NEW ZEALAND
RADIO YACHT SQUADRON

‘UPWIND’

December 2012

THE HOME OF UNMODIFIED RADIO YACHTS.
KYOSHO SEAWINDS - TAMIYA YAMAHAS - FAIRWINDS - WHITBREAD 60s – ONE CLASS DESIGNS

Seawinds Discontinued - or not

Rumours of the Seawinds being discontinued have been around since the Tsunami. Initially it seemed that it was just the Carbon Fibre Edition. Kits, parts and sails have been reported to be in short supply in the USA but it was reported in July that new sail sets had arrived and another shipment was due in September. It seemed that production of all Seawinds had stopped. Fortunately the distributors, Toymod, report having a good stock of kits and spares.

More recent information, see 'Letter From Japan' in this issue, is that production will restart in the new season, which I take to mean northern spring. The main issue is that Kyosho America will no longer be importing Seawinds so they are discontinued only in the USA.

There must be dozens of Seawinds in cupboards, perhaps some uncompleted or no longer fully operational. It has been suggested that the club should try to track down, and obtain, some from past members, or buy them from TradeMe. There would be some problems in doing this as they would need to be stored and maintained and may result in a loss if they can't be on-sold to prospective members. Also there is a risk of damage or loss.

We should also investigate additional boat kits if the Seawind is no longer produced. It is possible that the Seawind may be replaced in Kyosho production by a new similar design, or we may be able to locate an alternate boat that is as good. There are very few sail boat kits though, most of the available models are already, at least, partly assembled and painted.

Annual General Meeting 2012

Photo: Terry O'Neil

The meeting was held at the AAFL Clubrooms at Onepoto Domain again this year. Unlike last year there was a booking for the time up to 3pm by a Korean group so we didn't get access to the room before the meeting should have started.

This wasn't a problem though, we had arranged the catering to arrive at 3pm and it only took a few minutes to set up the chairs and tables and lay out the prizes and the snacks.

Before the formal meeting started we took time to gather together and to eat the sausage rolls, savouries and cakes, along with juice and fizzy drinks.

The proposed racing program was based on last year's with just small adjustments for different high days and holidays. The mebership seems happy with this so it was passed.

Terry's proposed some changes and these were discussed resulting in the Divisional series having 2 worst scores dropped and a rule for a 2nd penalty turn were an infringment resulted in advantage.

Carol discussed the Council's inaction on dredging and maintaining the pond.

The prizegiving rounded off the meeting.

A big thank you to Cindy and Carol for organizing the catering and clearing up afterwards.

NZRYS Prizegiving 2012

Commodore Kevin Webb presented the trophies assisted by Ivan Fraser.

The season's results were listed in the October edition of the Upwind newsletter and the AGM reports.

Geoff McGill won the Aggregate Series Challenger's Cup and the Autumn series. He was also 3rd in the Summer, Winter and Spring series. The match Race Cup has yet to be sailed for between Geoff and Kevin.

Peter Andrews was presented with a trophy for being 2nd in the Spring Series.

Neil Purcell (below) was 2nd in the Summer Series and 3rd in the Aggregate Match Racing.

Daniel Bush won the President's Regatta with a perfect score.

Peter Andrews was 2nd and Kevin Webb 3rd.

Kevin Webb had to present many of the trophies to himself having won the Summer Series, Winter Series and Spring Series, the A Division second series, and had 2nd place in the Autumn Series and 3rd in the President's Cup Regatta.

Gary Irwin had been presented with a trophy for 2nd in the Winter Series. He was also awarded the 'Sandbagger's Trophy', this being voted for by the members.

Ian Bergquist was awarded 'Most Improved Newcomer' trophy.

Geoff McGill was awarded the 'Services to Radio Yachting' trophy for his work in leading the Racing committee each week at the pond and ensuring the best racing was achieved.

Also awarded trophies this year were Ivan Fraser for winning B Division first series, Terry O'Neil who won the B Division second Series, Bruce Watson 3rd in the Autumn Series, and Richard Plinston 2nd in Aggregate match racing.

Letter From Japan:

Dear Richard,

Mike Eades of US-SCOA told me about the KYOSHO USA's decision to stop importing the Seawind Kits.

How is the situation in New Zealand?

Fortunately, Kyosho Japan did not discontinued the production of Seawind. They will consider re-production from next season. In the meantime, the kits are all sold out in Japan, but we all anxiously await for their new kit from next season.

Did you know Kyosho Japan started selling Fortune 612II ready to sail kit with 2.4Ghz Tx and Rx? I have personally recommended Kyosho Japan's user support personnel to do the same with the next season's Seawind Complete Kit.

BTW, does your mailing list include Kyosho Japan representive? If not, I will ask them (Kyosho Japan) to provide you with the e-mail address, so that they can monitor what is happening in New Zealand.

