



SAIL & SCALE

NEWSLETTER OF THE EDINA MODEL YACHT CLUB

September 2002

Volume 11, Number 9

Commodore's Corner: Election time is sneaking up on us again. It is almost time once more for all of us to exercise our franchise as members of the Edina Model Yacht Club, and elect a new board. Unlike the rest of the country, our elections are held on the third Tuesday of October. Our version of a primary election is held on the third Tuesday of September, when we the members of the Edina Model Yacht Club (that just does not have the same zing as "We the People", does it?) will gather together, and do battle to select the nominee's for next years board. For the new members who may not know, the board consists of a Commodore, and at least four Vice Commodore's, who are elected to a one year term. Our By Laws limit a members participation on the board to a maximum of two consecutive terms, and therefore Mr. Paul Olson is the only current board member who is safe from being re-elected. One of the nicest things about our election process, is that the campaign season only lasts for a month. I hope to see all of you at the meeting. *Mike*

Bag It:

Ahoy,
I have talked to a couple of EMYC members recently who expressed an interest in using vacuum bagging to construct boat hulls. There is a good article on vacuum bagging techniques in the October 2002 issue of 'Wooden Boat'. This magazine caters to full-size boats and is usually available at Hub Hobby.

Regards,
Greg

For sale:

Futaba Pistol Radio
AM - 2 channel
3 receivers channel 70
2 servos
2 extra crystal sets
\$75
Contact Andy Valentine

Volunteers for The 2002 Spectacular: The FE Group is in the need for some volunteers. We need a handful of folks willing and able to count laps, monitor buoy cuts and other minor infractions. To qualify you must be able to lift 75lbs, not really but you will need to launch the racers boat (drop it in the water, gently) and count laps for them. Along with this task another would be watching for buoy cuts, and lane fractions. We could also use some help in the retrieval boat should this become necessary. We'd need your services from 10am until 4pm at the latest. If you can help out please contact *Andy Valentine*.

EMYC Web Site Update: I'd like to bring to your attention some updates I've made to the site and are in the process of completing. It has a new look, similar to the previous but with some color changes. I've also obtained a DSN from our host to utilize ASP for some dynamic functions.

The photo album once complete will be dynamic and editable

- need to add the ability to select viewable entries based on boat name, model, type, and manufacturer
- will add an admin page that will list recently posted photos
- secured login for upload and edit

The events and links page will be fully editable online

- secure login.

There will be a form to create articles for events, projects etc.

- image uploads with article submission
- secure login

I can add a portion to maintain a membership roster online

- secure login

All of the dynamic functions utilize one access dbase. Additional dbases can be added for a small fee. We have 100mb of space to use and currently utilize 24. Once I get all of the existing photo albums pushed to the new album format this should be smaller. Have plenty of space available. *Andy Valentine*

The Batavia Illinois National Fast Electric Event: Was held in August, which was attended by club members Mark Anderson, Doug Campbell, Dan Proulx and Andy Valentine. Here's how the club members did:

P Spec Offshore - Fast Time: Andy Valentine 9 Laps 3:09, 3rd - Mark Anderson.

N Mono - 2nd Dan Proulx, 3rd - Andy Valentine.

P Spec Sport Hydro - 2nd - Doug Campbell.

P Sport Hydro - Fast Time: Dan Proulx tied with non-member racer Paul Patchmayer :58.

N Mono - Fast Time: Andy Valentine 1:25 X 2 - 1st - Andy Valentine, 2nd - Mark Anderson.

Doug Campbell

Meeting Seminar: Mr. Dick Walker and Mr. Paul Olson will give a short presentation on steam power, or "working with hot air."

Membership Meeting, 11/20/01: The Commodore called the meeting to order at 7:00PM. Fairwind regatta results reported: 7 boats in 12 heats. Wind was definitely a problem with gusts of over 30 mph. Fortunately no disasters. Order of finish, Tony Johnson, Terry Mackey, Dick Valentine, John Bishop, Jason Jentzsch, Judd Morgan, Jennifer Morgan. Dale Johnson suggested that we host the event on a different weekend next year so as not to conflict with the Redwing Boat Show and Lighthouse Night. Dale reported on the Redwing Boat Show; the club had good turnout and 8 tables were filled with model boats.

