



# 'UPWIND'

October 2015

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



## 2015 ANNUAL GENERAL MEETING AND PRIZE GIVING

**Date:** Saturday 31<sup>st</sup> October 2015

**Time:** 4:00pm

**Where:** AAFL club rooms,  
Onepoto Domain - 'The Pond'

**Buffet meal:** Fingerfood

**Cost:** No cost – club is funding the social  
Partners and guests most welcome

**Drinks:** Soft drinks provided

**Committee:** Nominations and volunteers are  
required for the 2016 season  
committee. All positions available

For catering purposes, please RSVP to

**Peter Andrews by October 24<sup>th</sup>**

**Phone: 479-4894**

**Email: [pfa@xtra.co.nz](mailto:pfa@xtra.co.nz)**

This year's annual meeting, AGM and prize giving will be held on Saturday 31<sup>st</sup> October in the AAFL club rooms by the side of the Onepoto Domain pond.

The meeting commences at 4:00pm.

The change to Saturday and the later time is due to the unavailability of the clubrooms on Sunday 1<sup>st</sup> November.

Club funds are to be used to pay for the use of the AAFL club room, provide non-alcoholic drinks and finger food.

**Bonus:** If you pay your 2016 club subscription at the AGM, it will be discounted by \$5.00.

At the AGM we wish to elect new club committee members. All members are encouraged to serve their time on the committee and if you have not done so before, we ask that you nominate yourself for a position.

All positions are available for nomination.

Commodore  
President  
Secretary  
Treasurer  
Newsletter Editor  
Minimum 3 Sailing Committee

The committee meets infrequently and it is not

too onerous to organise each week's sailing.

We also want suggestions and proposals for the events in the new year.

Please give your support to the club and attend the annual meeting – let Peter know by October 24<sup>th</sup> if you will be attending and whether or not you will be bringing a partner or other visitor.

### From the President

This year has been another successful year for the club. We have gained several new members. The racing schedule has been completed with no days cancelled or abandoned due to weather, or indeed anything else.

The dredging has finally been completed after several years of submitting requests to the council and several months of the dredger being in the pond blocking off parts of it. Repairs are still required to the fountains and weir gates.

Some time was spent last year investigating alternate ponds that could be used if the Onepoto lagoon was closed, but fortunately this did not eventuate. For various reasons the only other pond that was suitable was Onehunga Lagoon and this is tidal and would require setting and recovering marks each time.

Hopefully, 2016 will be as successful.

## Proposals for the AGM

Phillip Brain has suggested that the club liaise with other groups of Seawind sailors with an aim of setting up a national championship series.

We have had contact in the past with groups at Gulf Harbour, Orewa, and Waihi. These are casual sailing groups with no formal organization. There may be others who we have no contact information for.

A first step may be to use our two Regattas, which allows non-members to compete, to generate some inter-club rivalry which may lead to a more formal competition run by an independent committee representing all interested groups.

A first step would be to establish contact with these groups and invite them to the Regattas.

## Letter to Marine360 - 'Ultralite' sails

The Seawind 'Custom Sails' that you sell, which I have heard are called 'Ultralite' sails, have not been approved by the racing committee to be used by the NZRYS for racing at Onepoto.

There are class rules for the Seawind. Originally these were drawn up by the US-Seawind Owners Association and adopted by the NZRYS with only minor changes. A copy of these rules can be found on the website at <http://Azonic.co.nz/NZRYS>.

The rules specify that sails must be Kyosho parts. Approval can be given for sails that use similar material and are constructed in the same way with the same dimensions. This means single piece flat cloth with a bolt rope attaching it to the mast fitting within the dimensions of an original.

The ultralite main sails may have the cloth a similar size but they do not use a bolt rope. They are attached to the mast using slugs so the sail itself lies entirely behind the mast. When sails are measured fitted to the mast the clew is several millimetres further aft than stock sails and thus the effective sail area is greater.

The sail also extends beyond the length of the main boom and this makes it difficult to set correctly.

I would be grateful if you could point out to buyers that they are not approved by the NZRYS for racing at Onepoto.

Richard Plinston, NZRYS President

## Model Yacht Racing before radio control

Model yachts were made with rudder control which used a steering wind vane or used the pressure on the main sail to adjust the steering.



When I was 9 or 10 I was given a plastic Tri-ang sailing boat, similar to the photo on the left, that used a rubber band and the main sheet to pull a reversed tiller to keep the boat on a straight course.