Personally, I feel your Squadron has the most active Seawind One Design racing, per one particular club unit in the southern hemisphere.

Appealing such activities to Kyosho Japan, may have a positive result for reconsideration to export new kits to your area.

Best regards,
Akio UTSUMI
Class Secretary
Japan Seawind Class Owners Association

Akio,

Thank you for your letter which seems to clarify some points. There does seem to be some confusion about the issue of whether the Seawind has been discontinued. Certainly it seems that there is no current production of the full kits, but Mike Eades is reporting that spare parts, in particular sail sets, have been arriving in the US.

Here in NZ the importer says that he has adequate stocks of kits and parts.

I hope that you are right about re-production. There were some rumours that the moulds would be reworked and that a new Seawind II would have a new part number which is why the old number was removed. This has happened to other Kyosho products, such as the Fortune 612 which you mentioned and the Fairwind which is now the Fairwind III.

I would be glad to add Kyosho to the mailing list if you get an email address.

Richard.

Seawind Status Request

In order to try to get a definitive answer on the issue of the Seawind being discontinued I wrote an email to Kyosho America. So far I have not received a reply.

To: Efrain Manzano, Kyosho America
CC: Mike Eades, Akio Utsumi

Dear Sir,

I am the president of the New Zealand Radio Yacht Squadron. This club was started in the mid 1990s to sail and race one design yachts and has sailed at Onepoto Lagoon every Sunday afternoon since then. When the Kyosho Seawind arrived in the late 1990s the members soon changed over to that design and currently it is only the Seawind that is used by our members.

Our membership varies between 25 to 30, and we have had up to 18 racing on a Sunday. We have a club boat which is available to members if their yacht fails and this is also used to promote the sport, the club and the Seawind by being offered to passers by at the pond who show an interest.

Recently we have heard reports that the Seawind is to be discontinued. There is some conflicting information that isolates this to Kyosho America. I would be grateful if you could provide some firm information about the status of this yacht.

Over the years several different one design kit yachts have been used at the pond: CR-912, Yamaha, Fairwind; but none have the performance and sailability of the Seawind. It has also proven to be rugged and cost effective, with only minor structural or maintenance issues. My original boat is now 12 years old, and some older ones are still racing. The availability of spare parts is important to keep these boats in service.

We would like to keep being able to buy new Seawind kits and spare parts so that we can continue to race competitively and bring new members into the sport with new Seawinds.

Richard Plinston, President, NZRYS

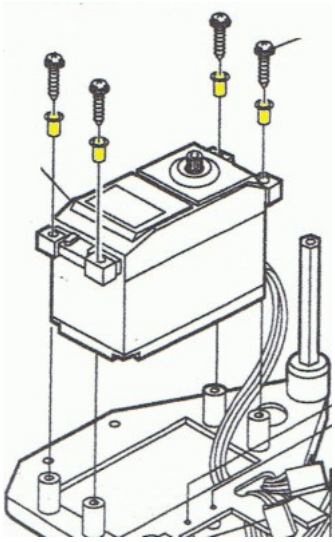
Cracking Servo Posts

by Ian Bergquist

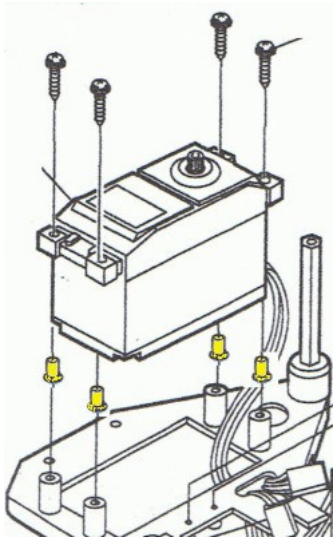
Tried band ties, gluing !! ****!… xvfsdascbvbnn!

Instructions #11 Seawind:

Installing servos – it's wrong! The little brass spacer is illustrated as being installed the wrong way, - it may be easier to do this way but the flange should be on the bottom of the rubber grommet. Use Ados F2 to secure them in place otherwise they can drop out while installing , so that the flange on the screw nips down on the spacer tube. From an engineering / design point of view it is perfectly logical. The illustrated way drives the edge of the tube into the plastic mounting post, (along with rusting steel screws) causes them to split due to over tightening of the screws.



As shown in instructions.



As it should be done.

As the printed instructions are not issued by the servo manufactures, if the servo is installed as shown it could nullify any warranty issued with the servo; so I have been told by an importer / retailer.

Another hint, use Loctite 771 anti seize grease on the screws, it stops them from rusting and fusing to the plastic posts. Use on any aluminum post/steel screw combination .Also use on the keel bolt and rudder shaft. It is thicker than silicone waterproof grease and not as messy as Vaseline, and you can see it on the hull after it has been pushed out of the rudder tube.

