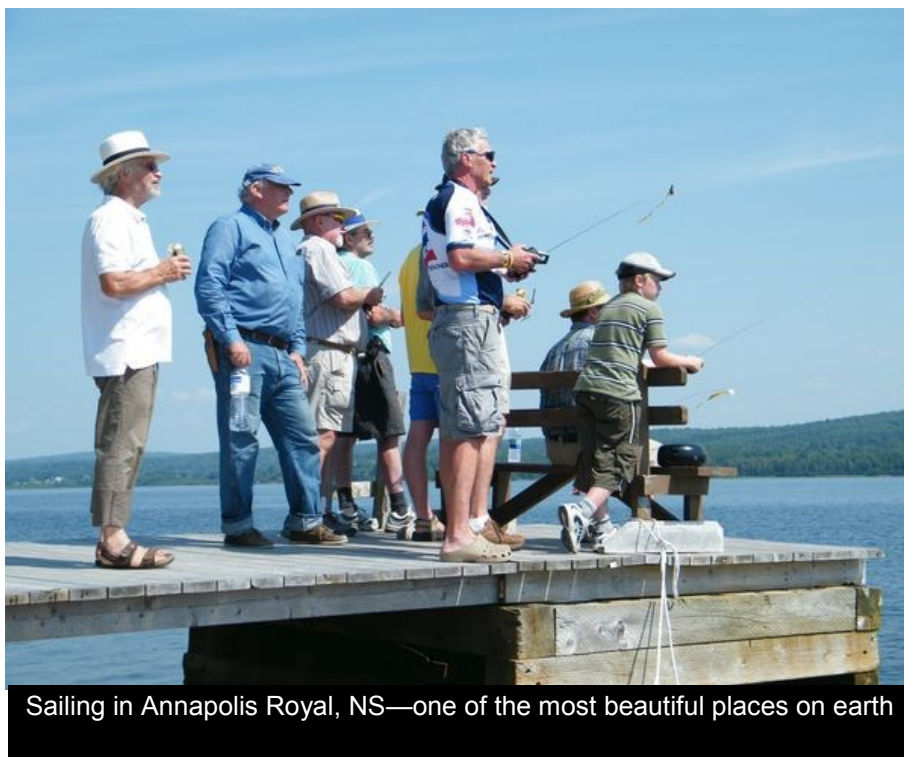
Maritimes Report

By Jim Goddard

2009 has been a great year in the Maritimes. Our club in Halifax continues to grow and prosper. We set out a very ambitious schedule that included numerous local regattas and some travel.

We have worked hard to promote R/C Sailing throughout the Metro Halifax Area and successfully worked with sailors in Annapolis Royal to help them generate interest in a new club there. Grant Slinn who now resides in Nova Scotia was a founding member of the CMYA and is helping to get the group in Annapolis started. I am truly looking forward to our next chance to travel to Annapolis for some sailing, it is a truly beautiful spot and a great location to sail.

I understand they expect to build four new Soling 1M's this winter, great news for us and the Soling Class.



Sailing in Annapolis Royal, NS—one of the most beautiful places on earth

Ontario Report

By Paul Switzer— Regional Director

Something that occurred to me as I began this article was the variety of sailing locations R/C boaters use in Ontario and how interesting I have found it to visit various ponds and lakes and sail in those varied conditions. In Kingston we used to sail in the western end of the city owned Confederation Basin which was sheltered from the waves of Lake Ontario by a stone breakwater but open to the prevailing southwest wind. It was an excellent location except for the fact that it had no bathroom facilities. We had to move away because of a condo and apartment building project on the adjacent land known as Block D and we decided we would sail off the breakwater at the Kingston Yacht Club. Sailing in the big waves we encounter at KYC requires a whole different set of tuning and steering techniques than were effective at Block D. Attention to waterproofing the boat was a key factor especially in the Soling 1M with its large hatch. I was pleasantly surprised at how well the Solings manage in these conditions. In both locations we are fortunate as members of the Kingston Yacht Club to have excellent facilities and well maintained crash boats at our disposal.

