

# EDINA MODEL YACHT CLUB

## SAIL & SCALE NEWSLETTER

NOVEMBER 2004

VOLUME 13, NUMBER 11

# 2004 SEASON END



By Dale Johnson

**N**ot only is it the end of the boating season but it is also the end of the newsletter season.

It has been a pleasure serving as your newsletter editor this year. How did I ever get myself into this job?

Working in the printing business I was always aware of the deadlines involved in any monthly publication and for that reason I was reluctant to except the responsibility of being the Sail & Scale editor.

My involvement began when Doug Campbell volunteered to take over the newsletter. Doug and I discussed make-over ideas and he and I came up with the current look of the paper. We wanted to have a visually exciting as well as informational newsletter and do it for as much or less money. With a new design Doug began his final year as editor, the first couple of issues were all black and white because we were waiting for the color printing, donated by Gopher State Litho, to be finished.

As the year went along Doug was having trouble finding enough time to do the newsletter, Alex



Raupp bailed us out having to toss together a couple of issues at the last minute. Something in me could not allow all the work we had done to improve

**2004 Year End continues on 9**

## SCHEDULE OF EVENTS:

- **Open Boating every Tuesday and Thursday 5:30 - 9:00 p.m. and every Sunday 4:30 - 9:00 p.m.** –
- |                   |                      |                     |
|-------------------|----------------------|---------------------|
| November 13, Sat  | .....6:00-11:00 p.m. | .....Dry Dock Party |
| November 16, Tues | .....7:00-9:00 p.m.  | .....Swap Meet      |



## COMMODORE'S CORNER



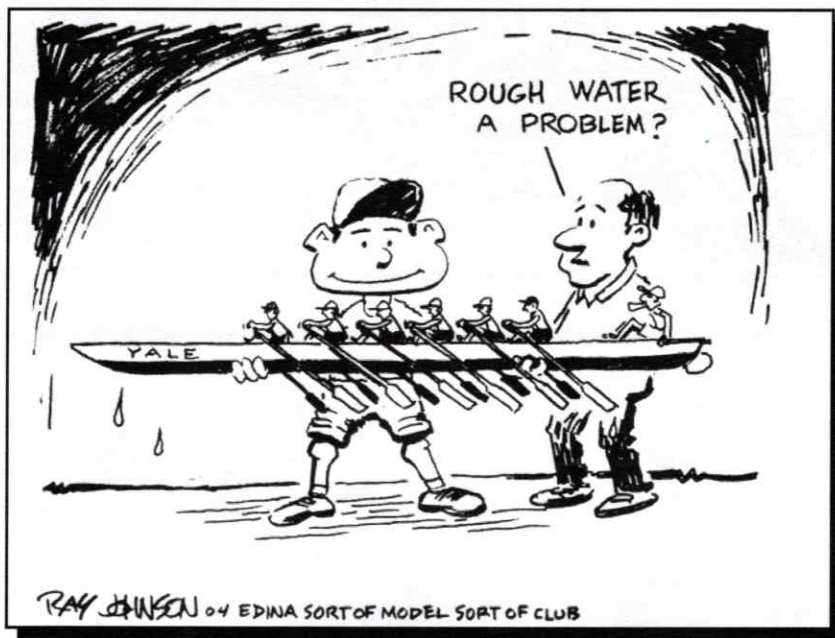
By Paul Olsen

The 2004 boating season is winding down and this weekend we will be having our year end Dry Dock Party. If you missed the November 1st deadline and have not made your reservations for the party and would like to attend you must call me as soon as possible.

I would like to take this opportunity to thank each and every one for helping make this year a very good one. All of our major events—Parade of Boats, Lighthouse Night, Fast Electric Spectacular and the ODOM Nationals—were very successful.

Don't forget our November 16 swap meet in the place of the usual meeting. Please bring the items you wish to trade or sell we will have tables set up for you. This year Erwin Stevenson will be bringing some of his surplus boat kits

—Paul Olsen



# EMYC SWAP MEET

NOVEMBER 16TH 2004

7:00 P.M.

IN THE CENTENNIAL  
LAKES GARAGE

BRING ITEMS TO SWAP  
OR SELL.

