



# SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

JUNE

July 2002

Volume 11, Number 6

**Commodore Corner:** Things are starting to get exciting around here. First there was the mailing for the Parade of Boats this year. Then I had to get last month's newsletter out. I understand from those who were not down at the pond on Tuesday the 14th of last month to pick up their newsletters in person, that the mail was a little slow and the newsletters were almost too late. Until now I have had the newsletters ready for mailing by the Tuesday before the monthly meeting. I bring them down to the pond to hand out to any members who are there for the Tuesday night open boating, and then turn what is left of them over to Mr. Shirley that night or by the next morning for mailing. Because of the late delivery last month, from now on I will try to have the newsletters ready to hand out to those who are able to attend the open boating night on the second Sunday of the month, and have the rest mailed out on the following Monday. The extra two days should help. That means that the newsletter for this month will have to be done by the day of the Parade of Boats. I am reminded of a line about no rest for the wicked.

Then there was the EMYC Spring Open Regatta, and the EMYC Spring Fairwind Regatta. Due to my tight schedule, and the fact that no one else wanted to run these events, I was forced to try to hold them on the only weekend that I had available. Unfortunately it was discovered too late that I had scheduled the events for the Memorial Holiday Weekend, and as a result there were many members who were unable to attend. I had planned to issue club chevrons to those who placed in both of these events, but because of the low turnout I decided that issuing the chevrons would not be fair to those who were unable to attend. I am hoping that other events can be held on a later date when everyone who wants to, can participate.

Lastly there is this year's Parade of Boats. So far the response from the mailing this year has been rather high. However most of the responses have been on the order of "Return To Sender - Unable to Deliver". It would appear that the current economy has been rather harsh to some of our past friends, and supporters. I only hope that they are still in business, and that all we need to do to update our files is to get their new address's. Still the few who have been able to donate, have been very generous.

Mike

I stumbled across this site. Their message board is especially interesting, especially for scale builders. I think that it would be worth passing the word.

<http://www.mhds.org/model/> Jim Smith

**The EMYC Spring Open Regatta:** When my scheduling goof was first realized, a number of members reported that they would be unable to attend due to other Holiday plans. Still the attendance Saturday was much better than I was lead to expect. A total of nine people were able to attend with a variety of boats in almost as many classes.

They were:

Tony Johnson with a "One Meter",  
John Dodson with his "Seawind",  
Mikio Kirihara with his "Yamaha",  
Larry Wheeler with his "Tradewind",  
Chris Traiser with a "One Meter",  
Fred Ferris, Jerry Bell, and Tom Weigel all brought their "R/C Lasers", and C. J. Van Voorhis showed up, but was unable to compete because of two bad servos, (one old servo, and one new servo).

While the winds were near perfect for sailing, the temperatures were on the low side, to put it politely. By the end of the fifth heat, Mr. Dodson had discovered that his hands had frozen to his transmitter, and he decided to find something warmer to do. Those of us who were not suffering from hyperthermia by then decided to follow Mr. Dodson's example, and find something a little less colder to do. Still we were able to get in six heats all told.

After the third heat, the "R/C Laser" people asked to be broken off into a second fleet, and I found out for myself how much fun it is to try starting two separate races at thirty second intervals.

Still, given the low attendance, and only being able to run six heats, the final results are as follows:

Overall:

1st Place: Tony Johnson;

2nd Place: John Dodson;

3rd Place: was a tie with Chris Traiser and Fred Ferris.

R/C Laser Class:

1st Place: Fred Ferris;

2nd Place: Jerry Bell;

3rd Place: Tom Weigel.

The Sportsmanship Award: Goes to Mikio Kirihara. While everyone else was just trying to win, Miki was following along and using his boat to give others that little nudge that is sometimes needed to get around the course. As in the sixth heat when Miki used his boat to push Larry Wheeler's boat across the finish line. Mike

**For Sale:** Mr. John Dodson has informed me that the CR914 has been sold, and that the Seawind is no longer for sale.

**Membership Meeting, 11/20/01:** The Commodore called the meeting to order at 7:00PM. No new members or drop ins were announced. It was mentioned that the number of the bouy be kept to a minimum because of the Paddle boats. Parade of boats on June 9th was topic of meeting. Members asked to show up at 9:00 AM Sign up sheets for volunteers available at meeting and before the show begins at 11:00

John displayed the table arrangement for boats and the schedule of events. McDonald's will provide 60 full meal vouchers for club members who participate during the day. Dale Johnson will contact media for the event. John Bishop said the event will expand to the band shell area like last year. The new fiberglass round tables should not be used outside. Bill Bach will also be there to do announcements. John Bishop and Dave Bros gave a presentation of different glues and techniques. *D. Campbell*

## 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
June	9 <sup>th</sup> (Sun.)	Parade of Boats	Centennial Lakes Center Pond 9:00 AM - 4:00 PM
June	18 <sup>th</sup> (Tue.)	Membership Meeting	Centennial Lakes Centrum Building 7:00 PM - 9:00 PM
July	16 <sup>th</sup> (Tue.)	Membership Meeting	Centennial Lakes Centrum Building 7:00 PM - 9:00 PM
Aug.	18 <sup>th</sup> (Sun.)	Lighthouse Night	Centennial Lakes Center Pond 4:30 PM -
Aug.	20 <sup>th</sup> (Tue.)	Membership Meeting	Centennial Lakes Centrum Building 7:00 PM - 9:00 PM

**Building:** We have many members who have joined our club because they like the competition of racing either sail boats, or fast electric power boats. Many members of our club are involved just because they love to build things. There is a certain satisfaction in seeing something that you have built, work the way it is supposed to. While I admit that I am not exactly one of these people, I have discovered while working on my wife's "Amsterdam" that there is something therapeutic about sanding.