Metro Marine Modelers in Toronto sail in two sites. Humber Pond is in Humber Bay Park East in Mimico and is very much like many other R/C ponds with flat water, shifting winds and easy access to the shoreline. Abundant parking is a few steps away and the club has access to a storage building where they keep a rowboat. The Lakefront Promenade Park location in Port Credit is in a basin which houses a marina much like Confederation Basin in Kingston. Access for launching is from a bridge but the control area for sailing is well above the water on a walkway which gives an excellent view of the racing area but requires sailing a short distance to retrieve the boat. An inflatable dinghy, marks and other equipment must be brought in for each event.

In Windsor, sailing takes



Sailing at Humber Park in Toronto



Sailing at Andrew Hayden Park in Ottawa



Sailing in the waves at the Kingston Yacht Club



Sailing in the waves in NS, it's not an ON location but a great picture.

place in the fishing pond in the Windsor Campground. I found it to be a very tricky place because of a hedge that was upwind of the pond the days I was there through the gate of which the wind funneled creating some interesting shifts. However, the art of pond sailing is a major skill to be acquired in model yachting and those who have learned the tricks can be amazingly consistent in the various conditions.

The Quinte Model Yacht Club sails off the grounds of the Bay of Quinte Yacht Club in Belleville and also in Oak Lake just north of Belleville near Stirling through the generous hospitality of a cottage owner. The BQYC location has become weedier over the years spawning a transition from Solings to Mini 12s and to Fantasy 32s. The BQYC location is in a bay of the Bay of Quinte with a decent fetch from the highway 62 bridge so waves are a factor in the prevailing southwesterly wind.

The Ottawa Area Model Yacht Club sails in a large pond in Andrew Hayden Park beside Lac Deschenes in the west end of the City of Ottawa. As in Belleville, the Solings have given way to Mini 12s due to pond conditions. This is not unlike Humber Pond in that they are both beside the lake so one can see big boats on the lake.

I have enjoyed the variety of locations I have been able to sail in around Ontario by attending regattas but I have also put my Soling in the trunk when I drive on business trips and I have managed to drop into the local pond for an hour of sailing now and then before I head home.

For next summer and especially for areas I have not visited and mentioned herein, send me information about your sailing site and when people are normally there on a regular basis and I will publish it for people like me who like to drop into new venues and get to meet new RC enthusiasts.

Western Report

By Lawrie Neish—Regional Director

The leaves have not only turned but are well on their way to being a memory. The long period of blue sky, sunshine of the past six months is also suffering the same fate and it looks like we are settling into the usual West Coast weather pattern of - it looks like rain or it is raining - with some sunshine to raise our hopes.

This past weekend saw all of this in one day when the second last event of the year took place on Sunset Pond on Saltspring Island. The Saltspringers' put a lot of effort into getting the site and the pond into great shape for the event. The less than perfect weather was made up for by some very close racing with local maestro Martin Herbert taking the win followed by brother Graham both sailing Zooms. Here is an opportunity of a sponsorship for a certain car manufacturer. Martin took his own advice and sailed very consistently while keeping out of trouble. In third place was Barry Fox with his souped up Kite. Much reworking and repainting has gone into this result. Rumour has it that a certain brand of tooth paste is a major factor in 62's performance. Fourth place was taken by Ole Anderson with his SE Zoom. Ole's special plum brandy also helped to lighten the afternoon.

The last weekend in September, after a postponement saw the IOM Western Championship held at Maple Bay Yacht Club. Maple Bay has a great facility matching Saltspring Island Sailing Club's long concrete breakwater. Unfortunately

its wind pattern is not so helpful with the prevailing winds tending to blow at right angles to the dock.

This makes laying windward courses somewhat of a problem for the Race Officer and also produces an area of vertical waves creating a problem for the skippers. The event did not lack for wind with the first day producing #2 rig conditions. On the this day one of the great sights was Julian Laffin's and Graham Herbert's Zooms flying by me on the reaching leg of the course, with the skippers running to keep pace.

The second day found us with slightly less wind allowing #1 rigs but it also brought enormous quantities of eel grass broken off by the previous days wind. This caused problems for the skippers in launching their boats and trying to stay weed free. After a delay to the worst of the weed islands to pass the races were shortened to single rounds in an attempt to reduce the effect of the weeds. While the Club and its facilities are very good, I agree with Martin Herbert's comments in his report on the event on its suitability as a site for a regional event.