TABLES WILL BE PROVIDED

## 2004 MEMBERSHIP

• Our Current Total Club

Membership:

151 paid members.



# FAIRWIND 2004 REGION 1 & 2 CHAMPIONSHIPS

—THE FURTHER ADVENTURES OF THE INFAMOUS 'BOAT BOX'—

September 11, 2004  
 Plainsville Connecticut  
 Paderawski Model Yacht Club

By Fred Ferris



This regatta was not one that I had planned in advance to attend, The latest issue of the AMYA magazine came out just prior to the O D O M

nationals, and in that issue, under Fairwinds, was the suggestion that anyone willing to drive to Connecticut do so and support the Fairwinds. Being one who can't resist a good regatta I jumped on the band wagon so to speak.

I left Burnsville Thursday morning September 9 and headed east. I have always disliked the conditions surrounding Chicago. This trip was no different. A bad accident had one of the toll roads closed for some time. One and a half hours to go one mile. I stopped for gas in eastern Indiana and then continued on east, stopping for the night in Mifflinville, PA. after 1094 miles. Friday morning I headed east stopping for gas in Wilkes-Barre and then across lower New York on into Connecticut. I arrived in Plainville CT. about 12:30 local time. I found the venue then checked into the motel.

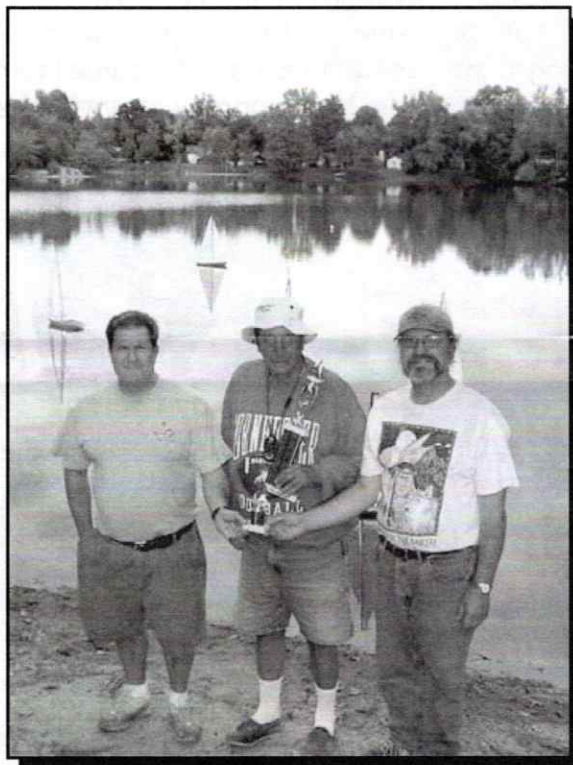
I went back to the pond and debated as to weather or not I should put my boat on the water. I decided not to due to the fact I had no way to chase the boat in the event of a sail-away. The pond was partially surrounded by private homes as well as a public park. I went back to the motel and made sure that my boat and equipment were ready to go. I would have to wait until the next morning to find out what frequency I had been

assigned.

Saturday morning I arrived at the pond just as the course was being laid out. The wind was predicted to be 5-10 and less than the previous day. I got my frequency assignment and had to switch radios. The number of entrants was such that all boats could sail and start together, hence the fleet was not split. The Race

Director decided to sail the first race as a non-counter or a warm up heat. From then on the races counted. There was a lunch break after which we got back to sailing. By early afternoon we had completed the targeted number of races and I finished in the top five.

I decided to head back west and put some miles behind me so that I could possibly attend Sunday evening sailing in Edina. I headed West across Connecticut, lower New York and on into Pennsylvania. I stopped for gas in Clearfield, PA. and continued on west. I stopped for the night in Youngstown, Ohio after 487



miles.

Sunday morning I headed west stopping for gas in western Indiana. I continued through Indiana, Illinois, Wisconsin and on into Minnesota arriving at the center pond about 6:45 p.m. No one at the pond even knew that I had been out of town.

Episode 8 of the boat box, was as follows: Out 4 days, 3 nights, traveled 2696 miles, burned 153 gallons of fuel.