As any modeler can tell you, when working from a kit the manual, (if there is one), is only a collection of suggestions about how the model should be built. The fun of building any model is that you can build it any way that you want. There is no real right or wrong way to build a model. Then there is building a model from just a set of plans, or even from scratch.

Often it is easy to overlook all the varied skills that a model builder is required to develop if their projects are going to work right. The most obvious is of course being wood working, or in some cases miniature cabinet making. Then there is metal working, to include soldering, silver soldering, brazing, welding, and to a small degree smithing. Some members have extended their skills into foundry work, making molds, and casting parts. Developing the skills to work with composite materials such as fiberglass, and carbon fiber is becoming more important every year. There is quite often more to a boat than just wiring up a motor, and receiver. With the addition of lighting, and sound systems knowledge of electronics has become much more important. The gearing of drive systems, along with the need for gears, levers, and even cams in some projects extend the modeler into the realm of Mechanical Engineering. Still in the end there is always the ultimate challenge of making all of this fit into the ship some how, while allowing the ship to stay afloat. As many of us have learned the hard way, packing 20 pounds of coal into a 5-pound sack is no easy thing to do

sometimes. For many members of our club there is much more to this hobby than just sailing a boat around the pond. Then again for many members, just sailing a boat is all that they want to do. *Mike*

**The EMYC Spring Fairwind Regatta:** This event was for the Fairwind boats only. While the temperatures were much better on Sunday, the winds were not! Turn out was even lower, with only four people showing up. They were: Tony Johnson, Mike Carlson, Jerry Bell, and Larry Wheeler. Fred Ferris showed up to give a special presentation to Mike Carlson. It seems that Fred had recovered a boat that Mike had lost on a Columbus Day Regatta a couple of years ago, and held a special ceremony to return Mike's lost boat to him.

After twelve heats, the final results were:  
 1st Place: Tony Johnson with 17 points.  
 2nd Place: Larry Wheeler with 28 points.  
 3rd Place: Jerry Bell with 33 points.  
 4th Place: Mike Carlson with 42 points.

*Mike*

**The Spring of 2002:** Well so far this year the weather has not been the best. Some of us have noticed that this weather has had quite an impact on the crowds showing up on open boating nights. There have not been a lot of members showing up either. For those members who have not come out to brave the weather, you have not missed a whole lot. Some members who have showed up have noticed that the bouy's have not been placed in the center pond this year. That is because the construction at the North pond is now finished, and the canvas backs have moved their operations to the North pond. This is leaving the center pond open for open boating once again, so the bouy's are being left off to accommodate the paddle boaters. *Mike*

**Sailing Part II:** Where to begin? There is no real easy answer to this question. But here are some suggestions (in no particular order).

**The RC Laser:** This boat comes as a complete package. The kit contains everything needed to sail (radio and all). It will go from the box, to the water in less than ten minutes. The AMYA sanctions the RC Laser as a racing class. A word of warning though. The RC Laser is a one design class, and is very strictly controlled. There is very little that an owner is allowed to do to personalize their boat, and remain qualified to participate in organized national events. While the cost of the RC Laser is very reasonable, but as I understand it between the AMYA, and the boats manufacturer this boat is so restricted that they can only be purchased from an authorized dealer. Luckily for the club we have two members who have just joined our club who are authorized to sell these boats. They are Mr. Bill Coppage, and Mr. Tom Weigel.

**The Kyosho Fairwind:** At present this is probably the most popular boat in the club. The total cost of a Fairwind is around \$350.00, including the radio equipment. There is some assembly required. The model is what is called a weekend project. Typically it takes about 10 - 12 hours to build. Just this year the AMYA has accepted the Fairwind as a recognized class. The AMYA has classified the boat as a one design boat though, while we here at the Edina Model Yacht Club have recognized the Fairwind from almost the beginning as an open class boat. Any Fairwind is allowed to participate in any club activity.

**The Kyosho Seawind:** This is also a very popular boat in the club. It now comes in two versions, one is with an ABS plastic hull, and the second version has a fiberglass hull. The ABS version can be put into the water for about \$475.00 (radio included), and the fiberglass version costs about \$100.00 more. The fiberglass hull is supposed to be substantially lighter and thus a lot faster. The kit takes only a couple hours to assemble. Mostly it's a matter of screwing parts together, and of course rigging the sails. To the best of my knowledge, the Seawind does not really fit into any of the AMYA sanctioned racing classes. It comes close to qualifying as a "One Meter" though. But I have been reliably informed that the "One Meter" class has become so competitive that the Seawind would have little chance in any sanctioned events. I fell in love with my Seawind because of its sturdier construction. It will survive higher winds better, and its increase sail area gives it better handling in lighter winds.

