



SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

October 2002

Volume 11, Number 10

Commodore's Corner: The nominations for board members were held at last month's meeting. The results were somewhat less than "overwhelming."

So far I am the only member who has announced that I am available for the position of Club Commodore. On the one hand I personally do not have any problems with having my sentence extended to a second year (despite my good behavior). On the other hand I am not so sure that the club should be subjected to a second year of abuse under my rather ruthless iron grip. It is something of a minor miracle that the club has managed to survive this first year. A second year under my direction could be too much. On the gripping hand however, if the club can survive two years of me, it can survive anyone's rulership.

Doug Campbell, Doug Person, Gary Anderson, and Neil Maldeis, are the only members currently willing to fill the (four minimum) positions for Vice Commodore. The elections will be held at the October monthly meeting being held on October 15, in the band room (in the garage). The nominations will be reopened again before the voting. So if anyone else wishes to throw their hat into the ring they should make a point to show up, and announce their candidacy. All of the candidates will be allowed the opportunity to debate each other and/or make any (short) campaign speeches that they may wish to make, before the voting begins. Since the club's official firing squad was disbanded (at the city's request) some years ago, the age-old tradition of executing the losers is no longer an option. I sometimes think that some of our South American neighbors just might have the right idea about how to run a proper election.

On a different note. At the September meeting Gary Phillips announced that he would like to step down as our treasurer. Miki was kind enough to volunteer for the job, but I guess that he did so without first consulting with "The Boss." Miki has informed me that due to some recent developments he will be unable to help us out, and so we need a new Treasurer again.

The unplanned lockout: I have a number of apologies to make to a number of the members of the club. It has been reported to me that some members were unable to attend the meeting last month, either because they did not know that the meeting had been moved to the garage, or because when they got to the garage they found that the doors were locked. Because no one was able to find any of the signs that we use to announce when the meeting is being moved to the garage, I have printed up some new signs. As for those who were locked out, it seems that one of the parks' grounds keepers had been going around behind me, and was locking the doors whenever I would unlock them. I have spoken with Mr. Shirley about this, and we both hope that it will not happen again. However, the only way that we can ensure that this does not happen again, would be for some member(s) to volunteer to be door wardens. *Mike*

The 2002 Dry Dock Party: Is scheduled for Saturday, November 9th. The party will start at 5:30 P.M., at the Centennial Lakes Centrum building. So mark your calendars, and "Be there, or be square!"

As the committee met to discuss the menu, my first suggestion of Pizza 'n' Beer was turned down in a heart beat. On further reflection, I have to agree that the people at Chuck E Cheese's would not appreciate having a Domino's Pizza delivery truck parked outside their door. My next suggestion of having Champaign with Beluga Caviar for appetizers, with a choice of entree between Beef Wellington, Fresh Lobster, or a 1 LB Prime Rib Steak was turned down because that might get a little too expensive. When I suggested that there was no shortage of (very cheap) fat Ducks available, and that I knew a chef who makes the best Orange Sauce, I was asked to just shut up. In the end the committee settled on a choice of entree's. Either "Chicken Breast Nicole w/ Wild Rice Pilaff", or "Beef Stroganoff w/ Wild Rice." We are planning to have veggie trays with dip, cheese trays, assorted crackers & chips w/dip etc. available also.

The Dry Dock Party Committee has asked me to remind all members planning to attend, that you must RSVP no later than Sunday, October 27th so that we can make sure to order enough food and beverages for everyone. Attendance is limited to members and one guest. You can submit your replies to Paul Olson [redacted] or you can contact me at [redacted]. We will need to know if you plan to come, if you plan to bring a guest, and which of the entrees you would prefer. *Mike*