—Fred Ferris



# FIRST ANNUAL NORTH AMERICAN FALL REGATTA

Hosted by Bay City RC Landsailors

by John Kuhn

The first annual North American Fall Regatta is history, here's a breakdown on the action.

Six sailors total showed up in Madison, WI on Saturday the 16th of October to do some serious racing only to find high winds, which turned out to be survival sailing! I

don't believe any boat went without some sort of breakage. We experienced a broken wing mast, broken axles, and an assortment of other breakdowns because of the winds which were topping out around 30 mph. Two boats got loose while they were parked leading to a broken mast on one and some damage to

the other also. My T3 was looking fast right up to the point where she broke an axle, it was then put into use as a spare parts boat. After all the carnage, it was decided to postpone the racing until Sunday. Probably a good choice.

Sunday's winds were shifty with speeds from 0-8 mph. Much better than the previous day however we had only three boats left after Saturday. We man-

aged to get in seven races before the wind died. Tony Johnson looked very fast sailing his Stilleto. My spare boat, the LS-4, was moving nicely and Bill Korsgard's K-1 was not doing bad either. After six races the standings were tight. Tony and myself were tied for 1st, and Bill in a close 3rd. With one throw-out, it was the LS-4 in first, Stilleto in second, and the K-1 in third. We then decided to do one more race to break the actual points tie. The wind went light and a mistake on my part handed Tony the big prize of the first place trophy. I was able to hold onto a second place finish, and Bill came in a close third place finish. Close racing in any book, well worth the one day delay.



The Madison Fall Regatta Racers. Tony Johnson center.

Afterwards, a discussion was had about next years regatta and it was decided to move the race to Bay City, Michigan. We'll see. Maybe a Chicago location to make it more centrally located once we find the right location. We will get into that again next year.

I'd like to say "Thanks Bill!" for all of his efforts to bring the North American Fall

Regatta together. Without his efforts, none of this would have happened. Spending time with all the sailors was fantastic, it's great to get together with other rc sailors to look at different boats, get new ideas, and just generally talk about RC Landsailing or whatever else we had discussions on. Also, a special thanks the Gougeon Brothers for donating several epoxy repair kits to the racers who I am sure will put them to good use after Saturdays winds, and to Mary for helping out with the starts.

—Submitted by Tony Johnson



# AT THE MEMBERSHIP MEETING

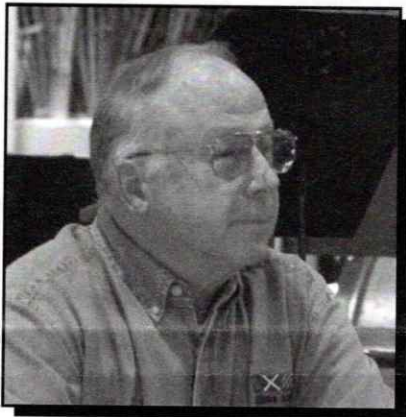
OCTOBER 19, 2004

By Jim Smith

Commodore, Paul Olsen called the meeting to order at 7:00 PM.

Commodore asked new members and guests to introduce themselves. Alex Raupp introduced his brother, Tom.

Commodore stated that he had taken the ball and run with it regarding the Dry Dock Party. He selected Famous Dave's Restaurant to cater the November 13th event again this year. Committee members will arrange for refreshments and hors d'oeuvres. Social hour will



Paul Olsen.

begin at 6 PM, followed by a dinner of barbecued ribs, beef brisket or chicken (not barbecued) and slaw, beans, potato salad and a desert of brownies. Meal will commence at 7 PM.

Club will send a mailed reminder to membership. RSVP will be required. Members signed up for over 50 seats at the meeting.

The annual swap meet will take place three days later, on November 16th, probably in the garage. Members were encouraged to bring more items for sale. Your junk is someone else's treasure.

Commodore called for additional nominations for club offices for 2005. No names were added to those nominated at the September meeting. Commodore distributed ballots.

Commodore announced that



Tim Smalley brings us up to date on his Alligator Project.

member, Erwin Stevenson had a huge number of model boating magazines he was interested in selling. Motion to purchase was made and voted on almost unanimously in the affirmative. Magazines will be held in a safe location until a good means of storage and usage can be devised.

