

EDINA MODEL YACHT CLUB

SAIL & SCALE NEWSLETTER

JULY 2004

VOLUME 13, NUMBER 7

PARADE OF BOATS A HUGE SUCCESS

By Doug Person



Thanks to enormous EMYC Club member cooperation, the "Parade of Boats" event on Sunday, June 13, 2004, was another huge success! In such a rainy spring, we had a beautiful day of sun and pleasant temperatures.

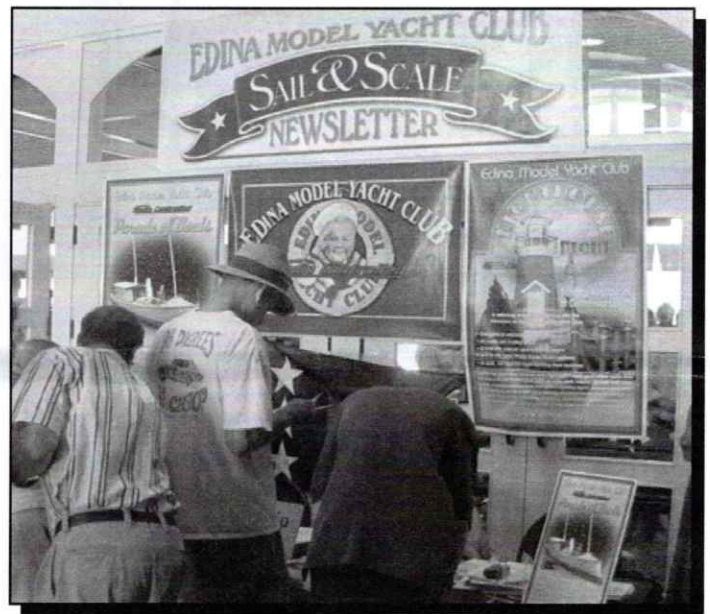
Tom Shirley, Manager of Centennial Lakes Park and Edinborough Park, was at the Centrum Building giving the members tremendous help in setting up the display area... our thanks to him!

I must back up for a moment and acknowledge advance publicity for our 14th Annual Parade of Boats.

Tim Smalley, with his enormous electronic and print media contacts, was able, along with others, to successfully obtain the following advance publicity for our premier event of our club annual calendar:

- Front page picture and article, along with excellent interview remarks from our Commodore, Paul Olsen, in the Edina edition of the June 3, issue of the "Current", announcing our June 13th event.

- Excellent large picture and note about the event, in the "Variety" Section of the Minneapolis "Star Tribune" concerning Metro Events "8 Days Out" (June 3, 2004).



Information Desk 14th annual Parade of Boats 2004.

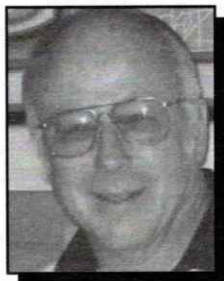
- Live TV coverage from KMSP Channel 9, on a very chilly and misty early morning on Thursday, June 10, 2004. Club members were at the Band Shell by at least 5:15 to 5:30 a.m. for the broadcast. Thanks to an advance e-mail to members from Tim Smalley and advance calling to members, from the Board & volunteers, we had the largest turn-out of club members I have seen for this live shoot, in my 9

Parade Continues on 3

SCHEDULE OF EVENTS:

– Open Boating every Tuesday and Thursday 5:30 - 9:00 p.m. and every Sunday 4:30 - 9:00 p.m. –
July 15, Thurs6:30-7:30 p.m. Adaptive Education Department evening
July 20, Tues7:00-9:00 p.m. Membership Meeting

COMMODORE'S CORNER



By Paul Olsen

I want to thank everyone who helped make the 2004 Parade of Boats such a success. Fred Ferris

reported that there were 149 boats on the water, a 66 boat increase over last year. And again thanks to everyone's cooperation and attention to detail, I was free to mingle, answer questions and observe the workings of the Parade of Boats. I received many nice compliments for the club.

At the next meeting Terry Spletstoeszer will show his new almost-ready-to-run trawler and tell what changes were necessary to make it a good running boat. See you all at the next meeting July 20. Don't forget to bring your show and tell projects.

—Paul Olsen



EMYC New Members

Neil Albert, Mike Barkwell,
Rolf Brown, Adam Clark,
Ryan Clark, Daniel Dulas,
Matthew Dulas, Jack Johnson,
Rahe Koch, Norman Larson,
Robert Lund, Dan Peterson,
Tracy Schaupp, Jonathan Wesley

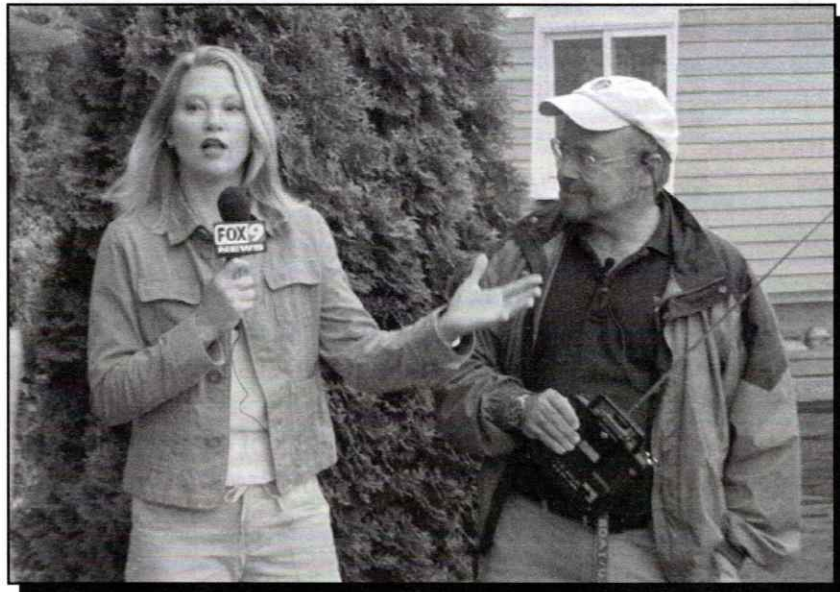
— Welcome to the Club —

FROM THE MEMBERSHIP AND INFORMATION TABLE

- **Membership attendance:** 73 existing and 14 new
- **New Memberships:** 14
- **Renewal Memberships:** 6
- **Total Registered Boats:** 163
(There were actually more boats on display, not everybody registered at the membership table.)
- **Our Total Membership:** 145 paid members.