In October five of us took time off from chasing each other around our home water and paid a social call on the Gabriola Jib Set. This required that we take a ferry ride. To reduce the cost we car pooled and managed to pack five bodies, five IOM's and their sail boxes in and onto a Dodge Grand Caravan. Next time we will try for seven of each! Gabriola Island's sailing location is in Silva bay at the southeast corner of the island and after lunch at the local watering hole we



Packing in for the road trip to Silva Bay on Gabriola Island, BC



Sailing at Silva Bay on Gabriola Island, BC

(Continued on page 6)

(Continued from page 5)

joined the local's for an afternoon of racing. The site has to be one of the very best where the skippers do not move. In fact the locals come organized with chairs! This armchair sailing is possible as the skippers are a considerable height above the water which gives a bird's eye view of the course and eliminates the "Am I past the mark yet?" question. Altogether it was a good afternoon and allowed the IOM's to show off in the light winds.

Also during a pre-Christmas round of harps in October I managed to have a brief visit with Andrew Baak in Calgary. Unfortunately the previous week or so Calgary had a sample of the winter to come and all the water was decidedly solid so we talked boats instead of sailing. I left Andrew with the makings of a SE Widget to help reduce the chance of his developing cabin fever during the winter. I had hoped to call on James Anderson in Kelowna but he was saved by me having to spend a little more time on an instrument than I had expected and I returned to the coast via a different route.

I have not been able to find the time to make personal contact with the Nanaimo Lasers but hopefully I will manage this during the coming months.

If anyone reading this knows anything of sailing in Edmonton can they please contact me via the email address in the front of this journal

Rumbles from the Attic

By Grant Slinn

What's in the attic? Is there a model yacht? Take a look at it and see if it can be made to work again.

The advent of well engineered kit boats like the Soling has improved the sailing and fun aspects of our hobby. I think however that it has reduced the rainbow of colours and shapes that used to be seen when model yachts were afloat.

The very early RC yachts required the builder do everything, frequently including building your own radio. Winches were the subject of many searches through war surplus stores and old car parts – and they were heavy. Hulls were usually cedar planks on frames, with the occasional carved hull built up by laminating pine planks cut out to the shape of the waterlines. Masts were wood, frequently made in two pieces lengthwise in order to get a sail groove. Old piano sound boards were eyed carefully for the right kind of Sitka Spruce, generally considered the optimum wood for masts and booms.

Don't overlook the fibreglass hulls. Mass produced, these were available from the mid '70's onward. Many have design features that relate to the earlier vane controlled models. Several excellent models were produced in some volume. Keep your eyes open for Santa Barbara and the original Soling as well as East Coast 12 One Design.

The popular development classes of Marbleheads and 10 Raters produced some wonderful models with the 10 Raters in particular having a wide range of hull designs.

Look for aluminium masts, moulded plastic fittings and panelled sails.

Sail winches were evolving during this period from mainly swing arm to rotary drum. Many drum winches were made by enthusiasts and used a modified servo driving a drum mounted separately on it's own bearings. I think Futaba had the first mass produced drum winch, requiring a separate battery.

If you can find an attic treasure, spend a bit of time restoring it and get it sailing. You may find its performance is amazing. Also – resist the impulse to dramatically change the way it works – better to spend some time figuring out how it was supposed to work.

So if you're up in the attic, or at a neighbour's yard sale, keep an eye out for these older models.

If you find something and don't recognise it, feel free to contact me and I'll be happy to help. Digital photos, with a tape measure included, are an easy way to capture a lot of information easily.

And if you find a fibreglass Marblehead with a white deck and an orange hull with elliptical cross sections – please let me know. This was my first serious model yacht. And by the way it was registered as # 99 by the AMYA. Don't know what the current numbers are up to!

Grant Slinn is a retired mechanical engineer who worked in Science Centres for most of his career. He developed the adult education program at the Ontario Science Centre in Toronto that built over 100 Marbleheads and six 10-Raters over 4 years from 1970 to 1974. He was involved with the founding of the CMYA, the predecessor of the CRYA.

