

EDINA MODEL YACHT CLUB

SAIL & SCALE NEWSLETTER

OCTOBER 2004

VOLUME 13, NUMBER 10

2004 FAST ELECTRIC SPECTACULAR



By Andy Valentine

With each passing year we've add registered racers and classes to the annual race schedule. This year we made the jump from one day to two days of racing including nine classes. LS (Limited Spec) Mono, LS Hydro, LS Offshore, N2 Hydro and O Sport Hydro were to be run on Saturday. On Sunday we followed up with LS OPC tunnel, N2 Mono, P Mono and P Sport Hydro. With a registered attendance of 13 racers from MN and WI these nine classes netted a total of 59 unique boats that would race over the weekend.



Offshore race action.

This year with the larger event size we gained more support from numerous vendors in the form of class sponsorships and prizes to be given away to registered participants. I'll take the opportunity now to thank them for their support.

- Octura
- Battlepack.com
- Fullers Fast Electrics
- Offshore Electrics
- Classic Hydros – EMYC member
- Hughey Boats
- Joe Solinger - EMYC member
- RC-Hydros.com
- FineDesignRC.com
- Hub Hobby - Richfield
- Horizon Hobbies

With the sponsorships we were able to build a drivers stand and provide food and beverages on both days of the event. Mark Anderson played the role of carpenter and designed a well built driver's stand. Stored in our garage stall it can be moved and assembled with the assistance of three or four club members. Thanks Mark! The drivers stand at the new location on the south pond made the event our best yet.

I need to thank my friend Chris for scoring the event Saturday and Lee for spending his weekend helping out where ever help was needed. Launching

Fast Electric Spectacular continues on 5

SCHEDULE OF EVENTS:

– Open Boating every Tuesday and Thursday 5:30 - 9:00 p.m. and every Sunday 4:30 - 9:00 p.m. –
October 19, Tues7:00-9:00 p.m.Membership Meeting

COMMODORE'S CORNER



By Paul Olsen

The last two EMYC events were the Fast Electric Spectacular and the ODOM Nationals on September

18-19. Both events ran very smoothly. Everyone had a wonderful time. Conditions for the sailboats were great both days. The wind, however, caused some problems for the fast electrics.

Our next event will be the annual Dry Dock Party on November 13. Social Hour starts at six, dinner served at seven, with more socializing to follow. The menu has not yet been set but when it has been determined, you will be informed by mail. Reservations must be in by November 1 by calling Mickey Kirihara

██████████ Doug Person ██████████

██████████ or Paul Olsen ██████████

Don't forget the October 19 meeting. Please bring your complete and incomplete projects for Show & Tell.

—Paul Olsen



TRAY SHINSA 04 EDINA SMALL BOATS FOR ADULTS CLUB

POST-SEASON
DRY DOCK PARTY

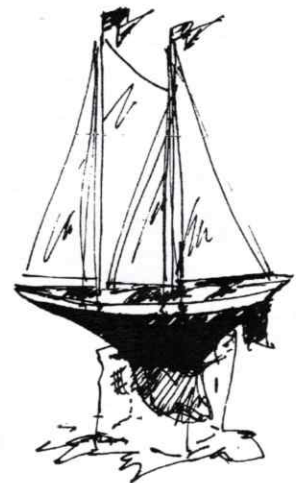
EMYC members and their significant others are invited to celebrate the end of the season on Saturday, November 13, at the Centennial Lakes Centrum from 6:00 pm to 11:00 pm.

The Reception Hour begins at 6:00 pm and Dinner at 7:00 pm

All members are entitled to invite one guest, if a youth member would like both parents to attend arrangements can be made.

Please join us for this wonderful party. For your reservations you must call before November 1st 2004.

You can call: Mickey Kirihara ██████████
Doug Person ██████████
██████████ or Paul Olsen ██████████
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2004 MEMBERSHIP

• Our Current Total Club

Membership:

151 paid members.