Parade From 1

years in the club! In spite of the very early time and less-than favorable weather, I think that everyone (members and the ch.9 crew) had a great time.



Fox 9 reporter MA Rosko interviews Tim Smalley.

- WCCO-4 was on hand at the Central Pond the morning of the Parade shooting the event.

- Dale Johnson's huge color posters in the Lobby of the Centrum lent an incredible level of publicity and professionalism for our Club. His computer graphics skills never cease to amaze me both with our monthly Club newsletter and highly creative poster development. Thank you, Dale & Alex, for co-editorship of the newsletter!

Well before the Parade was scheduled to begin on Sunday, June 13, Club members were working enormously hard getting tables set-up in the boat display area. Cooperation was incredible!

John Bishop, who has been site planner and coordinator for the Parade, ever since it began in 1991, the year of the incorporation of EMYC. John organized the display tables with his thoughtful and diplomatic manner.

Dave Bros, with his "Builders Table", located just to the right of the exhibit area from the lobby, always lends a terrific overview of boat construction steps and

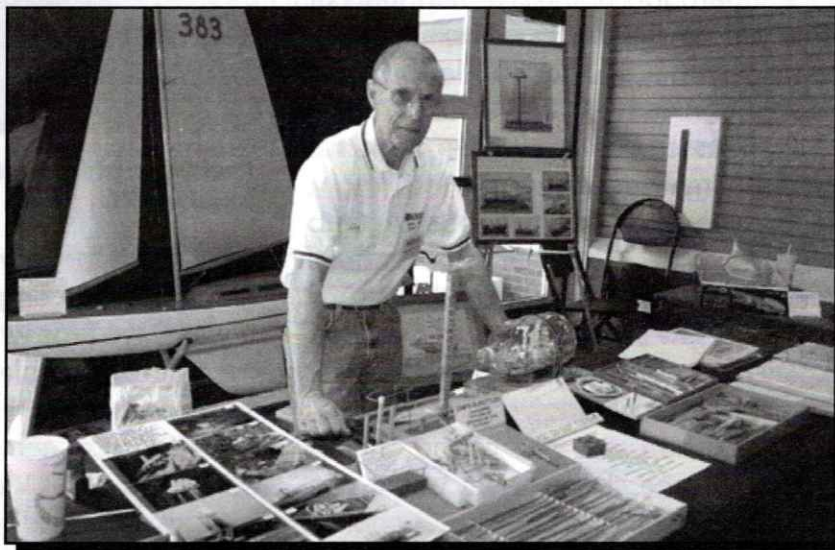
processes. His seemingly natural teaching skills serve so well.

Our museum quality ships-in-a-bottle creator, Don Pearson, fascinates our audience with his remarkable skill, precision and patience in his discussion of his conducting this art. We are very fortunate to have this very personable and kind man in our Club, for the past 6 years. His creation of all of his own tools and supplies is a work of art in itself!

Our Special Interest Representatives: Tim Smalley, Scale Boating; Andy Valentine, Fast Electric Racing; and Tony Johnson, Sail Boat Racing, were on hand to discuss these aspects of the Club.

We were privileged to have José Medina and his fiancé, Donna Bridges, from Des Moines, IA here for the event. How very thoughtful and capable they are. José's remarkable 8 ft. long Great Lakes Schooner, with five sails was a treat for all of us to see close-up and on the water. Dale Johnson, John Bishop and I all had a chance to meet them and visit with them prior to the Parade. I thought that Donna and José were pleased with their experience up here. As first year

Parade Continues on 4



Don Pearson Ships-in-a-bottle table.



New club members Donna Bridges and José Medina from Des Moines, IA.

Parade from 3

members, making a 5 hour trip from Des Moines, they seemed worthy winners of some very nice post-Parade prize drawings. Thank you all who extended your friendship to them. I know that they had a wonderful time here with EMYC for their first visit.

Alex Raupp, and Tim Smalley (and perhaps others of whom I am not aware) did a superb job doing live narration of boats out on the water, as well as interviewing some of the builders of the boats.

I'm not sure how many spectators we had at our marquee event... a lot, I know. We had an excellent turn-out of Club members with a host of their various types of model R/C boats, which they brought. I saw several boats this year on display I had not seen in previous years... all quite spectacular!

John Bishop, was one of the Charter Members of the club when it was it was incorporated in 1991, as a 301.c.3, nonprofit organization.

A few years ago, I proposed an unoffi-

cial logo, with the International Code Flags for "E,M,Y,C" and the words "Edina Model Yacht Club" under the colorful flags as a logo. It is gratifying to see how many members wear shirts bearing this logo. For the embroidery of our shirts and other apparel, we have used Team Mates, Inc. now located in Eagan, MN. The owners, Mike Little and Sharon Moline, have always done excellent and timely work for us at very reasonable prices.

I will always try to have one of their garment catalogues with me at our monthly General Meetings, so members can browse it and identify apparel in which they might be interested. I would appreciate bulk orders from our members, so I can avoid individual trips to their manufacturing location (it is a 35min. drive there for me when I can use the "Diamond Lane", and about a 50min trip at other times, each way). Thank You!