These systems worked well in a pond where the boats could be set up to race in a straight line from one side to another. The boats would be set to sail a particular angle to the wind then released at the start signal. The skipper would have to run around the pond or have a catcher crew to prevent damage.

The skill was not just in getting boat speed but also having it sail a correct course.



In these photos from the early part of last century, it seems that no suitable pond was available so boats were rowed out into the harbour and released to race back to shore.



## Sailing faster

### Sail in more wind

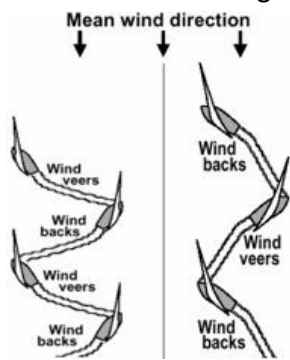
Sailing in areas where there is more wind will keep the boat sailing faster. Scan the course for the most wind, dark patches on the water usually represent more wind. Ask yourself, "Am I sailing in the most wind available?" If not, make a change.

Wind follows the path of least resistance, it will flow over and around groups of boats, just as it does around a building or a mountain. The bigger the group, the greater the effect, so avoid packs of boats, and you'll have more wind.

If someone tacks or jibes on you and closes down your lane, don't sit there going slow, do something about it and find a better lane.

### Sail to the mark

Sail the tack that is closer to the track to the mark. The heading on one tack will point your bow more toward the mark than the other. This is the lifted tack upwind and the headed jibe downwind.



Tack on the headers upwind and gybe on the lifts downwind. The greater the windshifts, the easier it is to see which tack is longer.

The aim is to take the shortest path down the centre of the course, preferably arriving at the mark on starboard tack.

### Keep it simple

Keeping it simple means avoiding crowds, not tacking or gybing too much, and avoiding drama. Minimizing manoeuvres is pretty straightforward—they often slow you down, so doing fewer of them will help you go fast. In other words, sail straight and sail fast.

In particular it is best to avoid crowds at the mark. If in a group that is about to round it can be better to slow down and aim to round behind the group and close to the mark.



## Life of the Pond - Magpies

Several magpies have been seen in Onepoto recently, both white-backed and black-backed associating together as one group.

Magpies mainly eat insects and seeds but will catch mice and eat carrion.

Magpies can be quite aggressive, especially during breeding season, and are particularly attracted to cyclists. If people are feeding birds at the park, when the magpies arrive the smaller birds will scatter.



The **White-backed Magpie** (*Gymnorhina tibicen*) were imported from Australia in 1864 and soon spread throughout the country.



A small number of the **Black-backed Magpie** (*Gymnorhina hypoleuca*) arrived with the white-backed. They were initially restricted to North Canterbury. By 1946 they were seen in the North Island in Hawkes Bay. In the 1960s they were still only found south of Manukau, but are now throughout New Zealand.

The voices of the two species are similar with flute-like sounds. Denis Glover wrote a poem "[The Magpies](#)" that had them sounding like "Quardle oodle ardle wardle doodle"

Magpies will imitate other sounds, such as a phone ringtone, pet magpies can be taught to 'speak' english words and phrases.

## **Racing Program**

The club sails four seasonal race series, Summer, Autumn, Winter and Spring, each year plus the Aggregate Match Racing series and two Regattas. Holiday and family weekends are informal fun sailing days where the racing format is chosen by the attendees.

### **Seasonal Series:**

The seasonal series are sailed on 7 days, the best four day scores for each member are totalled for the overall series placings. This allows for three discard days, which may be because the racing is cancelled due to weather or pond conditions, or is each member's non-attendance or worst sailing results.

Each racing day for a series is a set of six races. This consists of two scratch races, where the fleet all start at the same time and three handicap races where each member has a performance handicap between zero and 70 seconds and starts at that time during the countdown. The final race has a divisional start where the A, B and C divisions each start together at times set by the race committee but usually 0, 40 and 70 seconds.

Five of the six races may count towards the series results with each member able to discard their worst race result.

Referees are given an assessed result for that race based on the average, rounded down, of the other race results after discarding the worst.

If racing starts but is later abandoned due to changes in conditions then at least four of the races must have been completed for the results to be counted. The results are scaled upwards after dropping one race, by 5/3 or 5/4 if four or five races were completed.