Soling One Meter Report

By Paul Switzer—Soling Class Secretary

Hopefully all of you had a great sailing summer despite the somewhat different weather patterns that seem to have affected some parts of the country. In Kingston, famous for its southwest winds, we had weeks of east and northeast wind in the fall which turned our normally rough conditions and big waves into more like pond sailing with shifty winds off the shoreline and calm water. It gave us some valuable practise in conditions many of you normally sail in and we are not used to. The rainy spring and calm fall plus a reduction in participation in our local fleet did impact our sailing somewhat and we completed only 15 of the 24 regularly scheduled race nights between the beginning of May and mid October.

I am happy to report that the sail cloth rule change motion I have been mentioning in the last couple of newsletters was passed by a vote of 161 – 27 in the summer AMYA elections. The first sentence of Rule 6.0 which reads:

“Sails shall be single-panel made from woven cloth of polyester fiber only, with a weight of approximately 3 ounces per sailmaker's yard.”, is replaced with:

“Sails shall be single-panel, made only from woven polyester fiber cloth, having a thickness of 0.004 to 0.007 inches

(0.1016 to 0.1778 millimeters).”

The remainder of Rule 6.0 will remain unchanged. This will give builders, sailmakers and regatta organizers a set of measures that can be performed with a simple micrometer with the sails rigged on the spars to ensure sails conform to the rule.

The Class Advisory Council which had been established in 2005 when rule changes were being made has been rejuvenated. With representation across North America including Canada it will be a reviewing body to ensure rule changes are implemented having taken into consideration all the potential impacts of the change. Look for some clarifying updates to the official rules on the AMYA website over the next few months.

Looking forward to next year now that winter is upon us? Keep an eye on the CRYA events section for the 2010 Soling Canadian Championships probably in July. It's a good time to start making those boat modifications you have been thinking about this summer.



IOM Report

By Lana Butler - Class Secretary

Greeting all IOM skippers. Please be aware that the results of the Special General meeting have been finalized. Please check out the IOMICA webpage at <http://www.iomclass.org/> The result is that the motion was defeated.

I would like to encourage all CRYA members with a registered IOM to join the forum and stay involved with the Class and the decisions involving the class.

Next years IOM regattas, although not finalized will show a western Regional in BC and an Eastern Regional in ON as well as a National in ON. (tentatively in Kingston) All dates and locations will be finalized in the new year. If you would like to host an event please sent information to me and we will assist you.

Soling One Meter

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IOM Western Region Championship

Maple Bay Yacht Club, September 26-27, 2009

By Martin Herbert

This years Regional Championships suffered from postponement and venue uncertainty right up to the last minute with the result being a very poorly attended event. There were no boats from the mainland and only a very thin Victoria representation. Perhaps we are suffering from Regatta burn out. Lawrie Neish stepped in after the postponement and made the regatta happen. He also did an admirable job as race officer under very difficult conditions. Saturday had strong B rig winds with waves crashing onto the dock making boat retrieval difficult and potentially dangerous to the boats. The skippers were challenged by having to tack away from the dock to a distant weather mark that tested our depth of field vision. Our bow bumpers were also tested as we approached the weather mark in what may have been slightly more tide than the rest of the leg. Ole Anderson was sailing his new SE Zoom and had only finished his A rig but did a great job of staying in control while totally over powered. He now has a B rig!

Hornby Island sailors Graham Herbert and Julian Laffin took command in the strong wind and shared most of the firsts ending the day separated by only a point and with a good lead on third. Juliann particular, put on a spectacular demonstration of high wind reaching and surfing that was a joy to behold and I found myself beholding it several times to the detriment of my own speed!

Sunday had good top of A rig weather from a slightly more difficult

angle that forced the start line to be skewed so that the race officer could sight it. Over the course of the day the start marks converged making the line very short and as a result there were many collisions. But the main problem of day two were the weeds, weed beds, weed islands and kelp strands. They were so bad that the races had to be kept really short as there was no way to de-weed while racing and if you caught two clumps

held in these terrible conditions. The only bright side to this otherwise torturous day was the starting clinic put on by the Hornby fleet. In race after race they emerged in the right place going forward and away from the general carnage.