The African Queen: Last year George Pfeifer, a long time member of the club, was liquidating his boat collection. My wife bought his model of the African Queen. Early this past spring, my wife took the African Queen down to the pond for its first voyage under new management. A gust of wind blew the whole boiler assembly right off the boat, and it sank to the bottom of the pond. After a summer long recovery operation, most of the original boiler assembly has been recovered. I have finally been able to recover a little more than three quarters of the boiler assembly. What I find most interesting, is what we have been able to recover. We now have most of the boiler, complete with most of the smaller brass pieces still attached. The wood of course is almost completely rotted away, which I expected. But I always thought that after sitting in the water for so long, the glue holding all of the smaller pieces would dissolve, and we would lose those too. Yet to my surprise most of those smaller brass pieces are still there as if they had been welded together. All I can say now, is that somewhere, someone, makes a really good water proof glue. If anyone thinks they know what George may have used, please contact me. Water proof glue this good is hard to come by.

Mike

Membership Meeting, 09/17/02: The Commodore called the meeting to order at 7:00PM. Doug Campbell mentioned the Fast Electric Spectacular coming Saturday and asked for volunteers. Mike mentioned setting up website to add names of those who would like to be available for advise, etc. Volunteers asked for the dry dock party. Gary Phillips asked not to be treasurer again. Mikio Kiriara volunteered for treasurer.

Preliminary nominations for board members and Commodore made. Doug Campbell, Doug Person, Gary Anderson and Neal Maldeis volunteered for the board. Mike Ross volunteered again for Commodore. Topic of the evening was a presentation by Dick Walker and Paul Olson on model steam engines and boats.
Doug C.

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
Oct. 4 th (Fri.)	AMYA RC Laser Nationals	Main Dock, Lake Calhoun, Mpls.
Oct. 5 th (Sat.)	AMYA RC Laser Nationals	Main Dock, Lake Calhoun, Mpls.
Oct. 6 th (Sun.)	AMYA RC Laser Nationals	Main Dock, Lake Calhoun, Mpls.
Oct. 15 th (Tue.)	Membership Meeting	Band Room 7:00PM - 9:00PM
Nov. 9 th (Sat.)	Dry Dock Party	Centrum Building 6:00 PM - 10:00 PM
Nov. 19 th (Tue.)	Membership Meeting (Swap Meet)	Band Room 7:00PM - 9:00PM
Dec.	No meeting and no newsletter	

Locked out: I believe that it was at the August meeting that I spoke about the need for increased security around the garage area. It seems that unauthorized people have been found wondering around in the garage area, and that some things have been reported stolen. As a result the park workers have been keeping the garage locked at all times. As I mentioned earlier, in my "Commodore's Corner" article, at the September meeting this was taken to an extreme, and some club members found themselves locked out, and were unable to attend the meeting. Since the principal business of last months meeting was to allow members to nominate people for next years club officers, this incident happened at a very bad time. I want to assure all of the members that this is not Florida. I have spoken with Mr. Shirley about the incident, and he has assured me that he will inform his people to allow us access when we need it. Still, there is more that we can do to help. Since our meetings are scheduled to start at 7:00 PM, I will try to have the garage open at least a half hour before the start of the meetings. In addition I am hoping that there will be members who would be willing to volunteer to stand by the doors to allow stragglers to get in. But I cannot ask these members to miss the entire meeting. So, for now, anyone who arrives more than ten minutes late may find themselves locked out again. Since it is October already, and the summer sail racing events will most likely be over for the season, I do not believe that this will be an immediate problem. That still leaves us with the future. I am hoping that the racing events will continue next year, and far into the future. I understand that this could cause some problems for those members who are participating in the various sailing events, if they should continue to be scheduled for Tuesday evenings. For right now I am hoping that a more permanent solution can be found over the winter, so that by next year we will not see this problem repeated. *Mike*

At The 2002 EMYC Fall FE Spectacular: For my part, I was mostly a spectator. While I did my best to try and help out any where I could. I had no clue of what was going on, and in all honesty I was probably a bigger pain than a help. Still, it was fun to watch. I never knew that boats could do the sort of things that I was seeing. At times it looked more like the floor exercise portion of a gymnastics meet, or a water ballet, rather than a boat race. The boats that had that self righting thing, were the most fun to watch. I knew that Andy was planning to hand out trophies to the 1st, 2nd, and 3rd place finishers for each of the spec. classes. But as I watched the actual races, I was more amazed when someone would actually finish a race, never mind in what place.