If a Lay Day is specified following the series then this can be used as a series race day to replace a cancelled or abandoned day.

### **Handicaps:**

Individual performance handicaps are recalculated each competition day based on the results of the two scratch races. 'A' division members can only have handicaps in the range 0-30 seconds while 'B' division can be 0-50 seconds and 'C' division 0-70 seconds.

The change at each recalculation will be only 10 seconds, while 10 seconds can be lost immediately it take two weeks to gain 10 seconds, this being indicated by a plus sign when the next gain may result in change.

### **Divisional Series:**

The last race of each seasonal series race day is

started by division. The overall placings count towards the day's racing but results are also recorded within each division and these count towards the member's divisional results. An award is made to the top scorer in each division.

In 2015 there were two Divisional series, each running alongside two seasonal series. This allowed the racing committee to adjust the member between divisions twice in the year.

### **Donations**

On club racing days, but not holiday weekend fun days, the jar is on the table for competitors' \$1.00 entry fee donation.

### **Aggregate Match Racing series:**

The Aggregate Match Racing series is sailed on nine race days in the year, a maximum of six results are accumulated by each member. The winner of the series is the challenger for the Match Racing Cup which is sailed against the defender who is the current holder of the Match Race Cup.

Each race day has four rounds of races. The match selection procedures, rules of the series and the start procedures for match racing can be downloaded from the web site at <http://Azonic.co.nz/NZRYS>.

### **Regattas:**

Two Regattas have been organised for the year, the first on Auckland Anniversary Weekend. A second, for the President's Cup, will be held in early October.

### **Change Proposals:**

Changes to the format of these series may be proposed at the AGM or prior, and discussed at the AGM so that they can be voted on by all members.

### **Changes to the Divisions**

The results of the series scratch races sailed by each member are accumulated and an average calculated by dividing the total score by the number of races sailed, including DNFs.

These are then sorted to order. The list is then divided into 3 roughly equal parts to set the Divisions. Individual adjustments may be made to the order or the split by the racing committee.

## Race Results 2015

### Summer Series

1 <sup>st</sup>	Richard Plinston	34
2 <sup>nd</sup>	Bruce Watson	38
3 <sup>rd</sup>	Tom Clark	47

### Autumn Series

1 <sup>st</sup>	Kevin Webb	36
2 <sup>nd</sup>	Richard Plinston	38
3 <sup>rd</sup>	Ian Bergquist	60

### Winter Series

1 <sup>st</sup>	Kevin Webb	43
2 <sup>nd</sup> =	Richard Plinston	53
2 <sup>nd</sup> =	Bruce Watson	53

### Spring Series

1 <sup>st</sup>	John Macaulay	30
2 <sup>nd</sup>	Kevin Webb	42
3 <sup>rd</sup>	Richard Plinston	47

### Divisional Part 1

A	Richard Plinston
B	Tom Clark
C	Brian Stiff

### Divisional Part 2

A	Richard Plinston
B	Neil Purcell
C	Carol Bergquist

### Aggregate Match Race Series

1 <sup>st</sup>	Kevin Webb	45
2 <sup>nd</sup>	Bruce Watson	44
3 <sup>rd</sup> =	Terry O'Neill	42
3 <sup>rd</sup> =	Ian Bergquist	42

### Match Race Cup 2014

Richard Plinston

### Match Race McCaw Cup

TBA

### Match Race Fraser Cup

Ian Bergquist

### President's Cup Regatta (October 2014)

1 <sup>st</sup>	John Macaulay	9+1
2 <sup>nd</sup>	Neil Purcell	9+2
3 <sup>rd</sup>	Garry Irwin	9+3

### Anniversary Weekend Regatta

1 <sup>st</sup>	Richard Plinston	8
2 <sup>nd</sup>	Dan Bush	9
3 <sup>rd</sup>	Bruce Watson	10