They also had found the tune for the lumpy conditions and were visibly faster than the rest of the fleet. Julian has only been sailing RC boats for a year and has no racing experience, but he has a great mentor in Graham, who has been sailing and racing since the mid 60's, albeit mostly in oversized boats. It is great to see how they tweak and

nudge their boats toward perfection between races and how open they are to helping others as well. The other high point for Saltspring sailors was to see Ole, with one small weed, overhaul Graham, with one weed bed, king size, to win a race. In the 35 race series only four boats won races and they were all Graham Herbert designed Zoom's.

I have sailed at Maple Bay twice before and found it to be an adequate site for racing but this

experience would cause me to vote against it for any major championship in the future. I also think that in a championship we should not have to race in weed conditions that existed on the Sunday.

That being said I still think that the best sailor won and I congratulate all who survived!



Clearing weeds at the Western IOM Championship Regatta
Maple Bay Yacht Club, BC

you were literally not able to control your boat and had to be rescued. Again the wind pounded onto the dock and there was a weed belt along the whole length. For a while an attempt was made to rake a launch path but the final result was not good.

Tactics evolved into throwing your boat three feet out, beyond the weeds, just prior to one minute, charging along the line and beyond and going head to wind at 40 seconds to back off the weeds, then creeping towards the line hoping to at least start weed free. Twenty races were

HAMYC Club Championship

Dartmouth, NS, October 19, 2009

By Jim Goddard

Jim Goddard was crowned the Halifax Area Model Yacht Club Champion for the 6th year in a row after a one day regatta held on Sullivan's Pond in Dartmouth, NS. Bob Boutilier and Gary Bugden finished second and third.

Conditions were cool with a varied wind strength and direction throughout the afternoon.

The final result tends to

obscure the continued improvement in boat handling and sailing knowledge of some of the club's newer members, in particular Mike Waller who has had a strong sailing season. Mike will hone his skills in Florida this winter, and we expect he will surprise us all in the spring.

Fred Lindeijer, Ben Rusi and Brian Wilmschurst also sailed very well and battled each other all day long.

2009 HAMYC Championship Regatta—Final Results

Rank	Skipper	Points
1	Jim Goddard	11
2	Bob Boutilier	30
3	Gary Bugden	39
4	Ben Rusi	44
5	Brian Wilmschurst	44
6	Fred Lindeijer	45
7	Mike Waller	69



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2009 Soling 1 Meter “CanAm Challenge Cup” Regatta

Stowe Yacht Club—September 12 & 13, 2009

By Charlie Berry

The seed for this regatta was planted during discussions at the Canadian Soling 1M National Championships earlier this summer in Hudson, Quebec. A number of Canadian sailors had been competing in regattas held by the Stowe, VT club for years. More recently, several Stowe sailors had been traveling to regattas in Canada. The two most involved clubs in the cross-border sailing have been the Halifax, NS club and the Stowe club. Naturally, a friendly rivalry began to develop. Informal discussions around the bars at the different venues were now formalized at the Hudson regatta. Stowe sailors announced the “first inaugural CanAm Challenge” at the Hudson awards ceremony.

After setting the date, the Stowe club soon realized that unforeseen conflicts with other events, mostly in other classes, would keep a number of hoped-for participants from attending this event. We discussed this situation with Jim Goddard of the Halifax club. He surveyed his group, and they were coming to Stowe! That’s all we needed to hear. Both clubs were anxious to have the CanAm Challenge move forward. As a result, this regatta represented sailors from the Halifax and Stowe clubs.

Four sailors from Halifax made the long trek to Stowe: Jim Goddard, Bob “Boots” Boutillier, Gary Bugden and Ben Rusi. The Stowe club could only muster four sailors on Saturday due to some unforeseen personal matters for Ken Shaw and Bruce Nourjian – but they did join the fray on Sunday. The others in the Stowe group consisted of Paul Fixx, Tim Stone, George Dean and Charlie Berry.

