



# SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

April 2002

Number 4

Volume 11,

**Commodore's Corner:** Spring has sprung . . . April Fools! As far back as I can remember the last time that we had a spring like this, Prince was looking for a ladder. Traditionally here in Gopher Country the surest signs of spring have been: When the snow melts enough to allow us to see the roofs of the SUV's that are stuck in the ditches. Followed closely by the beginning of the baseball season, and the final end to basketball for another year. So far this year the SUV's are just starting to get buried in the ditches, baseball has started, the basketball season is finally over (thank God), and the NCAA Mens Hockey Frozen Four is getting started over in Saint Paul. How about those Gophers, are they great or what?

While the Gophers are Minnesota's Pride on Frozen Water, as one of "Minnesota's Pride on Melted Ice", I am hoping that the ice will melt off the ponds in time for the Poker Rally this year. I wonder if a Poker Rally has ever been canceled due to a blizzard before? Fred has promised that the winds will not be as bad this year, as they were last year. But now that I think about it, he did not say anything about Blizzards.

On the subject of traditions. Another spring tradition has been the annual Marblehead Regatta. This event has suffered some over the last couple of years. While I am no expert, my understanding is that participation in this event has been low because there are so few Marblehead's left in the club any more. Given the fact that I am not too proud to steal ideas from other people, this spring I am going to steal an idea from Fred Ferris, and instead of the traditional Marblehead Regatta, this year there will be a two day event. On Saturday May 25th we will be holding the first EMYC Spring Open. As the name implies, this event will be open to all classes of sail boats, including the few Marblehead's that are still around. Then on Sunday May 26th we will have the EMYC Spring Fairwind Regatta just for the Fairwinds. Both events will start at 10:00 AM at the North Pond, with a skippers meeting. I hope to see some of you there. *Mike*

**NOTICE ALL SAILORS:** Any sailors out there that need building/repair assistance or just advice to get their boats to the water, give us a call or an email. We'll help or find help for you. Or, if your boat's ready to go and you just want to talk about what's going on this season...contact us. No questions too small or too large, we're here...let's make this a spectacular year for sailing!

**Terry Mackey**

**Fred Ferris**

**Membership Drive:** I have been informed that once again it is time to insist that everyone update their memberships. Those members who have not paid their dues for 2002 will no longer be receiving this monthly newsletter. Look at the mailing label, and if you see "\*\*\*\*" after your name. Then we have not received your membership dues for this year, and this will be the last newsletter that you will be receiving until you bring your dues up-to-date.

If you have paid your dues for 2002, and you still see the "\*\*\*\*" after your name on the mailing label? Contact either Dale Johnson, or myself to correct the situation. While I have never made a mistake in my entire life (before I agreed to be the Commodore for 2002), my computer is not as infallible as I am, and I need to know whenever my computer does make mistakes.

As for those members who have chosen not to renew your memberships for this year, I would really like to hear from you as to why you have chosen to leave. If there is anything that can be done to improve our club I want to hear about it. *Mike*

**2002 Parade of Model Boats:** Preparations are now be made for this year's Parade of Model Boat show. The event was first put into place in 1991 with a slim gathering of individuals and boats. Since then, it has grown to a diverse and large gathering that fills the Centennial Lakes Centrum building each year. I'm expecting about half of the membership to attend and with it around 200 model boats. Please make sure you are in attendance. It's the one big event of the year that most members really look forward to. Plan to bring completed models as well as projects under construction. We will make room for your biggest projects as well. This year it's being held on Sunday, June 9th from 10:00AM to 4:00PM. If you need to know the exact date of the show from year to year it's a simple rule; it has been held on the second Sunday in June each year since 1991. Please contact me [redacted] if you have a desire to assist in the planning and running of the event. *John Bishop*

**April's Meeting Show-and-Tell:** Please plan to bring a current boat building project to the meeting. It's that time of the year where many of us are completing a winter's project and getting ready to break \$1,049 bottles of 1998 Montrachet Grand Cru across our bows. A short 5 minute review of your progress for others is always a welcomed addition at the end of each meeting. *John Bishop*

**Membership Meeting, 03/19/01:** The Commodore called the meeting to order at 7:00PM. 28 members attended. Doug Person had catalogs available for hats and shirts etc. to have the EMYC logo embroidered onto. Checks are payable to EMYC. Andy Valentine reported on the Waconia event. Generally a positive experience. Sign up sheets were available for special interest groups. Discussion brought up by Mike to have small demos of particular boats etc. during the Parade of Boats.