## Proposed 2016 Schedule

1 Nov 15		AGM	
8 Nov 15		Summer	1
15 Nov 15		Summer	2
22 Nov 15		Summer	3
29 Nov 15		Summer	4
6 Dec 15		Aggregate 1	4
13 Dec 15		Summer	5
20 Dec 15		Summer	6
27 Dec 15	Christmas	break	
3 Jan 16	New Year	break	
10 Jan 16		Aggregate 2	
17 Jan 16		Summer	7
24 Jan 16	Anniversary	Regatta	
31 Jan 16		Aggregate 3	
7 Feb 16	Waitangi	Fun Day	
14 Feb 16		Autumn	1
21 Feb 16		Autumn	2
28 Feb 16		Autumn	3
6 Mar 16		Aggregate 4	
13 Mar 16		Autumn	4
20 Mar 16		Autumn	5
27 Mar 16	Easter	Fun day	
3 Apr 16		Aggregate 5	
10 Apr 16		Autumn	6
17 Apr 16		Autumn	7
24 Apr 16	ANZAC	Fun Day	
1 May 16		Aggregate 6	
8 May 16	Mothers Day	Fun Day	
15 May 16		Winter	1
22 May 16		Winter	2
29 May 16		Winter	3
5 Jun 16	Queen's B'day	Fun day	
12 Jun 16		Winter	4
19 Jun 16		Winter	5
26 Jun 16		Winter	6
3 Jul 16		Aggregate 7	
10 Jul 16		Winter	7
17 Jul 16		Lay Day	
24 Jul 16		Spring	1
31 Jul 16		Spring	2
7 Aug 16		Aggregate 8	
14 Aug 16		Spring	3
21 Aug 16		Spring	4
28 Aug 16		Spring	5
4 Sep 16	Father's Day	Fun Day	
11 Sep 16		Spring	6
18 Sep 16		Spring	7
25 Sep 16		Lay Day	
2 Oct 16		Aggregate 9	
9 Oct 16	Presidents	Regatta	
16 Oct 16		Lay Day	
23 Oct 16	Labour Day	Fun Day	
30 Oct 16		AGM	
6 Nov 16			
13 Nov 16			
20 Nov 16			
27 Nov 16			
4 Dec 16			
11 Dec 16			
18 Dec 16			
25 Dec 16	Christmas	break	



## Batteries and Chargers

The usual rechargeable batteries used for the boats and transmitters are NiMH - nickel-metal hydride. NiCad - nickel-cadmium - may still be in use but these have a problem with 'memory' when the battery is over charged and not put through deep discharge cycles.

Typical NiMH AA batteries have a capacity of 1800mAh to 2400mAh (milli-amp hour).

LiPo - lithium-ion polymer - batteries are much lighter for the same capacity but need much more care as they can catch alight or explode if mishandled. They are used for aeroplanes and drones but the weight saving is not needed for boats. They are 3.7volt and 2 cells may be too high a voltage for the receiver and servos.



Battery chargers come in many forms. There are special chargers available for radio control that can charge both the transmitter and the receiver batteries at the same time without removing them. The one above is a plug in unit for Futaba radios. It has two output cables: one that plugs into the transmitter and the other takes a battery pack with a standard connector. Note that the output is 100mA (milliAmp) for both voltages.



HiTec have a similar charger but the output is less at 55mA TX and 50mA RX.

NiCad batteries should be charged at around these rates for best life, though NiMH can usually take a higher rate and special NiMH 'fast charge'

batteries and chargers can charge at several amps to fully charge a battery in 30minutes or less, but do not do this with standard NiMH.

To fully charge a battery it is necessary to charge for the number of hours required to meet the mAh rating at the mA rate.

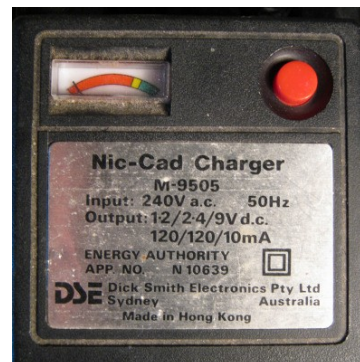
For 2400mAh batteries using a 100mA charger they should be charged from fully discharged for 24 hours. The HiTec only has 50mA so this would need 48 hours.

Usually I would recharge batteries after each usage. With new, fully charged, batteries I have sailed the boat for 6 hours without recharging so it is likely that only half of the capacity, or less, has been used on a Sunday afternoon.



'Smart' chargers are available that will detect the voltage of the pack that is connected to it - this one caters for 1.2 volt to 12 volt packs - and will detect when it has reached full capacity and switch to trickle charging. This model also has a 'discharge' option.