The RD for the regatta was Bob Letwenski, assisted by his wife Suzan, Rosemarie Fitzhugh and Niels Olson. They would be dealing with light & variable winds throughout the weekend, and managed to keep the event moving right along. The scoring format was addressed at the

skippers meeting. The racing would be based on individual performance – no team racing allowed. These individual scores were then applied to the Team scoring, with the top 3 scores from each country applied to the Team results for that race. In this manner, any sailor could help out his team by scoring in the top 3 of his team in any race.

The conditions on Saturday were light & variable, and the racing was close. At the end of the day, Jim Goddard was in 1st (10 pts), Charlie Berry in 2nd (11 points) and Boots Boutillier in 3rd (16 points). The Canadian team led the U.S. team by 5 points.

If the sailors thought Saturday was light & shifty, wait until they experienced Sunday: Extremely light & shifty! Charlie Berry’s boat seemed to thrive in these conditions, scoring 7 bullets in the 10 races. In addition, Bruce and Ken joined in the racing and had some strong finishes for the U.S. team, helping the U.S. contingent to pull out the Team victory by a score of 140 to 223 for Team Canada. Jim hung on to 2nd place overall, fending off a strong finish by Paul Fixx, beating him by one point.

While the U.S. team won the sailing event, the Nova Scotia crew certainly won the shore side event. At the skippers meeting, the group showed up with their red & white Canadian Maple Leaf hats. You had to see these things to believe them. And, with great pride, they told us that they cost under a dollar each. We had no reason to doubt that fact! And, the U.S. group realized it now has a “hat challenge” to pursue for 2010.

Though the sailing conditions were challenging, the CanAm sailors had a great time. There was a true Corinthian spirit among the group. The NOR stated the objectives of the regatta were (1) “to promote a friendly, yet competitive, regatta” and, (2) “to create the beginnings of

a friendly cross-border rivalry”. By those measures, the regatta was most successful. There was unanimous support to hold the CanAm Challenge next year, again at Stowe.

The 2010 date will be determined and promoted well in advance to avoid as many conflicts as possible and to build support from other U.S. and Canadian clubs.

RESULTS

	Skipper	Club	Pts
1.	C. Berry	Stowe	20
2.	J. Goddard	HAMYC	37
3.	P. Fixx	Stowe	38
4.	B. Boutillier	HAMYC	30
5.	T. Stone	Stowe	65
6.	B. Nourjian	Stowe	75
7.	B. Rusi	HAMYC	75
8.	G. Dean	Stowe	80
9.	G. Bugden	HAMYC	81
10.	K. Shaw	Stowe	127



Stowe is infamous for light air, but Sunday brought a whole new level of light air. In NS we call that no wind and head for the bar.



The Canadian and American Teams pose together before the racing starts. We won the team dress competition but we lost the regatta. Stowe is a challenging venue to sail, and we look forward to winning there next year.

Letters to the Editor

By Our Members

Hi Jim,

In the CRY Newsletter, Fall 2009 page 15, Tale of Two Ponds, you ask..... what can we do to get more attention by your city authorities. It helps if you have a power boat fleet and can work with them as we have been doing since our beginning. We are a mixed club.

1. Go to City Hall, Parks and Recreation Dept. Request that they list your Club name and activities in their publication(s). Dartmouth being close to a marine environment so models of boats are appropriate and educating). Show them photos and invite them to your pond. Let them have a go at sailing.
2. Contact the media and tell them about your activities.
3. Talk to the managers of shopping malls and suggest you put on a display. In addition to the static displays on tables, if possible have a portable pool. Here the powerboats provide the action especially if buoys are positioned for a steering course. Let the kids in on this, its lots fun even for the adults but the kids may win since some are good at it. They have model cars at home!. This all adds up to action and brings the people around. Have signs hung up overhead with your club(s) name on. Hand-out leaflets. Have second thoughts about fans for sailboats since these can mean problems with cables etc under peoples feet.

If a portable pool is available then try for an outdoors event in the mall parking lot. With some breeze have small sailboats such as Micro Magic, Footy etc. Our pool only allows for about 5-6 inches of water but if there is a breeze the sailboats provide action and draws the crowd. You can consider a rope barrier to keep spectators a few feet away from the edge.