2004 ODOM NATIONALS

- September 18th and 19th 2004 On the North Pond -

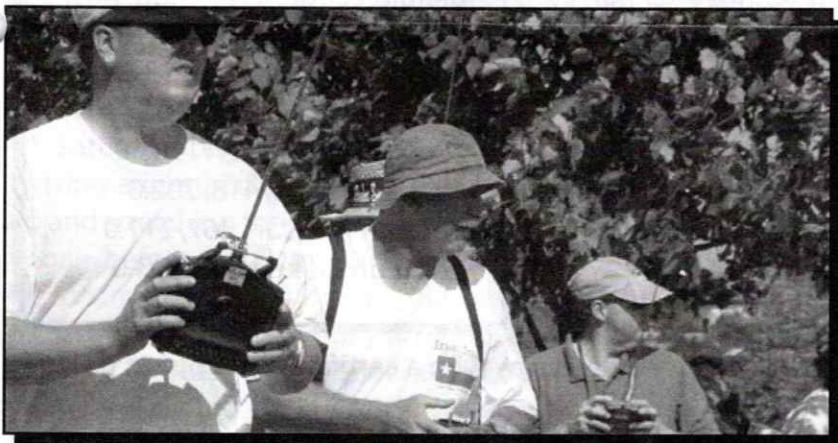
By Judd Morgan



The 2004 ODOM Nationals was hosted by EMYC in Edina, Minnesota. Out of 22 registered boats, 15 participated in the two-day event, five from Minnesota, four from Wisconsin, two from California, one from Colorado, one from Arizona and one from St. Croix, USVI.



On Friday at 3:00pm, twelve boats were weighed and measured. The buoys were set out for a S/SE course. Practice racing went on until about 6:00pm. Weather and wind conditions



were perfect. Some of us met for après-sailing at a local watering hole...good laughs and conversation.

Saturday morning started out with a light SE breeze but picked up soon after 9:00 AM. Five different color marks were set at windward to compensate for direction changes. Course changes were made as the day progressed.

The Race Director conducted the skipper's meeting at 9:30am sharp, racing started at 10:00. We raced under HMS (Heat Management System). Each skipper could rise or fall in their A or B heat as their skill or luck provided and have a chance to get promoted and win any race. Finishes and scores were chronicled on a lap top computer, and the next heat was posted on a magnetic board for all to see. After each race a printout

was posted so each skipper could see his progress or regress and adjust accordingly for the next heat. We broke for lunch around noon. We needed it... there was some intense competition.

A local McDonalds provided free lunch and beverages for both Saturday and Sunday. Thank you Ronald.

At 1:00 racing continued with steady 15 - 20 mph breezes. Another audible course change from "red-silver" to "blue-red" was made...we finished at 4:00 pm. There was one redress and one protest hearing, but everyone was still congenial! A couple 5-minute repair delays were needed for electrical and rigging problems.

We sailed off a concrete/brick peninsula and all 9-10 sailors, 2 score keepers, buoy watcher and the RD had to fit in tight confines. Only one "splash" occurred the entire event, so he didn't join us for dinner Saturday night..."Dry Clothes Required". Around 6:00 a few tables were set at a nearby restaurant. A nice break after an exhilarating day of racing.

On Sunday the racing started again at 10:00 am after a brief skippers meeting. Winds stayed S/SE at around 15 - 25 mph with a few higher gusts. Two additional



The top five winners from left to right: First place Craig Mackey, Second place Tony Johnson, Third Place Jim Atkinson, Forth place, Erik Evens, Fifth place Bill Mullica.

leeward marks were set out to accommodate the more southerly winds. Who would have thought we'd have two nearly perfect days in the 80s for sailing? The S-SE winds for both days was what we were hoping for...the best direction for our lake.

A welcome McDonalds break around 12:15 for some refreshments and adjustments. A "5 minutes to sequence" was announced, racing started a little after 1:00.

Skippers kept watching for the postings after every race...since margins got tighter and tighter, most races were run exceptionally clean. There were many times when the spectators would gasp as 7-8 boats met at the windward mark without incident. It was exciting...nice sailing boys!