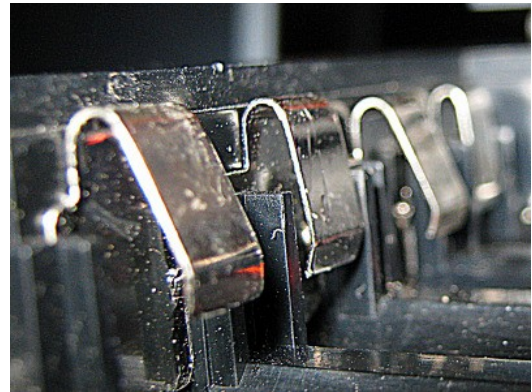
Standard 'Dick Smith' chargers take several separate AA batteries, usually 8, or AAA or even C or D cells. It can also charge 9volt batteries.



This one has a battery meter in the left hand holder. It outputs 120mA for AA which is sufficient for recharging overnight and is not high enough to damage the cells if left charging continuously.

Charging times below.

## Battery Holders



If the transmitter has flat bladed 'springs' then check that these have not been flattened, this can happen if the transmitter is dropped. With less pressure on the battery a bump may jolt the battery to lose contact. 2.4Ghz transmitters can lose connection from a brief power drop, it may take several seconds for it to re-connect to the boat.

CHARGING TIMETABLE				
SIZE	NI-Cd BATTERY CAPACITY	CHARGING TIME	NI-MH BATTERY CAPACITY	CHARGING TIME
D	1600mAh	12.8h	2500 mAh	20h
C	1600 mAh	12.8h	2500 mAh	20h
AA	800 mAh	6.4h	1300 mAh	10.4h
AAA	300 mAh	2.4 h	600 mAh	4.8h
9V	120 mAh	5.8h	150 mAh	7.2 h

## NEW ZEALAND RADIO YACHT SQUADRON

135/21 Graham Collins Drive,  
Windsor Park, Auckland 0632  
Ph 479-4894

Commodore	Kevin Webb
President	Richard Plinston
Secretary/Treasurer	Peter Andrews
Sailing Committee	John Macaulay
	Bruce Watson
	Ian Bergquist
	Terry O'Neil
	Neil Purcell

The opinions expressed in this newsletter are those of contributors but not necessarily those of the New Zealand Radio Yacht Squadron. All correspondence to New Zealand Radio Yacht Squadron other than for the newsletter should be addressed to The Secretary.

### 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 @ \$25.00 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  
135/21 Graham Collins Drive,  
Windsor Park, Auckland 0632

## Member's Frequencies

27 MHz		
26.995	28	Ian Clark
27.020	01	Richard Plinston
27.045	6	Neil Purcell
27.095	20	James Keogh
27.145	303	Alex Roy
27.195		Club tug
27.225	77	Dick Bannister
27.245	96	Club boat ex Gerald
29 MHz		
29.725		
29.745	24	John Hinton
29.765	2	Tom Clark
29.775	30	Kevin Webb
29.785	11	Club boat ex John Dowler
29.825		
29.865	21	Peter Andrews
29.905	6	Neil Purcell
29.925		
29.945	20	James Keogh
29.965	88	Sam Lomax
40 MHz		
40.570	85	Sam Lomax
40.790		Club Boat
40.850		
40.870	33	Bruce Watson
40.890	33	Bruce Watson
72.350		Toot Tug
2.4GHz		
2.4 Ghz	1	Richard Plinston
2.4 GHz	5	John Macaulay
2.4 Ghz	9	Mike McCaw
2.4 Ghz	12	Terry O'Neil
2.4 Ghz	14	Dan Leahy
2.4 GHz	20	James Keogh
2.4 GHz	33	Bruce Watson
2.4 GHz	24/40	Geoff Atkinson
2.4 GHz	47	Roger Hawkins
2.4 Ghz	55	Ian Bergquist
2.4 GHz	64	Garry Irwin
2.4 GHz	66	Brian Stiff
2.4 GHz	72	Trevor Shoebridge
2.4 GHz	75	Phillip Brain
2.4 Ghz	80	Andrew Chong
2.4 GHz	84	Ivan Fraser
2,4 Ghz	87	Hans Koerselman
2.4 GHz	99	Carol Bergquist
2.4 GHz	350	Kathy Simpson
2.4 Ghz	400	Tony Vincent
2.4 GHz	478	Daniel Bush

If you are not in this table then you were not financial in 2015 and your frequency may be reassigned to a new member.

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

Note: Membership expires 30th September each year.