In my opinion, a special trophy for sportsmanship should have been given to Doug Campbell. In the races that he participated in he would run his boat at the end of the pack, and when anyone would flip their boat over, he would use the backwash from his boat to flip the boat back upright again, allowing it to continue with that race. If it had been me, I would have just gone around the dead boat, and gone on with the race. Good deeds should not go unrewarded.

The one single event that stands out in my mind, more than anything else was the time when Dan was bringing in his boat after a race. The boat was going full speed straight at the wall, and then just when the boat was a couple of feet from the wall, Dan simply turned the boat into a 180 flip-about. When the boat came to a stop right at the wall (though I do not believe that the boat actually touched the wall), he simply reached into the water and took it out.

Even as Dan flipped his boat about, I was sure that I was going to witness my first boat get turned into an Accordion. While I was telling Dan how impressed I was about the whole thing, Dan explained to me that there is no reverse on his speed controller. *Mike*

2002 FE Spectacular: To sum it up in one word, it was a "blast!" We had a pretty good turnout for an event added to the calendar late in the season with a couple out-of-state racers to help mix things up. Doug Robichaud of Mazomanie, WI, and Paul Pachmayer of Antioch, IL made the trip to join us for a long day of white knuckled, knee shaking, laughter filled adrenaline rush. We had a total of 12 racers compete in a variety of classes from 10:30am up to 4:30pm when the awards were handed out.

To break it down we had a total of 7 classes and 31 boats! Three rounds of racing and two classes that required two heats provided 27 races for spectators to watch. I should mention that three of the classes ran longer than 3:30 in length. Not a long time to some, but that is hours in the realm of FE racing. 10 Laps at 25 plus MPH will get the blood flowing when you have 3-4 other boats on the oval either holding lane one that you so desperately want or trying to take it from you!

Classes were broken out into 3 spec classes, a kit/beginner and a few open or modified classes. Of the three spec classes we had an LS Mono, LS offshore and LS Hydro. LS Mono and Offshore requiring a specified motor and plastic hull. LS Hydro required a motor and that it be a scale hydro. The kit/beginner was offered for those with any kit boat or basic design that was powered by 6 or 7 cells. This was open only to those that wouldn't be regarded as your regular racer. A special half course was set up for this one and scoring was based on finish place or how many laps completed. Judging by the smiles I think it was a hit. The modified classes were run at the bottom of each round as a spectator "wow" and for some of the guys to stretch their legs in excess of 40mph. They also gave me some valuable time to do some math and set the scores before the next round.

Results as follow are shown in the order run,

LS Mono

- 1st place Dan Proulx DPI Lil hummer - 969 points
- 2nd place Mark Anderson Force 21 - 725 points
- 3rd place Andy Valentine BBY Oval Master - 725 points

My second round DNF gave Mark the tie breaker. Honorable mention to Paul Pachmayer to trying an untested Cracker box with Chameleon for this class. Although 3 DNFs kept him out of points he did offer a challenge on speed.

LS Offshore

- 1st place Andy Valentine Electro Vee - 1150 points
- 2nd place Mark Anderson Electro Vee - 1100 points
- 3rd place Doug Robichaud Electro Vee - 900 points

A third round buoy cut almost got me in trouble with Mark for points. After the 5th lap (rnd 3) with a good lead I wanted to play it safe by throttling back in the corners. To my surprise I could not do this! My ESC had become stuck on full throttle, I would have to run out 15 laps before the batteries would die. Smoking the controller and motor in the process I was at least pleased not to loose the boat.