[Note from the editor:] I couldn't find Loctite 771 but Repco has a similar product in Chemz code 7443 Anti-Seize for stainless steel. This is for use with steel, aluminium, copper or brass. $10.50 for 30gram tube.

Capt Tolley's Creeping Crack Cure

The club has purchased a tube of this leak fixing product for the members to use if they require.

Seawinds often suffer from cracks around the keel box where stress fractures radiate from the front and rear of this. Extreme cases can break the front of the keel box away from the hull bottom and the Club Boat has suffered from this and needed to be repaired with reinforcement inside and outside the hull.

In less serious cases the cracks usually result in leaking. This product can be applied to the cracks and will flow into these with capilliary action and then will set to form a seal.

Members may use the few drops necessary for hull cracks at no charge.

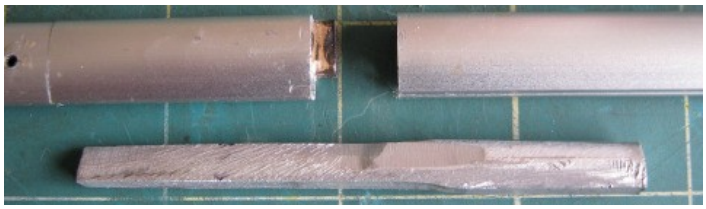
The product is also available from: So-Pac Marine, 41c William Pickering Dr, Albany 0632.

Yet Another Mast Repair

Geoff McGill had his mast break in early September. The failure was typical with a ring of corrosion just at the bottom of the jointer where moisture works with the differing metals to eat away the aluminium.

I took the broken pieces away and started to work on them. The broken ends were cleaned and filed and solid metal was found with just the loss of 1 millimetre on each piece.

A piece of aluminium was cut from some scrap mounting that I had. This was shaped into with a profile of an elongated 'D' on one end to fit the mast section and a trucated triangle on the other to fit into the standard jointer. The shaping was done using a bench sanding disk. It gets very hot so the piece was held in a 'vicegrip'.



When Geoff broke another mast just two months later I completed the repair using liberal amounts of epoxy glue, putting it all together and checking it was completely straight while the glue set.

Black Wire Disease, Black Wire Rot, Black Wire Corrosion.

By Ian Bergquist

Call it what you like.

Got R.C. boat, plane, a full size boat on a trailer or on the marina, a camera, a house, car, motor bike or a commercial plane? Then you may have experienced B.W.D. It is not confined to salt water and nicads or NiMh combinations. There are 2 million explanations for the cause of the problem.

In a 6 volt system the consequences can be a disaster. Are your batteries over-heating when being charged? Taking a long time to charge? Wires breaking at joins/connectors. Can't solder the wires? Power drops along short lengths of wires? High battery drain? Sudden lapses in control? I don't mean brain fade! All tell-tale signs.

Some of the theories are impurities in the copper, silicone coated wire, chemicals in the batteries, manufacture techniques, what ever it is more prevalent now than ten years ago. R C manufactures have been battling this problem for the last fifty years.

Unused copper wire on a spool has shown signs of B.W.D. after sitting on a shelf for a number of years!

It affects all wires whether they are red, black, brown, white, green or blue, and that's the colour of the plastic covering. Once upon a time the neutral wire was steel or tin plated, and the wiring supplied in R.C. systems is light weight, designed for gliders where weight is a problem and there is not much resistance to the control mechanisms. A boat or car has greater loading on the servos, so it needs more power to hold them in position. The greater the resistance due to B.W. D. will cause a reduction in the current flow which will result in a reduction in response.

Now they are saying that even tinned wire is susceptible to B.W.D., it just takes longer, you can't get away from it.

The only way to check of B.W.D. is to strip the plastic off the middle section of your battery wires. Now replace both wires from the battery pack to your receiver, dump the switch, a major cause of problems. Another problem area is the power feed plug to the receiver. Any water, especially salt water, and we all know Seawinds leak, can cause corrosion on the male pins of the receiver, which in turn causes arcing and its erosion , means more resistance, more problems. Electrical waterproofing sprays are available in spray cans, along with contact cleaners. Heavy corrosion on terminals calls for replacement.

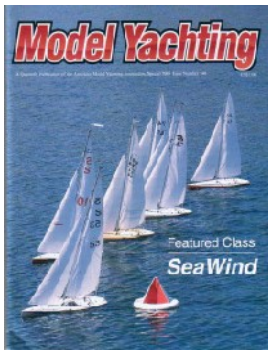
More reading:
www.modelflight.regheath.com/mf117/airspace.htm
www.rcgroups.com/forums/showthread.php?t=634321
http://www.barbadosrc.org/misc/blackwire.php

AMYA Model Yachting

The American Model Yachting Association (www.theamya.org) has published the quarterly 'Model Yachting' magazine since the 1970s. More recently they have been producing issues which have a primary focus on specific classes. The Spring 2012 issue, number 169, features the Seawind. Previously, issue 140 from 2005 had also featured the Seawind.