Dale Johnson mentioned he would have handouts available soon for the Parade of Boats. Additional material will be added to the Club Brochure mentioning in more detail the three special interest groups of scale sailing and fast electric and when and where they meet. Terry Mackey, and Fred Ferris will run this year's poker run on April 20th and needs volunteers. Awards will be for each class of sailboats. Doug Campbell gave a presentation on foam and fiberglass boat construction. *Doug*

## Schedule of Upcoming Events

|       |                         |                         |                              |                   |
|-------|-------------------------|-------------------------|------------------------------|-------------------|
|       | Every Sunday            | Open Boating            | 4:30PM - 9:00PM              |                   |
|       | Every Tuesday           | Open Boating            | 5:30PM - 9:00PM              |                   |
|       | Every Thursday          | Open Boating            | 5:30PM - 9:00PM              |                   |
| April | 16 <sup>th</sup> (Tue.) | Membership Meeting      | Centennial Lakes Centrum     | 7:00 PM - 9:00 PM |
| April | 20 <sup>th</sup> (Sat.) | Poker Run Rally         | Centennial Lakes Center Pond | 10:00 AM -        |
| May   | 21 <sup>st</sup> (Tue.) | Membership Meeting      | Centennial Lakes Centrum     | 7:00 PM - 9:00 PM |
| May   | 25 <sup>th</sup> (Sat.) | Spring Open Regatta     | Centennial Lakes North Pond  | 10:00 AM -        |
| May   | 26 <sup>th</sup> (Sat.) | Spring Fairwind Regatta | Centennial Lakes North Pond  | 10:00 AM -        |
| June  | 9 <sup>th</sup> (Sun.)  | Parade of Boats         | Centennial Lakes Center Pond | 8:00 AM -         |
| June  | 18 <sup>th</sup> (Tue.) | Membership Meeting      | Centennial Lakes Centrum     | 7:00 PM - 9:00 PM |

**Epoxy:** I must admit that I have been a little confused whenever I hear anyone asking about what to use to thin out Epoxy. The stuff that I use is almost thin enough to spray on with an air brush, and I just can't see why anyone would want to make it any thinner. Then one day while I was paying around down in the dungeon, I realized that we maybe talking about two different things. The term Epoxy can be used to describe a binary (two part) adhesive, and it is also use to describe binary sealers that can be used alone, or with composite materials such as fiberglass.

Adhesive Epoxy's are a binary adhesive system. That is to say that two elements, a Resin material is mixed with a hardening agent to create an adhesive. A general rule of thumb is that these adhesives are mixed together in equal parts, and when mixed crate a very thick adhesive material. Finishing Epoxy's are a binary sealer system. Like the adhesives these Epoxy's are a two part system of a Resin material mixed with a hardening agent. When mixed together these two elements create a substance that is about the same consistency as paint. Some Finishing Epoxy Systems such as West, and Evercoat have a complete product line of materials including additives and fillers that when added to the mixture will allow the Epoxy to be used as an adhesive, or even as a filler.

While Finishing Epoxy's can be used as an adhesive or for filling, Adhesive Epoxy's are much too thick and should never be used as a sealer, or with fiberglass cloths. According to all of the literature that I have read on the subject, rubbing Alcohol can be used to thin most Epoxy compounds, but at a cost. Interlux has an Epoxy Solvent that can be used to clean up brushes, sponges, and work surfaces. My experience has taught me to be very careful with these solvents, they will dissolve almost everything that they come into contact with (including most plastics such as ABS, and vinyl), and they are murder on airbrushes.

**April's Meeting Seminar:** Dale Johnson will be revisiting the casting and machining of small boat parts during the April meeting. He has delivered a variation of this topic before but I find his talent and expertise in this area very interesting and informative. Come out to see his methods in fabricating and forming metal parts for a model boat project. You may have noticed cheap parts that accompany some of the kits today- his techniques may give you an idea on how to improve on these parts. The parts he has cast and machined can be seen as a finished product on his Dumas Chris-Craft speedboat. His short presentation will follow Michael's business items. *John Bishop*

**Wanted! Spokespersons:** While the term "Committee" has been designated as being "Politically Incorrect," it follows that the term "Committee Secretary" is likewise "Politically Incorrect." Therefore I think that it would be a good idea if each special interest group were to select from its members someone to unofficially represent them. For the most part their duties would be to answer any questions that interested persons might ask.