The incredible building and design/customizing talent among our members is awe inspiring! Unfortunately, due to very marginal model building skills, and lack of electrical/wiring knowledge, I have only one boat, a "Seawind" sailboat, manufac-



Paul Olsen tries to extinguish the fire on Terry Spletstoeszers' smoking PT.

tured in kit form by Kyosho. I have many members to thank for helping me to complete this enormously fun boat to sail. I think it was Dave Bros who really got me excited about this model.

Our remarkable Commodore, Paul Olsen, who gives help to so many of us, with our boat restoration and building, is a truly remarkable, generous, and giving person.

Paul, and his Vice Commodores have done an outstanding job this year guiding the Club, each taking individual responsibility in their particular areas of expertise.

Parade Continues on 5



Dick Walker shows his rebuilt Sterling Chris Craft Corvette.

Parade from 4

I have often found, while sailing on the Center Pond, curious visitors to the Park ask me lots of questions about the Club, model R/C boat building. Often they have little children with them, who are delighted to sail my boat. I'm sure many other Club members have had similar experiences, as well.

It is gratifying to see, especially on Sunday evening open boating, people of so many ethnic groups, enjoying the lovely park, and watching our boats out on the water.

I so appreciate the diversity of our Club membership, with so many different building skills and nautical stories. I feel our hobby is truly friendly to individuals, couples, and parent son/daughter partnerships. I feel that parents who are actively involved and working closely with their children in model making, or any other activity, will reap enormous rewards in their long term relationships and mutual admiration for each other..

I would be remiss if I did not express the Club's appreciation to the Edina Park and Recreation Department, Tom Shirley, site manager, his staff and so many others

for making Centennial Lakes Park available to us. They provide, gratis, use of the Centrum Building all day for the Parade (which normally costs the public about \$ 800.00). John Bishop books this date and space 2 to 3 years in advance, as he does for our Annual "Dry Dock Party," held each year in November. These facilities are in remarkable demand for weddings, receptions, showers, Holiday boutiques and other events almost all year long. In the winter, the Centrum Building becomes a warming house for skaters.


I think it is really a synergistic relationship we have with Centennial Lakes Park management. They like the activity and entertainment we provide to the public at the park.

Our club, probably enjoys one of the nicest and best designed park facilities in the country... a park which extends 7 blocks from the north pond to the south pond. Intended to be a multipurpose development, it includes a huge park with 3 ponds, a "golf course in miniature," with genuine bent grass greens, regulation lawn bowling and croquet grass courts, paddle boats a hedge maze and a beautiful walking path. This remarkable place also includes a lovely band shell and coliseum and grass seating for up to 1,000 attendees for various forms of entertainment, including Edina's "John Phillip Sousa Concert Band".


I know I have not included a listing all of our members at the Parade, who did so much to make it such a success. For that I truly apologize.

My sincerest "Thank You," to all of you, for making the 2004 edition of "Parade of Boats" another resounding success!

—Doug Person



2004 ODOM National Championship
 September 18th & 19th
 Centennial Lakes - North Pond



Hosted by The Edina Model Yacht Club
 Edina, Minnesota

For Notice of Race / Information & Registration Contact:
 Judd Morgan
 161 Lakeview Road East
 Chanhassen, Minnesota 55317
 952.975.9354
 juddmorgan@yahoo.com

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2004 PARADE OF BOATS

— EVENT REPORT FROM A DIFFERENT PERSPECTIVE —

By Fred Ferris

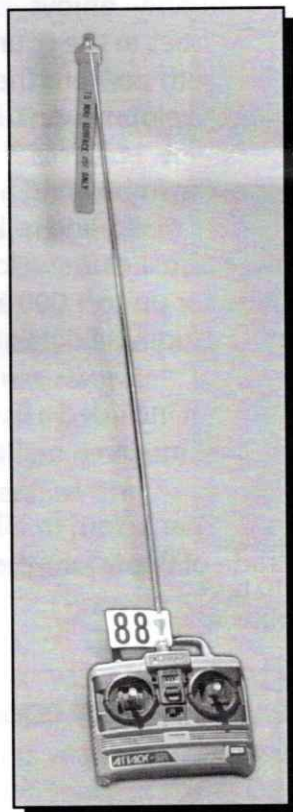


For the last several years I have been enjoying the event from a different view. I have been keeping tabs on the frequency pins so that some sort of pandemonium does not break out. The first year I tried using the big

board on wheels. That unit works great for the event where all of the skippers are on the honor system.

The second year I used the small clothes pin rack and kept some records of pin uses. This was better but still lacking, mainly at the end of the day any outstanding pins were lost because we didn't have a clue who had them. The third year I started to get some useful information as to frequency use and population. Now after five years I am wondering how this information can be of some good use to the club. I will not reveal the least used channels as that might cause people to rush out and buy radios on those channels and create a worse situation. The least used channels one year are not the least used the next year. That situation tends to fix it self, so to speak.

I will reveal the most used channels so that other channels might be purchased. For example channel 84 has been the most used channel for the last three years.



Below are some of the findings for 2001, 2002, 2003 & 2004 in some cases the term skipper may include more than 1 person. As in the case of father and son. (same last name)

Skippers / Uses each time a pin was taken, the name was credited with a use.

	2001	2002	2003	2004
	?/90	34/88	35/83	49/148

Number of uses by skippers

Uses	2001	2002	2003	2004
1	N	7	14	17
2	O	10	8	11
3	T	11	7	19
4		3	2	3
5	R	2	1	1
6	E	1	2	2
7	C	-	1	3
8	O	-	-	-
9	R	-	-	-
10	D	-	-	2
11	E	-	-	-
12	D	-	-	1

Number of Frequencies used by a skipper

1 Freq.	N	15	20	26
2	R	16	7	12
3		3	7	4
4		-	1	4
5		-	-	3

Most used frequencies / Number of uses

88/9	84,88/7	72,74,84/6
RED,84/9		
64/6	61/6	88/5
	74,77,78/7	

Note: RED is 2'7.045 MHz

Number of unused channels

2001	2002	2003	2004
4	8	5	3

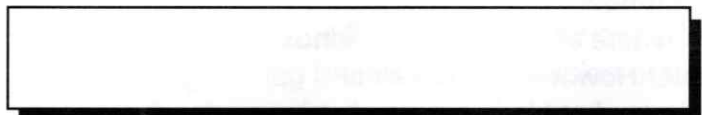
This year all channels from 61 to 90 were used. The 3 unused were in the 27 MHz band.