All this adds up to a lot of fun, lots of action and your name gets known. Then you can consider doing shows out of town, country fairs etc. Some may pay you for doing this which helps club funds. Again a pool is an advantage. The local fire dept. may help with filling the pool.

Hope this helps. And thanks for an interesting Newsletter.

A.B.(Steve) Stevens, Sailing Master, Mid-Vancouver Island Marine Modelers. (Nanaimo)
CRYA 433.

2009 CRYA Sailor of the Year

By Gary Bugden—CRYA President

This year's CRYA Sailor of the Year Award goes to Mike Wagstaff of the Okanagan Model Sailboat Association. Mike received letters of support from both CRYA and AMYA members, which I think is indicative of his extensive efforts on behalf of West Coast R/C Sailing and the eclectic nature of his other activities. These are described in the letters of nomination and support below. Congratulations Mike.

"I would like to nominate, MIKE WAGSTAFF of the Okanagan Model Sailboat Association, for sailor of the year.

In the past 3 years since I became a member, Mike has brought the sailing level of all club members to a level nobody thought was possible. His knowledge of sailing and the rules is extraordinary, and he quietly shares this knowledge with all members. Mike has represented Canada at the USA Nationals over the past 4 years and is always in or near the top 10.

When he at home and not working he:

- Assists James Anderson (2004 Sailor of the year) in the Clubs winter courses on building new boats and refitting.
- Sets out our permanent course markers in the spring, takes them out in the fall, and sets varied markers depending on wind conditions during regattas.
- Sets varied courses during our twice a week racing sessions to make all sailors think more when we have a reaching wind.
- Is first at the course, and helps all with tuning according to the day's winds.
- Is available for extra sailing lessons in the week, with his own boat on the sidelines.
- Shares a hard-shell case for a Victoria for others to travel by air to other regattas.

On the personal side of his life, Mike is a helicopter, firefighter pilot. He, along with other firefighters, was honored by Governor Schwarzenegger, with special commendations. Mike also won the inaugural Canadian Ironman Competition. Anytime we race with Mike it seems like he is in Alinghi and the rest of us are in ordinary boats."

Respectfully submitted,
Mike Baldigara CYRA 917

"Very well done Mike. I fully agree with the nomination."
Mike Frisque CRYA 860

"I would like to support Mike's Nomination of Mike Wagstaff for Sailor of the Year. My experiences with him down here south of the boarder have been extraordinary. He has the ability, on and off the water, to bring people together and make them feel good about themselves and in the case of sailing their boats as well. I can only aspire to be the person he is."

Morgan Dewees AMYA

With the assistance of Lana, I am putting together an award package for Mike and the last few award recipients who have come away empty-handed following recent reductions in CYA support. More on this later. A reminder that now is the time to start putting together your nominations and letters of support for the 2010 CRYA Sailor of the Year.





Mike Wagstaff –CRYA sailor of the Year for 2009 at work on a Victoria. In the last few issues of the CRYA Newsletter, I have been trying to show more of the people side of R/C Sailing. While the boats and racing are great, it's really people like Mike that make it so much fun to be part of.

HAMYC Frostbite Championship

Dartmouth, NS, October 25 and November 2, 2009

Rank	Sail	Skipper	Day 1 Net	Day 2 Net	Total
1st	544	Jim Goddard	8	9	17.0
2nd		Bob Boutilier	18	19	37.0
3rd	50	Brian Wilmshurst	23	23	46.0
4th	109	Richard	28	24	52.0
5th	136	Mike Waller	42	32	74.0
6th	40	Fred Lindeijer	23	56	77.0



Light air at Sunset Pond in BC



Frosty air at the HAMYC Frostbite Regatta



Warm air at the demonstration regatta in Annapolis Royal, NS

Registrar's Rambling's

By Larry Miskie

As the calendar year approaches it's end we are into the hard water season in Southern Ontario and CRYA renewal season across the country. On the southern shore of Georgian Bay the water does not freeze over for another month or so, but the temperature near the water's edge makes it real hard to stand in one place without a really warm parka. Frankly, I would rather stay indoors and process renewals than freeze my extremities at the water's edge.