As an example: If someone where to ask me for details about the Fast Electric group, I would try to answer any questions that I could, and then suggest that they should speak with the FE groups spokesperson about any questions that I was unable to answer. In the case of the Polo-Tug group, someone will be needed to keep track of any rules that the group would feel needed for Polo Tug Competitions. I will be more than happy to publish any rule sets that any of the groups would wish to have published. *Mike*

**Sailing:** To quote Christopher Cross, from his song "Sailing." "Canvas can do miracles, just you wait and see." While these boats are only models, they are almost as good as the real thing. Everyday life has its share of stress. When I started looking for a new hobby. I wanted something that would help reduce the level of stress in my life. I settled on sailing because it requires just enough of my attention, that I am forced to forget about the rest for a little while. For myself, it is nice to be able to take a vacation whenever I want.

Like everything else, sailing has its pluses and its minuses. Some of these are.

On the Plus side:

1.) Because of the landscape, and buildings around the center pond, the winds are always shifting. This means that to sail a boat, requires all of my attention. Since I cannot concentrate on two different things at the same time, I am forced to forget about my other troubles for a while. Instant vacation! Whenever I want one.

2.) Sail boats are powered only by the wind. The only batteries that you will need are for the radio transmitter, and the radio receiver. With a good set of alkaline batteries, run times are measured in days, not minutes. Since there are no other batteries. There is no need for expensive rechargeable batteries, or even more expensive battery chargers. On the other hand, if you still want to spend the money on rechargeable batteries and chargers, no one is going to stop you.

3.) There is no secret to operating a sailboat. Yet it takes a lifetime to learn how to sail a boat. The average sailboat has only two channels. One channel is for the rudder to steer the boat. The other channel is for the sail servo, for letting the sails in and out to catch the wind. For the most part, the rudder is the only control that you need to use and the wind will do the rest.

4.) For those who thrive on challenges, or just like to learn and develop new skills, sailing has all of that too. As I said earlier, it takes a lifetime to learn to sail a boat. Learning to adjust the boat's rigging for different weather conditions, learning to get the most out of the available wind, these are just some of the skills that many people never really master. But most of the fun is in the learning!

5.) For those with a competitive side to their nature, there is always racing. Both fun heats, and formal racing events. Even the "fun" heats can get intense. The AMYA (American Model Yacht Association) sanctions a wide variety of racing classes. Some of these classes are very tightly controlled, on the theory that if everyone is sailing the same boat, the difference in a race will be the sailor's skills. Other classes are pretty much wide open, allowing people to develop their boats almost anyway that they want.

On the minus side:

1.) Because sail boats require wind to run. You are at the mercy of the weather. Not enough wind, and your boat just sits there. Too much wind can sink, or even blow your boat to pieces.

2.) Being politely sociable is difficult at best. For people who are sociable. You cannot just stop your boat whenever you want, in order to chat with the others around you.

3.) Due to the extreme competitive nature of racing. Some classes of sail boats can get very expensive. In some cases, the cost of doing business can reach well over a thousand dollars.

In the end: Sail boats are not for everyone. It depends largely on your personality. *Mike*

**Props:** Polk's Modelcraft and Hobbies was a first rate shop back when I was a kid growing up in New York, occupying four good sized floors in mid-town Manhattan. I purchased my first "gas" engine at Polk's in about 1946. I recently noticed that they are still in business (est. 1905) but are now located in New Jersey.

Polk's stocks the complete line of 3, 4 and 5 bladed Rivabo brass propellers...one of which would no doubt work well on your latest project.

These props are all 4 mm (.157") threaded so you can use 5/32" (.156") shaft if you'd like to stick with "American" tube and rod. Or you can easily turn the end of a larger shaft such as 3/16" down to 5/32" and then thread it.

Keep in mind when selecting left or right handed, that in the USA (and possibly the UK), propeller rotation is viewed from aft of the transom, while the European (German) standard is to view the propeller from the engine. *Jim Smith*

**Polk's phone number: (908) 668-4450,**

**Website [www.polkshobby.peachhost.com](http://www.polkshobby.peachhost.com)**

Part Number...Number of Blades...Diameter Rotation and Price are shown below.