If you should want a totally empty channel all for yourself, then listen up sports fans:

1. Study up and pass the Amateur Ham Operators test.
2. You will be issued a ham Operators license No.
3. You can then purchase RC radios on the 50 or 53 MHz bands.

Note: this year there was one use by one skipper on one of the HAM channels. Since there are 18 channels available this left 17 unused by EMYC members at this years Parade of Boats.

One item I should have recorded this year was the number of channel requests for channels that were in use. I would estimate that I had at least 20-30 channel requests where the channel was in use. Possibly a wait list could be used in some way. It would disappoint me if a skipper went to the effort to bring a boat to the Parade of Boats and did not get to run it on the water. If this happened to you, I apologize for that. Another thought for next year might be channel reservations for specific time slots ahead of time so if conflicts exist they could be worked out in advance. It works for the sailing regattas, why not here.



Another item worth mention is there is a lack of frequency flags on the antennas. In some cases, the skipper did not even know what channel the radio was utilizing. In one case a skipper had a flag on the antenna but wanted the pin for another channel as he had changed the crystals. The frequency flag should also be changed to match the crystals in use.

I really enjoy doing the frequency table as it affords me all of the activities not normally associated with a day at the pond. Possibly EMYC may even let me do this again next year.

Gotta run, just enough time for me to swing by K Mart and pick up some supper.

Thanks for letting me help.

—Fred Ferris



AIRBRUSHES

By Mike Ross

IN GENERAL:

There are basically three methods for applying paint. The first is to use a paint brush, the second is to spray paint from a can, and the third is to use an airbrush.

Using a paint brush works well for painting smaller areas, and for doing fine detail work. With the brush you have a much wider variety of paint colors to choose from, as well as more choices of what kind of paint to work with. Generally speaking using a paint brush does not work well for painting larger areas, and unless you are very patient they can leave those pesky brush marks.

The can of spray paint works well for covering larger areas, but it can be difficult to paint smaller areas, or for working with finer detail. You will be more limited in the selection of paint color, as well as type of paint.

The airbrush provides you with the best of both. Almost any paint available in a bottle, or tube will work in an airbrush. Mixing and matching colors is almost as easy with an airbrush, as it is with a brush.

With all of the different kinds of airbrushes out there, it is easy to think that each type of airbrush is only good for one type of application. This is simply not true. While one airbrush may do some things better than the others, they are generic. Still, when choosing an airbrush, you want to select one that is best for whatever type of painting you will be doing the most.

GENERAL OPERATION:

All air brushes work pretty much the same. They use air to spray a thin coat of paint onto a surface. The air can come from a can of compressed air, or a air compressor. The stream of air is used to create a vacuum, that draws the paint into the air stream, and causes the paint to atomize. The air stream then sprays the atomized paint onto the surface that you wish to apply the paint to. If you are like me you will get more paint on your fingers, than any where else.

In general the two basic operations that all airbrushes need to control are the air flow, and the paint flow.

Air Flow:

Controls how opaque, or how translucent the paint will be. The paint color can range from solid to almost invisible, or anywhere in between.

Flow:

Controls how wide an area will be covered in a single pass. With an airbrush it is possible to paint a line from one half a millimeter wide (pencil thick) up to four inches wide, or anywhere in between

Of course there are other factors that will have there own impact on your work such as how far the airbrush is away from your work, and how fast you are moving the airbrush.

What happens when you press the button? Not all airbrushes are created equal. Some airbrushes will allow you to control both the air flow, and the paint flow at the same time with a single control.

Airbrushes are classified as being either single action, or double action. This defines what control the airbrush allows when it is operating. A control can be limited to only on or off, or it can be variable.

Single Action:

This class only allows control of the air flow from the button. Most of these are fixed control. You can

only turn the air on or off. There are however some that do allow for variable control. This means that you can control how much of the available air pressure will be provided.

Double Action:

This class allows you to control both the air flow and the paint flow together from the button. Here again, some airbrushes are fixed control, while others can be variable. So there are four different combinations of this class. Fixed air flow, with fixed paint flow. Fixed air flow with variable paint flow. Variable air flow with fixed paint control, and lastly variable air flow with variable paint flow.

There are two different kinds of airbrushes available. How it mixes the air and paint together determines what kind of airbrush it is.

External Mix:

All external mix airbrushes are single action. These airbrushes do not allow for on the fly adjustments very easily. They tend to paint lines with softer (fuzzier) edges. But they tend to do better at covering larger areas.

Internal Mix:

Here they bring the paint, and air together in a mixing chamber inside the body of the airbrush. Because they mix the paint and air inside the airbrush before it is sent out through the valve, they can paint thinner lines. The edges of a line tend to be sharper, with less over spray. They can be more difficult to clean, and maintain.

(Note: Not all internal mix airbrushes are double



Badger 200 single action air brush.

AT THE MEMBERSHIP MEETING

JUNE 15, 2004

By Jim Smith

Commodore, Paul Olsen called the meeting to order at 7:05 PM.

Commodore thanked all of the members who worked at the Parade on Sunday. Although he was a bit under the weather on Sunday he noted that the members pitched-in in a big way and the show went off without any major glitches.



Paul Olsen.

Commodore asked new members and guests to introduce themselves.

New member, Norm Larson... has a three cockpit Chris Craft and discovered the club at the Parade. Bruce Danielson... also has a Chris

Craft. Dan Petersen...a long time model airplane builder...he's working on the wooden version of the Dumas PT boat.