Again, the wind was a problem on Saturday; this time it almost blew the top of the tent away and also blew off the top of George Pfeiffer's Streetcar Boat. George was able to fix it for the next day and also picked up an award for best scratch built model. Andy Valentine talked about the upcoming Fast Electric event on September 21 and explained the classes that will run in the event. The sep classes will receive awards and extremely fast classes will run exhibition. He asked for volunteers for the day to help out, specifically "pit persons" one for each racer their job will be to set the boat in the water and count the racer's laps. John Bishop gave a presentation on airbrushing techniques and demonstrated some airbrushing. 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
Sept.	14 th (Sat.)	St. Louis Admirals Regatta	Union Station, St. Louis, Mo. 9:00AM - 5:00PM
Sept.	15 th (Sat.)	St. Louis Admirals Regatta	Union Station, St. Louis, Mo. 10:00AM - 3:00PM
Sept.	17 th (Tue.)	Membership Meeting	Centennial Lakes Centrum Building 7:00PM - 9:00PM
Sept.	21 st (Sat.)	FE Spectacular	Centennial Lakes South Pond 9:00AM - 4:00PM
Oct.	4 th (Fri.)	AMYA RC Laser Nationals	Main Dock, Lake Calhoun, Mpls.
Oct.	5 th (Fri.)	AMYA RC Laser Nationals	Main Dock, Lake Calhoun, Mpls.
Oct.	6 th (Fri.)	AMYA RC Laser Nationals	Main Dock, Lake Calhoun, Mpls.
Oct.	15 th (Tue.)	Membership Meeting	Band Room 7:00PM - 9:00PM
Nov.	19 th (Tue.)	Membership Meeting (Swap Meet)	Band Room 7:00PM - 9:00PM

2002 FE Spectacular:

When: September 21, 2002

Hosted by Edina Model Yacht Club

Edina, Minnesota

<<http://www.emyc.org/>>

Eligibility: Any paid entrant with a boat conforming to any of these listed specifications. If your boat does not meet spec in any of the classes you may be allowed to race but points will not be given. Entry fee waived with EMYC membership. Registration required to race.

LS (Limited Spec) Mono

~ ABS Mono Hull

~ 6 cells

~ Chameleon motor

~ any drive system or prop allowed

~ 4 laps on 1/10th mile oval

LS (Limited Spec) Offshore

~ ABS Mono or Tunnel/Cat Hull 24" minimum length

~ 12 cells

~ Graupner 8.4v 700bb motor

~ any drive system or prop allowed

~ 10 laps on 1/10th mile oval

SS (Sport Spec) Hydro

~ Scale Hydro Hull

~ 12 cells

~ Any 700 sized motor ex: Graupner 700bb, NEO or FDM SS1

~ any drive system or prop allowed

~ 10 laps on 1/10th mile oval

(Open classes - no award)

~ kit and beginner

~ N Mono (M)

~ O Sport Hydro (M)

~ P Sport Hydro (M)

~ P Mono (M)

~ Anything goes, depends on what shows up

(M)=modified

Race format:

LS Mono: 4 Laps on a 1/10th mile NAMBA Oval

LS Offshore: 10 Laps on a 1/10th mile NAMBA Oval

SS Hydro: 10 Laps on a 1/10th mile NAMBA Oval

Lodging/Meals: Info available upon request, examples posted on the FE Forum.

Inspection: Spec inspection will be conducted, on a random basis, as determined by the Course Director.

Schedule of Events: Registration will be at the Race Site on 9/21, 2002 starting at 8:00am. Open water from 8:00 am until 10:00am. Drivers meeting at 10:00am, races begin at 10:30am. 1 hour Lunch break after 12:00pm. Awards given at 4pm or after final race what ever comes first. Open boating or dinner there after.

Race Instructions - Frequency Assignments: A copy of race instructions and frequency assignments will be provided at the time of registration on 9/21.

Race Site: The race site will be at Centennial Lakes South Pond in Edina, Minnesota.

Prizes: Awards will be given to the top three finishers in each of the SPEC classes.

Fairwind Region 4 Championship – August 17, 2002

Our inaugural AMYA Fairwind Regional 4 Championship was a great success. Although only seven (7) of the eight (8) boats registered did participate (all from Minnesota), it was the beginning for what we hope to be an active and competitive national future for the Fairwind class.

All seven boats met at the Edina Model Yacht Club Centennial Lakes north pond in Minnesota on Friday afternoon August 16 for practice. It was sunny with sustained winds around 10-15 knots. A front would be moving in that evening making race day a completely different situation. Saturday's forecast was for rain and winds 25-40 knots, so we experimented with additional keel weight. There was a lot of activity with rounding buoys, starting sequences and tuning. As the sun went down, we all felt confident that Saturday would be our day.

Race day was a little kinder to us than expected. At 9:00 am temps were in the upper 60s winds about 10 knots and the rains moved through leaving us with only damp conditions. Not bad so far...then the winds started to build. The entire day proved to be challenging with 25 knots of air with gusts nearing 35! The water was streaked with lines of wind, often running the entire length of the windward-leeward course. Due to the extremely strong sustained wind gusts, mast cranes were seen dipping into the water. Why were the wind forecasters correct for once? All seven skippers braved the weather.

Needless to say, boat weight was a factor. All hatches were off and additional ballast was added if they had it. Boats were measured and weighed in. The lightest boat was 9 lbs. 12 oz., the heaviest was 11 lbs.; we were ready for the day. The racecourse had to be set only once. Race Director Tom Weigel informed us we were going to run a modified W-2 windward/leeward as long as the weather held out. Scoring would be by the low point system. The marks were in; the skippers' meeting was at 9:35 and the first heat started at 10:00 as scheduled.