|           |   |      |   |       |
|-----------|---|------|---|-------|
| RIV534-30 | 3 | 30mm | L | 6.66  |
| RIV534-31 | 3 | 30mm | R | 6.66  |
| RIV534-35 | 3 | 35mm | L | 6.66  |
| RIV534-36 | 3 | 35mm | R | 6.66  |
| RIV534-40 | 3 | 40mm | L | 6.66  |
| RIV534-41 | 3 | 40mm | R | 6.66  |
| RIV534-45 | 3 | 45mm | L | 7.50  |
| RIV534-46 | 3 | 45mm | R | 7.50  |
| RIV534-50 | 3 | 50mm | L | 7.80  |
| RIV534-51 | 3 | 50mm | R | 7.80  |
| RIV534-55 | 3 | 55mm | L | 8.00  |
| RIV534-56 | 3 | 55mm | R | 8.00  |
| RIV534-60 | 3 | 60mm | L | 9.00  |
| RIV534-61 | 3 | 60mm | R | 9.00  |
| RIV534-65 | 3 | 65mm | L | 9.65  |
| RIV534-66 | 3 | 65mm | R | 9.65  |
| RIV534-70 | 3 | 70mm | L | 10.50 |
| RIV534-71 | 3 | 70mm | R | 10.50 |
| RIV534-75 | 3 | 75mm | L | 10.50 |
| RIV534-76 | 3 | 75mm | R | 10.50 |
| RIV544-30 | 4 | 30mm | L | 7.50  |
| RIV544-31 | 4 | 30mm | R | 7.50  |
| RIV544-35 | 4 | 35mm | L | 7.50  |
| RIV544-36 | 4 | 35mm | R | 7.50  |
| RIV544-40 | 4 | 40mm | L | 7.75  |
| RIV544-41 | 4 | 40mm | R | 7.75  |
| RIV544-45 | 4 | 45mm | L | 8.15  |
| RIV544-46 | 4 | 45mm | R | 8.15  |
| RIV544-50 | 4 | 50mm | L | 8.50  |
| RIV544-51 | 4 | 50mm | R | 8.50  |
| RIV544-55 | 4 | 55mm | L | 9.00  |
| RIV544-56 | 4 | 55mm | R | 9.00  |
| RIV544-60 | 4 | 60mm | L | 9.75  |
| RIV544-61 | 4 | 60mm | R | 9.75  |
| RIV544-65 | 4 | 65mm | L | 10.50 |
| RIV544-66 | 4 | 65mm | R | 10.50 |
| RIV544-70 | 4 | 70mm | L | 11.35 |
| RIV544-71 | 4 | 70mm | R | 11.35 |
| RIV544-75 | 4 | 75mm | L | 11.35 |
| RIV544-76 | 4 | 75mm | R | 11.35 |
| RIV554-40 | 5 | 40mm | L | 8.50  |
| RIV554-41 | 5 | 40mm | R | 8.50  |
| RIV554-45 | 5 | 45mm | L | 9.00  |
| RIV554-46 | 5 | 45mm | R | 9.00  |
| RIV554-50 | 5 | 50mm | L | 9.25  |
| RIV554-51 | 5 | 50mm | R | 9.25  |
| RIV554-55 | 5 | 55mm | L | 9.75  |
| RIV554-56 | 5 | 55mm | R | 9.75  |
| RIV554-60 | 5 | 60mm | L | 10.50 |
| RIV554-61 | 5 | 60mm | R | 10.50 |
| RIV554-65 | 5 | 65mm | L | 11.35 |
| RIV554-66 | 5 | 65mm | R | 11.35 |
| RIV554-70 | 5 | 70mm | L | 12.00 |
| RIV554-71 | 5 | 70mm | R | 12.00 |