Paul then asked for comments on the Parade of Boats.

John Bishop noted a comment by a WCCO reporter that it was a pleasure reporting on people having fun as opposed to the usual bad news covered by the media.

Larry Wheeler reported in the absence of Fred Ferris that the members used the frequency control board very well. About 50% more boats were on the water at any moment than at past events with no apparent difficulty.

Paul Olsen noted that the fast-electric and sail-racing contingents joined in, in a

big way this year. He stated that the club appeared to be "closing the gap" that had opened in the recent past between the racing and casual boating members.

Tim Smalley stated that he thought that the show was our "best, ever."

It was suggested that the information table have some flyers for the Lighthouse Night event.

It was also suggested that the building be "closed" during set-up. Visitors interfered with the work of the members. Unfortunately, it's almost impossible to keep the public out and still allow free movement of members carting boats in, setting up the operators area, etc.

Dave Bros said that the visitors were the most respectful in many years. Not a lot of reaching or touching by adults and good parental control of the kids.

Don Pearson reported no problems with spectators at the ship-in-bottle display. He stated that one youngster politely asked to hold one of the ship models and even said "thank you" after doing so.

Dale Johnson reported signing up 15 - 20 new members at the show.

Tim Smalley said that an additional table for fast electric boats would be a good idea.

Commodore suggested setting up as many



June 15, 2004. In the Band Room. 43 members in attendance.

tables as the Centrum will accommodate. He noted that it is easy to spread out the display to cover the tables while it is quite difficult to add a more tables after the set-up is well under way.

Alex Raupp suggested a little more time for running submarines since getting them ready for operation is quite time consuming.

Doug Person commented on how attractive the atrium / welcome table area looked. "The entryway looked fantastic."

John Schermeister had some frequency conflict with our out-of-town guests. Guests did not understand the use of the clips...and the necessity of returning them promptly after use. He suggested some literature on the matter be prepared for distribution at future shows.

Terry Spletstoeszer noted that there were eager buyers at the 'for sale' table throughout the day. Seller's requested prices were met with little difficulty.

Tim Smalley noted quite a few non-operators in the operating area. He suggested that assistants retire from the operating area and return when needed to retrieve boats, etc.

Mikio Kirihara spotted a small boat operating a bit south of the fast electrics when they were running. He spoke with the owner, who had no concept of frequency control or the danger he posed. Paul suggested that everyone keep an eye out for unauthorized operators.

Doug Person asked if others had noticed park manager, Tom Shirley hustling about and assisting



Membership discusses the Parade of Boats

club members throughout the day.

Don Swain suggested a letter of appreciation or some other acknowledgement of Tom's efforts.

Larry Wheeler stated that the Laser sailboats have not been racing this year...hence their being none at the show. The ODOM boats are operating in high gear, however.

It was generally agreed that attendance was down a bit this year, but the crowd was perceived as being just about perfect.

McDonald's supplied 60 meal tickets and all were used.

Alex Raupp took a limited survey and determined that visitors had heard about the Parade from electronic media, newspapers and word of mouth in about equal numbers.

Dick Walker asked if the club had contact with vendors. Commodore stated that although the club had sent out 80 donation request letters, we only had about half the responses that we have had in years past.

In conclusion, Terry Spletstoeszer pronounced the show: "Top Notch!"

Commodore reiterated the need for volunteers for Edina's Adaptive Education Department evening of boating with our handicapped neighbors on Thursday, July 15th from 6:30 - 7:30. Put in an appearance with your sailboat or slow electric. It's an enjoyable experience!

Tim Smalley asked members to update their e-mail addresses with him. Don't miss out on Tim's last minute updates.

Meeting Adjourned at 8:00 PM



Larry Wheeler and Mikio Kirihara.

BUILDER'S CORNER

— Scratch Building 101 —

BUILDING MODEL BOAT HULLS

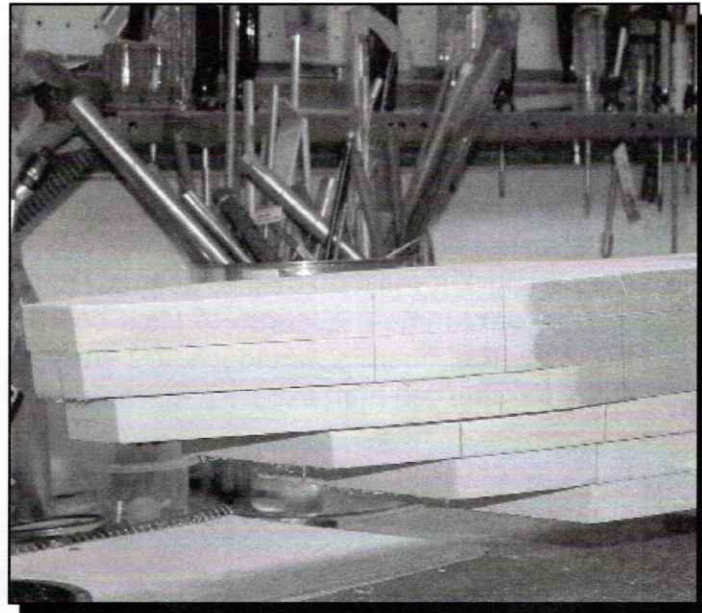
By George Pfeifer

This is intended to be a basic discussion of a method that is used to construct model boat hulls. It will not go into the finite detail of the process, but will give the beginner an idea of how it can be done.

This article will cover an often overlooked method called "Bread and Butter" construction. What is bread and butter construction? A simple definition is that you stack 10-12 boards in a pile and then cut away anything that doesn't look like a boat. I believe that this is a very easy method for a beginner to use. I have used it on hulls as small as a 20 inch Tug Boat, to as large as a 10 foot Battleship. One of the major advantages is that you end up with a very rigid hull with no interior blockage, allowing for easy installation of running gear.