Back issues of this magazine are available from www.shipstoremodelyacht.com. They have reprints back to issue 40 from 1980 with more recent issues being originals.

I purchased have issues 140 and 169 and also issue 148 from 2007 which features the Soling One Meter. The last being to research what may available should the Seawind actually be discontinued.



Issue 140 Special 2005

Seawind Article list:

- Featured Class: Seawind.
- Seawind COA - Class Owners Association.
- Building the Seawind.
- Seawind Tuning.
- Seawind COA - Manufacturer's Viewpoint.
- Traveling Case for the Seawind.

Issue 169 Sping 2012

Seawind Article list:

- The Seawind-Introduction.
- Seawind Class Rule Evolution.
- Building the Seawind.
- Seawind Tuning.
- Seawind Quick Reference Tuning Guide.
- Tuning and Sailing the Seawind Very Light Air.
- Tuning and Sailing the Seawind Heavy Air.
- Featured Club: Sacremento Seawinds.
- The Seawind Resource Center.
- Rags2Riches - My Seawind.

The feature articles take up about half the magazine while the rest include editorials, articles on the other classes, the sailing rules, news items, and letters from members.

When I have read these I will make them available to members to borrow for a short time.

NEW ZEALAND RADIO YACHT SQUADRON

48a Corunna Rd, Milford
Auckland 0620
Tel: 09 410 4148

Commodore	Kevin Webb
President	Richard Plinston
Secretary/Treasurer	Peter Andrews
Sailing Committee	Kevin Webb
	Daniel Bush
	John McCaulay
	Allen Reynolds
	Neil Purcell
	Terry O'Neil

MEMBERSHIP & MEMBERS AMENDMENT APPLICATION

Members – please complete if you or your boat details have changed

Name:.....
Postal Address:
.....
.....
Contact Phone No
.....Home
.....Bus.
……Email

Name of Yacht: .....
Make/Model: .....

Radio Frequency*: ……..

Sail No* .....

*** Please check radio frequency with NZRYS register before buying a boat with shop supplied radio crystals**

I wish to apply for membership @ $30.00 per annum. ($20.00 if under 21) until April, thereafter reduced rates.
$10.00 extra for each additional radio frequency. (Max' 1 additional frequency)
$1.00 per official race weekend – payable at the pond.

I understand that the above details are to be available for the Committee and hereby agree to abide by the rules of the New Zealand Radio Yacht Squadron N.Z.R.Y.S.

Signed by
Applicant.....

on this .....day of .....201...

Please post to:
The Secretary
New Zealand Radio Yacht Squadron
48A Corunna Road,
Milford 0620

Note: Membership expires 30th September each year.

Member's Frequencies

	27 MHz	2013
26.975	Geoff McGill	Yes
26.995	Kevin Whitehead	
27.020	Richard Plinston	Yes
27.045	Neil Purcell	
27.070		
27.095	John Macaulay	Yes
27.125		
27.145	Daniel Bush	Yes
27.170		
27.195	Paul Taylor	
27.220		
27.245		
27.255		
27.280		
	29 MHz	
29.725		
29.745		
29.765	Tom Clark	
29.775	Kevin Webb	Yes
29.785	John Dowler	
29.825		
29.845	Allen Reynolds	Yes
29.865	Peter Andrews	Yes
29.885	John Chittenden	
29.905		
29.925	Simon Adamson	
29.945		
29.955		
29.965		
29.985		
	40 MHz	
40.530	Harry Bowles	
40.790	Club Boat	-
40.810		
40.830	Neil Cullen	
40.850	Ivan Fraser	Yes
40.870	Bruce Watson	Yes
40.890	Bruce Watson	Yes
	Other	
72.350	Geoff Atkinson	
2.4 GHz	Richard Plinston	Yes
2.4 GHz	Ian/Carol Berquist	Yes x2
2.4 GHz	Harry Bowles	
2.4 GHz	Brett Bakewell-White	
2.4 GHz	Gary Irwin	Yes
2.4 GHz	Terry O'Neill	Yes
	Lindsay Banks	
	Grahame Doggett	
2.4GHz	Dan Leahy	

If you are not in this table then you were not financial in 2012 and your frequency may be reassigned to a new member.

3rd Column indicates paid 2013 Subscription.

Systems using 2.4GHz do automatic channel searching and do not clash with each other.