# Edina Model Yacht Club

2002 Membership  
March 25, 2002

|             |            |                |    |       |
|-------------|------------|----------------|----|-------|
| Anderson    | Gary       | Chanhassan     | MN | 55317 |
| Anderson    | Glenn      | West St Paul   | MN | 55118 |
| Bach        | Bill       | Bloomington    | MN | 55437 |
| Bakka       | Dick       | Apple Valley   | MN | 55124 |
| Baskerville | Marty      | Eden Prairie   | MN | 55344 |
| Bishop      | John       | Edina          | MN | 55424 |
| Blais       | Harold     | Bloomington    | MN | 55420 |
| Bolen       | William    | Bloomington    | MN | 55431 |
| Bongard     | Ron        | Eagan          | MN | 55123 |
| Bros        | David      | St. Louis Park | MN | 55426 |
| Campbell    | Doug       | Minneapolis    | MN | 55417 |
| Dodson      | John       | Shorewood      | MN | 55331 |
| Dussol      | Pierre     | Hopkins        | MN | 55305 |
| Edge        | Dick       | St. Paul       | MN | 55106 |
| Erickson    | Tom        | Edina          | MN | 55424 |
| Ferris      | Fred       | Burnsville     | MN | 55337 |
| Folke       | Trevor     | Brooklyn Park  | MN | 55445 |
| Frank       | J.W. Bill  | Roseville      | MN | 55113 |
| Freeman     | Warren     | Plymouth       | MN | 55447 |
| Gilbert     | Gregory    | Crystal        | MN | 55429 |
| Gilbert     | Kyle       | Crystal        | MN | 55429 |
| Gilbertson  | Jack       | Woodbury       | MN | 55125 |
| Glass       | Bob        | Burnsville     | MN | 55337 |
| Heebink     | Robert     | Edina          | MN | 55435 |
| Higgins     | Thomas     | Coon Rapids    | MN | 55448 |
| Hochstein   | Kim        | Minnetonka     | MN | 55345 |
| Hofius      | Walter     | Bloomington    | MN | 55437 |
| Iverson     | Kenneth    | Edina          | MN | 55439 |
| Jester      | Robert     | Golden Valley  | MN | 55422 |
| Johnson     | Dale       | Bloomington    | MN | 55425 |
| Johnson     | Larry      | Prior Lake     | MN | 55372 |
| Johnson     | Tony       | Excelsior      | MN | 55331 |
| Kirihara    | Mikio      | Bloomington    | MN | 55420 |
| Klein       | Daniel     | Maple Grove    | MN | 55311 |
| Klein       | H. Phillip | Albert Lea     | MN | 56007 |
| Larson      | Peter      | Minneapolis    | MN | 55418 |
| Larson      | Robert     | Edina          | MN | 55424 |
| Loomis      | Spencer    | Bloomington    | MN | 55437 |
| Mackey      | Terry      | Minneapolis    | MN | 55414 |
| Maldeis     | Neil       | Edina          | MN | 55436 |
| McCabe      | Jeff       | Bloomington    | MN | 55431 |
| Merrill     | George     | Roseville      | MN | 55113 |
| Mikkelsen   | Paul       | Willmar        | MN | 56201 |



# Edina Model Yacht Club

2002 Membership  
March 25, 20002

Nelson Allan  
Norton Max  
Parry Dick  
Patterson Donald  
Pearson Donald  
Person Douglas  
Peter Ralph  
Pfeifer George  
Phillips Gary  
Pratt David  
Rickman Bill  
Rogala Ed  
Ross Jeanette  
Ross Michael  
Schirmeister John  
Schillinger Jack  
Simenson Yvonne  
Smalley Timothy  
Smith James  
Spletstoeszer Chad  
Spletstoeszer Terry  
Stevenson Erwin  
Stoltenberg Ken  
Studnek Richard  
Swain Donald  
Sword John  
Tita Michael  
Traiser Christopher  
Valentine Andy  
Valentine Dick  
Walker Dick  
Wheeler Larry

Minneapolis MN 55417  
Apple Valley MN 55124  
Edina MN 55436  
Plymouth MN 55447  
Deephaven MN 55391  
Edina MN 55435  
Charlotte NC 28269  
Bloomington MN 55425  
Eagan MN 55123  
Excelsior MN 55331  
Edina MN 55424  
Hobart IN 46342  
Edina MN 55410  
Edina MN 55410  
Brooklyn Center MN 55430  
Bloomington MN 55431  
Edina MN 55435  
Apple Valley MN 55124  
Bloomington MN 55437  
Delano MN 55328  
Delano MN 55328  
Chaska MN 55318  
Rochester MN 55906  
St.Paul MN 55104  
Minneapolis MN 55411  
Eden Prairie MN 55347  
Edina MN 55439  
Woodbury MN 55125  
Woodbury MN 55125  
Edina MN 55436  
Edina MN 55423  
Minneapolis MN 55410

EDINA MODEL YACHT CLUB  
CENTENNIAL LAKES CENTRUM  
7499 FRANCE AVENUE SOUTH  
EDINA, MN 55435

Edina  
Recycles

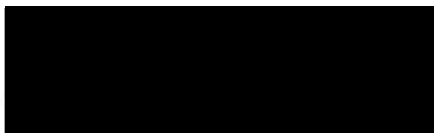


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**First Class**



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**April  
Meeting  
Notice:**

(Third Tuesday of the Month)  
**Tuesday, April 16<sup>th</sup>**  
**7:00 P.M.**

**Centennial Lakes  
Centrum Building**

Commodore:  
Vice Commodore  
Vice Commodore  
Vice Commodore  
Vice Commodore  
Treasurer

Michael Ross  
John Bishop  
Paul Olsen  
Gary Anderson  
Doug Campbell  
Gary Phillips

Newsletter Editor

Michael Ross

Web Site:

[www.emyc.org](http://www.emyc.org)