BASIC TOOLS NEEDED:

- Combination square
- Hand held Jig Saw
- Xacto Razor Plane
- Three and a half inch wood plane
- Six and a half inch wood plane
- Eight inch wood rasp
- Ten inch wood rasp
- Fourteen inch wood rasp
- Electric Drill with screw driver bit and rubber backed sanding disk.
- Rubber sanding block (3M brand)
- Coarse sand paper 40 & 60 grit
- French Curve



Typical Bread and Butter

NOTE: Wood planes can often be purchased at garage sales for \$5.00 or less that are perfectly usable. Just make sure that the shoe and blade have no major nicks in it. Most of these old planes just need to have the blade sharpened.

OPTIONAL TOOLS:

- Band Saw
- Table mounted Jig Saw
- Belt Sander
- Orbital Sander
- Wood Carver's chisels

WOOD:

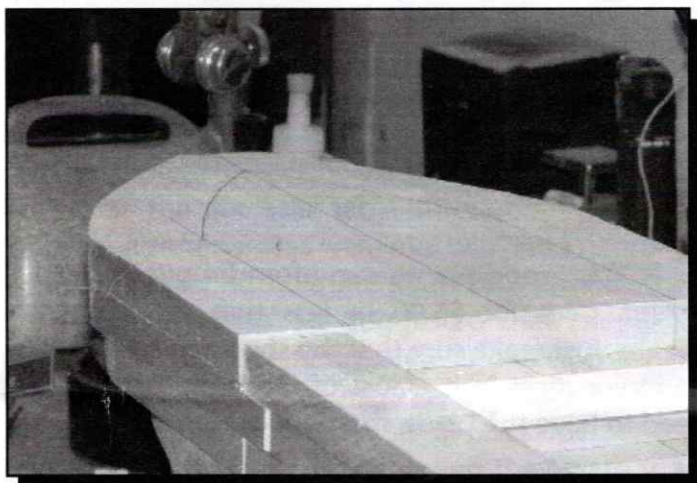
Originally the preferred wood for this method was clear soft pine (no knots), such wood is either unavailable, or far too costly today. A good substitute is aspen, and it can be purchased at Home Depot.

PLANS:

The plans that are used to build the hull from should be full size to the model, and have a side view, top view, show the location of the bulkheads and the shape/size of each.

FIRST STEP:

Draw lines on the plans (side view & bulkheads) that indicate the thickness of each board. Start from the bottom and measure/mark upwards: this will determine the number of boards needed. If the model is 12 inches high, and the board is three quarters of an inch thick, it will then take 16 boards. From the side view determine the length of each board. The length of the boards should be 1-2 inches longer than the finished hull.



SECOND STEP:

Make templates of the bulkheads (outside shape) onto thick paper or poster board, and cut out. These will be used to measure shape of the hull as you are removing excess material.

THIRD STEP:

Cut the boards to length, (one to two inches longer than the plan) and mark the centerline and the location of the bulkheads on each board with the combination square. Number the boards (near the centerline) 1 thru 16 as you go. Use the French Curve to draw the hull shape between bulkheads.

NOTE: Most hulls will be wider and longer as you go from the keel to deck, in some cases an area of the hull may reverse this direction and become narrower or shorter as you go up. This is called tumble home.

IMPORTANT RULE: Always measure the MAXI-

MUM WIDTH, at the top of each board, except if you have " tumble home", which will put it at the bottom of the board.

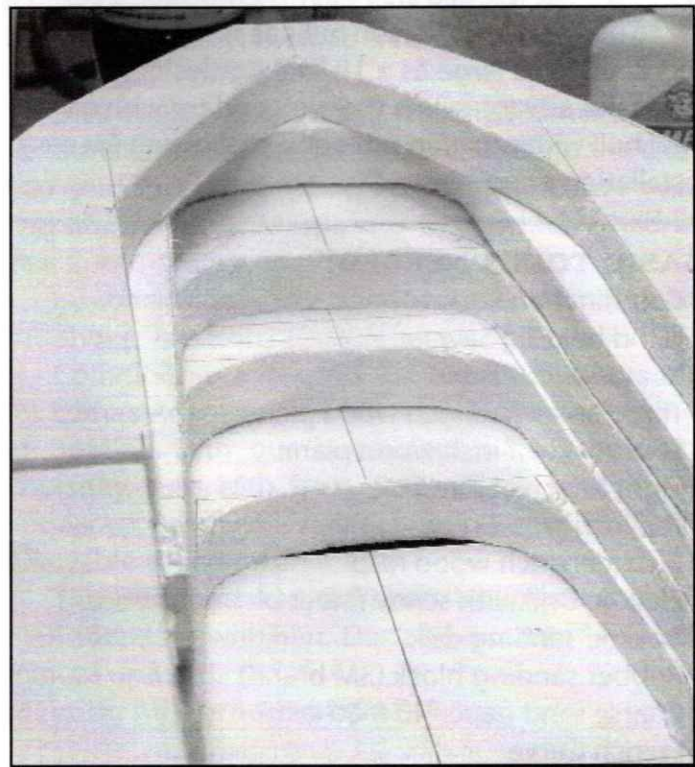
FOURTH STEP:

Cut each board to the shape that you have drawn on the board using the jig saw/band saw. If you are a good wood worker, cut on the outside of the line, if you are fumble fingered like me, cut about a quarter inch outside of the lines, (a little room for error), NEVER GO INSIDE THE LINES. As you stack the cut boards, you should begin to see the outline of the hull take shape.