After the ballots were counted, the names selected were announced: Commodore: Paul Olsen. Vice Commodores: Alex Raupp, Dave Bros, Tim Smalley and Dale Johnson. Mikio Kiriara will continue as treasurer while Dale Johnson will do double duty as



October 19, 2004. In the Band Room. 47 members in attendance.





**Pierre Dussol and his Marblehead Sailboat.**



**Jon Sholtz shows the club a very small RC boat.**

newsletter editor. Official installation of the officers will take place at the Dry Dock Party.

Fred Ferris noted that there will be a Laser sailing competition over the weekend of November 5, 6, and 7 in Norwalk, CT, and another event at Marco Island, FL on March 11, 12, and 13, 2005.

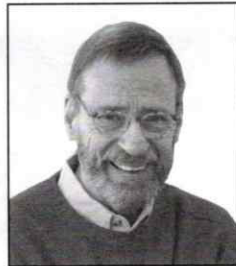
Tim Smalley gave a 35 minute summary of his trip(s) east with his Alligator Junior submarine model and the filming thereof for a documentary on the Discovery Science Channel. Anticipated air date: sometime in the 4th quarter of 2005. The model will be on display at the Independent Seaport Museum of Philadelphia, PA.

Pierre Dussol gave a fifteen minute presentation on the pitfalls encountered in building his scratch built wooden Marblehead class sailboat.

Jon Sholtz showed us a bathtub size RC boat he recently found at the Discovery store. The small craft has no rudder you steer by using the left or right prop. Looks like a lot of indoor fun, maybe this winter during the off season or possibly on the pond if your brave.

Due to the late hour, the scheduled discussion on battery maintenance was cancelled.

**Meeting Adjourned at 8:45 PM**



## EDINA MODEL YACHT CLUB

Your contact for Yacht Club "Logo Gear"

is

Doug Person

I have three fantastic catalogues filled with clothing choices you can select to have embroidered by Team Mates, Egan.

Some clothing examples include: Polo and Chambrarty Denim shirts... Sweatshirts, Jackets, Caps, Vests, or your own shirt or jacket, etc. Embroidery options include our club logo and/or burgee with your name, boat name, number, etc.

Typical costs range from about \$28.00 to \$33.00 (of course, price will depend upon the garment choice and amount of embroidery you choose)