**Honorable mention:** Many club members swear by the CR914 class of boat. But I personnel prefer a larger boat. The EC 12 Meter is slightly bigger boat, and its cleaner hull design gives it a much better ability to operate in and around the weeds in our lake. The only complete 12 Meter kit recognized by the AMYA is made by Dumas, and their list price is \$575.00 for the basic kit. This does not include radio equipment, servos, winches, etc. With additional after market sails sets, competition servos, winches, and rudder sets, a complete 12 Meter ready for competition can go for around \$1500.00 or more on the web.

Since there is nothing that I like about racing, my options are wide open. But for those of you who think that you might like to compete in racing. I would advise you to spend the time to become more familiar with as many of the different classes of boats as you can, before you put your money down. *Mike*

**SPEC Offshore:** As a follow up to my previous article on the 6 Cell SPEC class this one covers the 12 cell SPEC class. Cost, Speed, Run time and Durability were all considered. We believe we've hit a home run in our chosen set up.

**The Hull Specification:** ABS Hull of 21" minimum length, and can be of Mono or Tunnel (cat) design. ABS as the specification for cost considerations, and that many different hulls can be used with similar performance values.

The SPEC should be read as ABS hull "preferred" over other exotic materials. The major hull of choice thus far has been the Graupner Electro Vee, for it's very low cost (\$25) local access (Hub Hobby) and great handling characteristics.

**The Motor Specification:** The 8.4V Graupner 700bb was chosen because of its durable nature, local access and relative low cost of around \$35-40. A comparison was done between the 8.4V motor and the higher cost 9.6V NEO version. At the end of an 8-lap race it's a dead heat. The NEO provides a little higher top end speed, but the 8.4V motor has more low-end torque to get you out of the corners quicker. The 8.4V is able to absorb more overheating or abuse, the NEO version will begin to loose power as the magnets are weakened due to overheating. The NEO runs \$60-80 depending on supplier, the 8.4 being much cheaper and readily available just made sense for racing every week.

12 Sub-C cells or 14.4 volts max for the batter SPEC. While this is of higher rating than the motor is labeled for at 8.4 the 700bb can handle this level of power comfortably. The best pack design for your cells would be 2-6 cell stick or side-by-side packs. These are mounted as low in the boat as possible and the packs parallel the keel. Some prefer batteries in the back others in front of the motor. Feel free to check out some of our boats and ask further questions to help in your choice.

Basic set up measurements are: center of gravity near 30% of the boats length as measured from the transom. Prop leading edge 2.5"+ behind the boat. Rudder mounted between prop and right chine. Turn fin mounted perpendicular to the hull bottom at right chine, about 1 1/4" deep and 3/4" + long. Octura x645 prop. Flex cable recommended for adjustability. Trim tabs while optional, are recommended for this long hull. They help cope with sometimes-rough water conditions by gluing the bow to the water when needed. The majority use a combination of Fullers and Hughey hardware. Fuller's FE sells a good all-in-one kit online.

Radios most common are Futaba FM pistol grip. AM is suitable for most purposes, but FM is recommended for the safety of your boat and others. Check with me for frequency availability. We have a list of known frequencies, and we commonly use one channel for all of our boats.

Best places to find 12 cell equipment?

Motor, Hull, hardware - Hub Hobby in Richfield

Best Cells - Hill Top batteries @ <http://www.battlepack.com>

Best ESC - RC Hydros @ <http://www.rc-hydros.com>

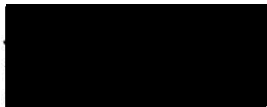
Hardware - Fullers Fast Electrics  
<http://www.drcwebservices.com/ffe>

More detailed information on setting up your boat can be obtained by contacting me directly, or looking up an FE fanatic on the south pond on Thursday evenings.

*Andy Valentine*

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

First Class



**June Meeting Notice:**

(Third Tuesday of the Month)  
**Tuesday, June 18<sup>th</sup>**  
**7:00 P.M.**

**Centennial Lakes  
Centrum Building**

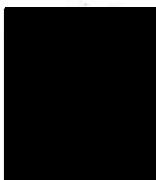
**NOTICE ALL FAIRWIND OWNERS**

Now that the Fairwind is a sanctioned one-design class of the AMYA, we're trying to get a regular sailing schedule going this summer. It could be just for practice and fun sailing or informal racing, depending on feed back. So, if you would like to get the Ol' girl into the water...this is the year to do it. Even if you'd rather keep her on the mantel, give me a call so we can get a boat count.

Anyone that's interested call Terry Mackey [REDACTED] I was appointed to be the contact between the AMYA Fairwind Class Secretary and EMYC. The emphasis here is to get more fleet activity within our club and others. If you have any questions or comments, please call. Thanks.

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)