FIFTH STEP:

Use one and a half inch sheet rock screws to join each board to the next. The screws should be placed 1-2 inches in from the outside shape, or at least in an area that won't be affected by the shaping process. Use approximately 4 screws per board, **DO NOT USE ANY GLUE AT THIS TIME!**

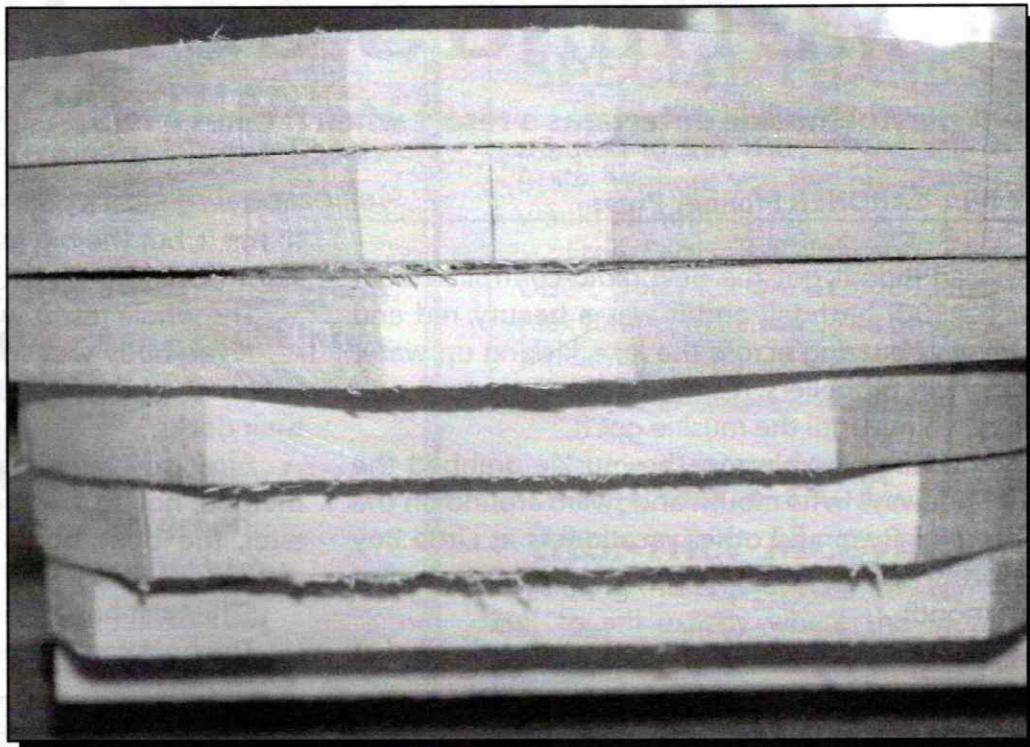
SIXTH STEP:



It is now time to create a lot of wood shavings and saw dust.

Start planeing away. The idea is to smooth out the steps created by the cut boards. Check the templates to each bulkhead as you go and redraw the bulkhead lines as needed.

The wood planes will take care of the majority of the work. The wood rasps and/or the sanding disk on the electric drill will work on the concave portions. Keep working at it until the templates are a good fit.



SEVENTH STEP:

Take the boards apart by removing the screws. Mark a line three quarters to one inch in from the outer edge on each board all around the perimeter. Remove the interior portion of each board (except the very bottom 1 or 2) with the hand held jig saw.

EIGHTH STEP:

Now it is time to glue it all together, but first let's consider glues. I always put 2 coats of epoxy on the outside of my hulls and 3-4 coats of Polyurethane on the inside so that the wood is sealed. If you do this, then waterproof glue is not necessary. Good old Elmer's carpenter glue will work fine. If you choose not to seal the wood with epoxy, then you might want to consider using a waterproof glue.

Note: A product called "Liquid Nails" would work very well for this process, it is applied with a caulking gun.

Start with the lowest level board, glue on the second board, being careful to line up the center marks and the bulk head marks. I would recommend doing 3-4 or 5 boards, then place heavy weights on top of the boards and allow to dry over night. Continue this process until all boards are glued

together, and allow the glue to totally dry.

NINTH STEP: (OPTIONAL)

At this time you need to decide what you want to do with the interior of the hull. It can be left "as is"; i.e. it will have steps on the interior, or it can be smoothed. This is a personal choice thing, and will not effect the outcome of the model. Advantage to leaving the steps in, is that they can be used as supports for installing running gear etc. It is also a lot less work to leave it, "as is". A smoothed interior gives a much more finished look, but with a deck on, who's going to see it?

TENTH STEP:

Hand sand the exterior with successively finer sand paper, until you are satisfied with the outcome. Check the final shape with the templates and then decide on the finish to be applied.

That's all there is to it. I highly recommend this method, and hope that some of you will give it a try

— George Pfeifer

SOMETHING'S GOT MY BOAT!

— A playful muskie entertains a resort when it takes a radio-controlled toy for a ride. —

BY BILL GARDNER Pioneer Press

Ryan Ridout got the new radio-controlled boat for his 10th birthday, and it was a beauty, red and sleek and buzzing across the lake, kicking up water from twin propellers, responding smartly to Ryan's every whim. Until the muskie got it.

In a watery explosion, the muskie grabbed the boat sideways in its mouth and swam around on the surface as Ryan and other vacationers at Little Boy Resort south of Longville watched in amazement last month.

Ryan, standing on the dock, turned and yelled at his dad, Randy, up on the deck at the cabin.

"Something's got my boat!" the Coon Rapids boy shouted. "I said, 'What?'" Randy Ridout recalled.

"He didn't believe me, so he just started walking out," Ryan said. "I said, 'Dad, hurry up!'"

People on the dock next to Ryan chimed in.

"They said, 'He's not kidding,'" recalled Ryan's mother, Cheryl.

When Randy Ridout got to the dock, he saw a muskie — he guessed about 30 pounds — with a boat in its mouth.

"He was swimming along on top of the water and holding onto it," Randy Ridout said.

The Tyco Hydro Racer is about 10 inches long, 4 inches wide and 3 inches high. It's red and has white and yellow racing stripes on top and is black on the bottom.