LS Hydro

- 1st place Paul Pachmayer BBY Big Splash - 1150 points
- 2nd Place Dan Proulx D. Campbell Hydro - 1100 points
- 3rd place Mark Anderson D. Campbell Hydro - 400 points.

This class was all about attrition! A couple of the fast boats spent most of the time staring at the bottom of the pond while the others threaded their way through 10 laps. In round 2, 2 out of 6 completed the race. In round 3 Doug Robichaud vented some frustration of 1-2 round DNFs and nailed a buoy head on trimming it about 2 inches above the

water surface. That was an eye popper! This didn't effect the boat at all, it just kept on going.

Kit/Beginner

- 1st place Keith Gates Dumas Short stuff - 894 points
- 2nd place Neil Maldeis Robbe Princess - 800 points
- 3rd place Brian Finks Traaxas Villian - 600 points

We gave them a Lemans start and had them run 10 laps (or what they could) around a half oval. It was fun watching these guys get out and experience a light form of competition but most importantly have fun. Neil and Brian were able to miss round 1 start and collect a DNS but made up for it in rounds 2 and 3 in points. Keith secured his 1st place finish by making the round 1 start. Next year I want to see more of you guys out there in the club with your kit boats I know you've won as door prizes run in this class. Show your club spirit and get out there and show the spectators how to have fun.

N2 Mono proved to be a singles match between Mark and Dan. Mark still proving he has the speed we all wish we had and Dan proving he still had the all around stability we all need. Speed means nothing if you can't finish the race!

P Mono served as a grudge match of sorts between Dan and Paul after the fish Dan encountered in Batavia giving Paul the edge in points over Dan. Mr. Brush power (Paul Pachmayer) stretched his legs with a brush less set up that proved promising, although a hard dunk in round one canceled the remaining rounds for this class.

P Hydro was cool! Dan showed off his new Miss Bud hydro. You have to see this boat go, it's a thing of beauty. This class as the other modified proved to be more of an exhibition type run as the wind reeked havoc on these surface condition sensitive rockets. Dan with his Miss Bud, Doug (Mazo) with a Kermit driven shovel and Paul with his pickle fork put on a good show.

Plaques were handed out for the Spec classes and Kit/Beginner. A nice Maple plaque with color certificate representing the class and finish place mounted beneath glass was given away. The names applied at the end of the day.

The title of HIGH POINTS was given to Dan Proulx with a total of 2488 points. The points were a combined total across all three spec classes. Way to go Dan!

All had fun, all thought it well worth the efforts including myself. Only thing that could have been better that day would have been calmer water. I thoroughly enjoyed running in all three spec classes and although I collected a few DNFs it was still a blast just running with more traffic on the water. I must thank Larry our time keeper and lap counter, Mr. Ross for helping out where ever needed and the few other folks that stopped by when they could to help out. We're already looking forward to next year!

- Andy Valentine

The Columbus Day Regatta: According to my old trusty dusty calendar. Monday October 14th, will be Columbus Day. For those newer members who may not be aware. The Club sponsors an annual sailing regatta for the Columbus Day weekend every year. A number of members have been asking me for the details about this year's annual event. At present I have not been informed about any plans to continue this traditional event. So I guess that those of us, who are interested, should just show up Saturday Oct. 12th, and/or Sunday Oct. 13th (weather permitting) and see what develops. *Mike*

Go Twins: The sports writers were right. The Yankees are going to have a real hard time getting past Oakland.

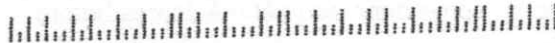
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First Class



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**October
Meeting
Notice:**

(Third Tuesday of the Month)
Tuesday, Oct. 15th
7:00 P.M.

**Centennial Lakes
Garage Bandroom**

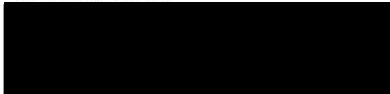
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