***Fly your colors...EMYC!!***



## BUILDER'S CORNER

### FRACTION-DECIMAL-MILLIMETER CONVERSION CHART

	Fraction	Decimal	Millimeter		Fraction	Decimal	Millimeter
	$\frac{1}{64}$	.015625	0.396875		$\frac{33}{64}$	.515625	13.096875
	$\frac{1}{32}$	.03125	0.79375		$\frac{17}{32}$	.53125	13.49375
	$\frac{3}{64}$	.046875	1.190625		$\frac{35}{64}$	.546875	13.890625
	$\frac{1}{16}$	.0625	1.5875		$\frac{9}{16}$	.5625	14.2875
	$\frac{5}{64}$	.078125	1.984375		$\frac{37}{64}$	.578125	14.684375
	$\frac{3}{32}$	.09375	2.38125		$\frac{19}{32}$	.59375	15.08125
	$\frac{7}{64}$	.109375	2.778125		$\frac{39}{64}$	.609375	15.478125
	$\frac{1}{8}$	.125	3.175		$\frac{5}{8}$	.625	15.875
	$\frac{9}{64}$	.140625	3.571875		$\frac{41}{64}$	.640625	16.271875
	$\frac{5}{32}$	.15625	3.96875		$\frac{21}{32}$	.65625	16.66875
	$\frac{11}{64}$	.171875	4.365625		$\frac{43}{64}$	.671875	17.065625
	$\frac{3}{16}$	.1875	4.7625		$\frac{11}{16}$	.6875	17.4625
	$\frac{13}{64}$	.203125	5.159375		$\frac{45}{64}$	.703125	17.859375
	$\frac{7}{32}$	.21875	5.55625		$\frac{23}{32}$	.71875	18.25625
	$\frac{15}{64}$	.234375	5.953125		$\frac{47}{64}$	.734375	18.653125
	$\frac{1}{4}$	.25	6.35		$\frac{3}{4}$	.75	19.05
	$\frac{17}{64}$	.265625	6.746875		$\frac{49}{64}$	.765625	19.446875
	$\frac{9}{32}$	.28125	7.14375		$\frac{25}{32}$	.78125	19.84375
	$\frac{19}{64}$	.296875	7.540625		$\frac{51}{64}$	.796875	20.240625
	$\frac{5}{16}$	.3125	7.9375		$\frac{13}{16}$	.8125	20.6375
	$\frac{21}{64}$	.328125	8.334375		$\frac{53}{64}$	.828125	21.034375
	$\frac{11}{32}$	.34375	8.73125		$\frac{27}{32}$	.84375	21.43125
	$\frac{23}{64}$	.359375	9.128125		$\frac{55}{64}$	.859375	21.828125
	$\frac{3}{8}$	.375	9.525		$\frac{7}{8}$	.875	22.225
	$\frac{25}{64}$	.390625	9.921875		$\frac{57}{64}$	.890625	22.621875
	$\frac{13}{32}$	.40625	10.31875		$\frac{29}{32}$	.90625	23.01875
	$\frac{27}{64}$	.421875	10.715625		$\frac{59}{64}$	.921875	23.415625
	$\frac{7}{16}$	.4375	11.1125		$\frac{15}{16}$	.9375	23.8125
	$\frac{29}{64}$	.453125	11.509375		$\frac{61}{64}$	.953125	24.209375
	$\frac{15}{32}$	.46875	11.90625		$\frac{31}{32}$	.96875	24.60625
	$\frac{31}{64}$	.484375	12.303125		$\frac{63}{64}$	.984375	25.003125
	$\frac{1}{2}$	.5	12.7		$\frac{64}{64}$	1	25.4



# ABC'S of RC BOATS

*For the beginner*

## Painting with an Airbrush

By Michael Ross



Ok, so you have finally decided to take the big plunge, and move on up to painting with an airbrush. There are two different kinds of airbrushes. External Mix, and Internal Mix. These airbrushes come in two different

classes. Single Action, and Double Action.

Where should you start? This depends on what kind of painting you will be using your new airbrush to do.

If you are planning to use it to paint large objects like ship hulls, or if you think that you will be using it to paint a lot of smaller parts, you might be better off with an single action, external mix airbrush such as Testor's Model 8814, or the Testor Model Master 8821, or maybe the Aztek A220. These three airbrushes or virtually the same (Testor now owns Aztek), there are some differences in these airbrushes, but these differences are mostly in packaging. Then there are the Badger spray guns, the Model 250, or the Model 250-4. The 250 uses a 2 oz. jar, while the larger 250-4 uses a 4 oz. jar.

The Testor/Aztek line offers quicker clean up, they are able to draw paint straight from the paint bottle without mixing, and quick color change capabilities. These airbrushes are inexpensive, and even though they are made of plastic, they are not cheap. If they have any drawback, it is that they are not real

rugged. The Badger airbrushes are a little more expensive, but they are able to handle abuse a little better.

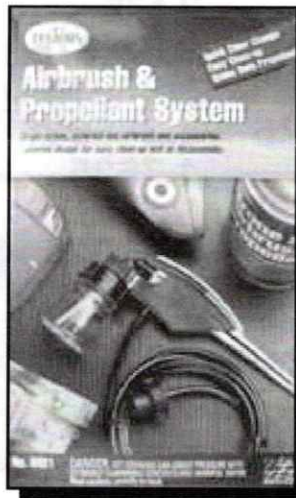
If you are planning to do a lot of special effects painting such as fading, flaking (metal flaking, snow flaking, etc.), tear drops, splattering, pearl finishes, or candy finishes you might be better off with either the Badger 250, or the Badger 250-4. The secret to these effects, is to cover as large an area as possible in as few passes as possible. Repeated passes can cause stripping.