Six of the seven boats were plagued with equipment failure from time to time. Three boats asked for their official 5-minute break between heats for repairs. Everyone was helping each other to keep the races going, such camaraderie! Boats suffered broken forestays, disabled rudders, snapped boom vanes, wet receivers, shorted switches, bent masts and copious amounts of bilge water. But the boats kept appearing on the water race after race. These men and woman were tenacious and competitive.

At noon we had completed 5 races. A few points separated most positions. We broke for lunch...many stayed at the pond to make additional repairs or perform disaster prevention. Others left and brought back food for the "mechanics".

Five minutes was announced before the 1:15 afternoon start. We still had five boats for the sixth heat. As the afternoon progressed, more and more DNSs started to appear on the score sheet. Breakdowns were taking their toll. Heats 9-12 had only 3 boats finishing. The disappointed skippers that were forced to drop out remained at the venue to watch the end of the regatta. Some cheering, others wishing they could have finished out the day, still others relieved that their boats hadn't sunk. This was a harrowing experience for all of us...only 2 of the 7 skippers had ever been in an AMYA sanctioned regatta before.

There were no major penalties or protests and all participants received a framed photo of them and their boat as a reminder of this meet. The top four were awarded metal plaques for their photos: (1) Tony Johnson, (2) Terry Mackey, (3) Richard Valentine and (4) John Bishop, and the top three left with red chevrons from AMYA.

Congratulation goes to all those who competed and wouldn't quit regardless of the mishaps...until there was no other recourse. It was exciting to see so much enthusiasm and encouragement by the participants and helpers during the entire event.

Thanks go to Tom Weigel, Fred Ferris, John Dodson, Mike Ross and Jerry Bell for their support and contribution. I also want thank Will Gorgen for helping post this event and his club for hosting the Fairwind Nationals in Ann Arbor Michigan September 27-29. Be there!

And last, but not least, I want to thank the Edina Model Yacht Club for their support, patience and for hosting this first Fairwind Region 4 Championship. This is not the last you'll hear from us.

Terry Mackey, EMYC Fairwind Fleet Captain

PS. Some quips:

"Winds began with what could be described as very strong, and by the time the fleet regrouped following a one hour lunch...conditions were "Smokin". The challenge was manifest in keeping together mentally and physically. This type of sailing required extreme concentration, as the sailors not only were struggling to maintain control of their boats but also were continuously watching for wind shifts. Tactics were in constant play to retain position or gain advantage over other boats. Dependable electronics and servos often separated competitors." *T. Weigel*

"Had a great time battling the winds, but definitely needed more experience in those conditions. If it wasn't for a broken rudder, broken stays, hull half filled with water, a shorted-out switch that had to be bypassed and if I'd had more practice standing up in straight line winds...I would have had a better chance. Next time! However, thanks to all my competitors for their support." *J. Jentzsch*

"My boat took a beating in the high winds. It held up well for the first four races, but continual water in the hull led to electrical problems for the rest of the day. I had fun, but wish it hadn't been as windy. It seems as though the sailing limits for my Fairwind are set at the point at which 1) I can no longer come about and 2) hold a downwind heading. All in all, I had a great time with a great group of people. Thanks for your efforts." *J. Bishop*

Got Beer?: Back in the good old days of your, when Ale was the preferred beverage of the common masses, in the Taverns and Pubs of jolly old England. Whenever the customers might start to get a little too rowdy, the Barkeep would call out to the customers to mind their own Pints, and Quarts, and leave off what was not any of their business. This is were the modern expression "Mind your P's & Q's" comes from.

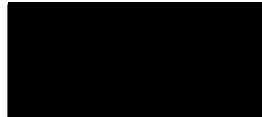
On a different subject: I think that we all know where the expression "Going Postal" originated from. But Does anyone know where the expression "Postal" comes from? A couple of hints, the expression originated in England, and it does have something to do with posts. There will not be any fancy prizes awarded to the member with the correct response, but I plan to include the best guesses in next months newsletter. *Mike*

EDINA MODEL YACHT CLUB
CENTENNIAL LAKES CENTRUM
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EDINA, MN 55435

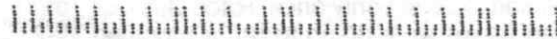
Edina
Recycles



First Class



55435+2844



**September
Meeting
Notice:**
(Third Tuesday of the Month)
Tuesday, Sept. 17th
7:00 P.M.

**Centennial Lakes
Centrum Building**

Commodore:	Michael Ross
Vice Commodore	John Bishop
Vice Commodore	Paul Olsen
Vice Commodore	Gary Anderson
Vice Commodore	Doug Campbell
Treasurer	Gary Phillips



Newsletter Editor Michael Ross



Web Site: www.emyc.org