This year there is a new version of the Membership Application / Renewal form. There is a new question on the form which requires your attention, namely your preference for Newsletter delivery method. Please mark your choice of (1) Continue to receive the black and white printed version of the Newsletter delivered through the postal mail system or

(2) receive the full colour digital edition delivered via a link in your email.

If you choose option 2 for Electronic Delivery it is critical that the email address I have on file is valid. Please verify the address on the **Yellow Membership Information** sheet is correct and your preferred delivery address. I expect that many of you have multiple email addresses. I have at least 5, so make sure the email address on your Information Sheet is one you regularly monitor.

The Electronic Delivery method was tested with a few of you earlier in the year and feedback on the method has been positive. It is simply a link in an email that when clicked starts a download of the Newsletter in PDF format. For those using WINDOWS machines the Adobe reader is probably already on your machine. Clicking on a file with a PDF extension usually starts the reader. If you do not have the **free** Acrobat Reader or

another PDF reader the Adobe reader is available at the Adobe site. A link to the Reader download is also available on the CRYA web site. For those using LINUX a document reader is probably already installed but if not there are many available.

For this issue of the Newsletter the Electronic version will arrive in your In-box approximately five days after the **printed version** is mailed. You may then do the comparison and make an informed choice when you do your renewal.

MEMBERSHIP Information Form

Each year with the Fall Issue I enclose your personalized form for four reasons.

- It provides you with the contact and boat registration information I have recorded.
- I need you to verify that the information is correct, and if incorrect then provide corrections.
- It is an easy way to do a membership renewal, not writing required if the information is correct, just fold it and mail along with a cheque. Please do not cut, spindle, or mutilate the form I want the whole sheet. It is much faster for me to process a renewal from this form than from a handwritten application form because if you have not marked any corrections I know immediately that I do not have any maintenance to perform.
- It is supposed to be a not too subtle reminder to do your renewal now and not wait until May. Remember that water I was talking about earlier. Well when the soft water season returns in the spring I would really rather be outside enjoying the vista on southern Georgian Bay than at my desk playing with stacks of paper.

ELECTRONIC BANKING

Another new possibility came on my horizon recently courtesy of my sister-in-law. She made me aware of an electronic payment method available from most major banks. I checked my personal bank when I was on-line paying my monthly bills and found they have a mechanism in place that would allow transferring funds (payments) via email to an individual. This is not the same as paying your utility bill where the service provider is a company registered with the bank. It is simply a method of sending money instead of via a paper cheque directly to some one with an email address and who is set up to do electronic banking.

I would like to determine if this option would be of interest to the membership.

Do you do electronic banking?

Does your bank offer this method of making payments as an option?

If you answer yes to the above 2 questions are you interested in doing membership renewal, registration payments etc via this method.?

If there is interest in using this payment method let me know via email and I will investigate further. Do not try this today it is not setup at this end.

In conclusion, best of the upcoming holiday season to you and yours.

Position	Name	Address	Phone / Fax	Email
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ISAF 1M	Lana Butler	1429 Sydenham Road, Kingston, ON K7L 4V4	613-634-1140 (day) 613-546-9777 (night) 613-634-1109 (fax)	pastpresident@crya.ca
US 1 M	"Vacant"			
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Canadian Radio Yachting Association

Membership Application/Yacht Registration



Renewal: _____

Date: _____

New Member: _____

Name: _____

Postal Address: _____

City: _____

Province: _____

Postal Code: _____

Telephone: _____

Newsletter Delivery—Check One: _____

Digital Colour Edition Via Email: _____

Black & White Paper Edition Via Postal Mail: _____

Email Address: (Required for email Newsletter delivery) _____

CRYA #: _____

2nd Member Name: _____

Club Name: _____

Club City: _____

Annual Dues: \$15 (\$7.50 for each additional member at the same address: \$ _____

CRYA Pins: \$5 each (5 for \$20) \$ _____

Registration Fee: \$5 for each new or transferred yacht *****see note \$ _____

Total: \$ _____

List New or Transferred Boats

Class	Designer	Hull#	Existing Sail #	Previous Owner CRYA#
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Please print fill out and send this form with your cheque or money order payable to CRYA to:

Larry Miskie
CRYA Membership
848 25th Street A East
Owen Sound, ON N4K 6W6