Two guys in a boat rowed after the muskie, trying to net it, but the big fish eluded them, diving out of sight twice but not letting go of the boat.

The whole resort was in an uproar.

"Everybody was so excited," Cheryl Ridout said. "We had made such a ruckus, people were all on their docks."

After several minutes, the muskie again submerged, not to be seen again. About 30 seconds later, the boat bobbed to the surface and was retrieved.

"The boat has all these scratches in it," Ryan said.

The boat can be controlled as far as 30 feet away but was only a few feet from the dock when the muskie struck.

"It just came up and grabbed it," Ryan said. "I didn't see it coming. It took the boat sideways, like the mouth would be in the middle of the boat."

The incident took place about

6 p.m. on July 24 and was the highlight of the Ridouts' vacation at Little Boy Lake.

The family hated to see the muskie drop the boat, Cheryl Ridout said.

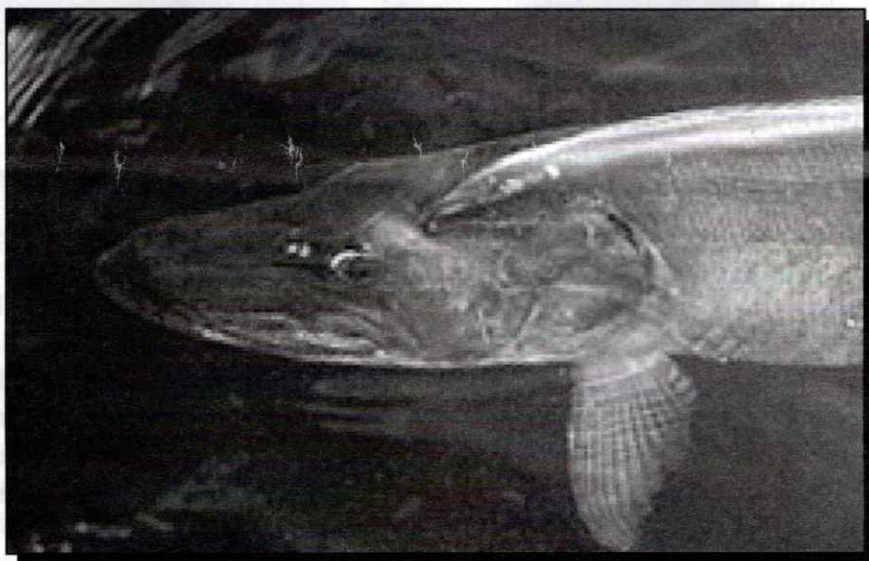
"We weren't done yet," she said. "We wanted to see it more."

Ryan sent the boat back out in search of the great fish.

"I was hoping he would come back," he said.

Bill Gardner can be reached at wgardner@pioneerpress.com or (651) 228-5461.

— Submitted by Tim Smalley



A VERY SPECIAL THANKS

To all the vendors that donated items for the doorprize drawing. We are proud to be associated with you.

Laser Sailboat static model kit – Doug Person.

Electric Motor Handbook – Astro Flight Inc.

2 - 12 Volt motors – Dumas.

Wire shear – Xuron.

Seamaster RC boat kit – Global Hobby Dist.

Styrene Modeling Books – Evergreen.

3 - \$10 gift certificates – Tower Hobbies.

2- 20% discount certificates – Van Tec.

20 modeling books – Squadron.

Also Tim Smalley who organized and contacted the vendors.

SPECIAL THANKS

To all the members that contributed to this issue of the Sail & Scale. Without you this publication would be nothing.

Fred Ferris, Ray Johnson, Paul Olsen, Doug Person, George Pfeifer, Alex Raupp, Mike Ross, Tim Smalley, Jim Smith.

– NOTICE –

MONTHLY MEETINGS

During this time of year it is very difficult to tell exactly where the monthly meetings will be held. We will try to hold them in the Centrum Building but often times the building is not available, in that case the meeting will be switched to the Band Room in the Garage, as in the winter.

– Please check both locations. –

– FOR SALE –

- Model sailboat kit.
 - 12 meter, America's Cup-style racing yacht. Length 39.2", beam 8 inches.
 - By Victor Models, with a hitec Ranger IIZ two channel AM radio.
- If any of your members are interested, I can be reached at the telephone number shown.

James Jensen
[REDACTED]

CLUB SHIRTS HATS ETC.

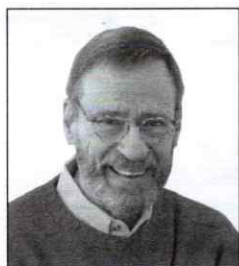
Contact:

Douglas Person [REDACTED]

Cub Burgees and Stickers

Contact:

Tom Weigel [REDACTED]



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Your contact for Yacht Club "Logo Gear"

is

Doug Person [REDACTED]

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JULY MEETING

TUESDAY, JULY 20, 2004 7:00 P.M.
CENTENNIAL LAKES CENTRUM BUILDING

Presentation on:

At the July meeting, Terry Splettstoesz will show how he set up his Hobbico AquaCraft Bristol Bay Fishing Boat.



Special Interest Contacts:

Membership:

Dale Johnson [Redacted]

Scale Boating:

Tim Smalley [Redacted]

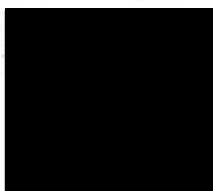
Sail Boating:

Tony Johnson [Redacted]

Fast Electric:

Andy Valentine [Redacted]

- Commodore:** Paul Olsen
- Vice Commodore:** Tim Smalley
- Vice Commodore:** Dave Bros
- Vice Commodore:** Dale Johnson
- Vice Commodore:** Keith Kaletta



Newsletter Editors: Dale Johnson & Alex Raupp



Please send articles by email to:



Deadline for articles to be considered for the August publication will be Monday July 26, 2004.