All of the above airbrushes have fixed paint nozzles. So there is no way to adjust paint flow. They are the Airbrush equivalent of the spray can. While the Badger airbrushes have some limited air flow adjustment capability, the Testor/Aztek airbrushes do not offer any adjustments.

If you think that you will be spending most of your time painting smaller objects, or doing stenciling, masking (water lines, etc.), or light detail work, then you might be better off with a single action, external mix airbrush such as the Aztek A270, or even the Badger 350. These airbrushes are reasonably good at spraying larger areas, as well as being able to handle smaller jobs such as weathering effects, rust, or washing. Both of these two airbrushes allow for manual paint flow adjustments.

All of the airbrushes mentioned here can be operated with either an air compressor, or with a can of compressed air. If you find that you are doing a lot of painting. Then getting an air compressor is well worth the money. A decent air compressor can start at around \$150.00, and in the long run will pay for itself in less than a year. When using cans of compressed air, some caution is required. Sometimes when compressed air is released it can cause freezing to occur, which in turn can cause mild frostbite. Once I even managed to crystallize my paint.

—Thanks, Mike Ross





## 2004 Year End from 1

the newsletter go without showing everybody what our vision for the paper was and what it could be.

So I volunteered to be the editor, half way expecting to be left high and dry as far as content. My plan was to lay out the whole year during the slow winter months, using some of the older articles if no new ones came in, and in this way I would be able to accomplish my task. I was pleasantly surprised to find I had a lot of help.

The contributions by club members have made the production of the Sail & Scale newsletter a pleasure, often times supplying me with enough content for two editions. If you have submitted something that has not been used yet I am probably saving it for another issue. Each month on the last page I have been mentioning the members that have contributed to that issue. The whole reason for writing this piece is to thank all the members and non members for their support and contributions to the newsletter. Keep it coming

—Dale Johnson

## 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, Tony Johnson, Paul Olsen, Alex Raupp, Jim Smith.

## Great American Train Show

November 13, & 14, 2004

### Rivercenter

175 W. Kellogg Blvd.

11:00 a.m. to 5:00 p.m.

Admission \$7.00, 12 and under free

## STRANGE SIGHTING

THE POTATO HAS EYES

By The Potato

At a recent meeting I spotted a former Commodore Jeff McCabe demonstrating or showing a small group of members how to do an old Soupy Sales dance he remembered from his childhood called 'The Mouse'.

The potato often sees things others miss or over look.

—The Potato



Jeff McCabe demonstrates 'The Mouse'.  
"Do the Mouse Yah."

## FOR SALE

Sub Tech ALBACORE Kit

Extras include APC-4 Levelor • ST-10 Speed Control • NMH 2002 - Battery • PBH-Propel Back Up Kit • Supply Can Adapter • Kit and Equipment are all new in box.

— All you need is a Radio & Servo's —

Cost \$669.00 - SELL \$580.00

ALSO FOR SALE New Hobbaco's 12Volt Power Supply  
Plus 12 Volt Deluxe Digital charger/discharger  
Cost \$260.00 - Sell \$180.00

Call: Leon Lundquist, [REDACTED]

## CLUB SHIRTS HATS ETC.

Contact:

Douglas Person [REDACTED]

## Cub Burgees and Stickers

Contact:

Tom Weigel [REDACTED]





**EDINA MODEL YACHT CLUB**

Centennial Lakes Centrum  
7499 France Avenue South  
Edina, Minnesota 55435  
www.emyc.org

Edina  
Recycles



A04



## NOVEMBER MEETING

TUESDAY, NOVEMBER 16, 2004 7:00 P.M.  
CENTENNIAL LAKES GARAGE BAND ROOM

### Annual Swap Meet

At the November meeting. We will be having our annual Swap Meet.

### Special Interest Contacts:

**Membership:**

Dale Johnson [Redacted]

**Scale Boating:**

Tim Smalley [Redacted]

**Sail Boating:**

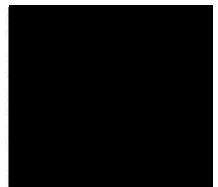
Tony Johnson [Redacted]

**Fast Electric:**

Andy Valentine [Redacted]

## 2004 Board Members

- 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 January publication will be Monday Dec 27, 2004.