There was more gasping (by the skippers) at the leeward gate since we could-



Race Director Paul Olsen after his swim.

n't walk to those marks. A few more 5-minute repair delays were taken on Sunday as the winds picked up.

The 20th race (40 heats) was over at 2:53 ...7 minutes ahead of the cut off time. Announcements were made, awards given out and everyone was on their way home by 4:00.

RESULTS: The top five received a commemorative wall plaque, and the top three got AMYA gold chevrons. In addition

Craig Mackey walked away with a certificate promising the GRP perpetual trophy.

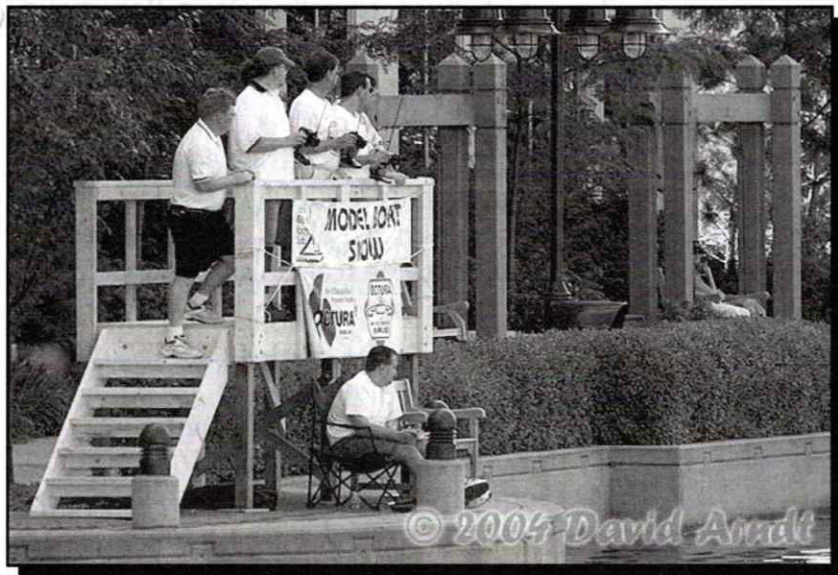
We couldn't have asked for better weather The two-day event was well run and competitive. All 15 participants enjoyed themselves and walked away with hats that commemorated the 2004 ODOM Nationals. Congratulations to all the sailors and thanks for promoting the ODOM class.

CREDITS (in alphabetical order): Dave Bros (mark judge), Susie and John Dodson (refreshments), Gus Eifrig (mark judge), Bob Eger (photographer), Fred Ferris (buoys), Tony Johnson (scoring), Terry Mackey (awards), Bill Mullica (scoring), Paul Olsen (RD), Bill Poland (line judge), Alex Raupp (scoring), Eric Swanson (line judge), Larry Wheeler (mark judge), Craig Young (hats) and the Edina Model Yacht Club for hosting this event. Thanks to all of you.

- RESULTS -

- 1 Craig Mackey, 429, 26.0
- 2 Tony Johnson, 770 50.6
- 3 Jim Atkinson, 256, 59.1
- 4 Erik Evens, 171, 72.0
- 5 Bill Mullica, 779, 74.0
- 6 Terry Mackey, 386, 79.0
- 7 Jeffrey Hallett, 393, 81.0
- 8 Craig Young, 419, 95.0
- 9 Charles Sudduth, 424, 139.0
- 10 Judd Morgan, 88, 153.0
- 11 Eric Scott, 341, 170.0
- 12 Bill Korsgard, 217, 186.0
- 13 Fred Appell, 418, 202.0
- 14 John Dodson, 367, 211.0
- 15 Hugh Bulkey, 266, 223.0

—Judd Morgan, Race Coordinator



Mark Anderson designed and built a very sturdy drivers stand.

Fast Electric Spectacular from 1

boats and counting laps, calling dead boats, shooting pictures and back checking scores as they were added to our electronic race management system. Lee was the extent of support received from general club membership that weekend. We thank him for his efforts. Thanks to Sig Finks and Dave Arndt we have many photos to use in this article and on the clubs website. Lots of good stuff!

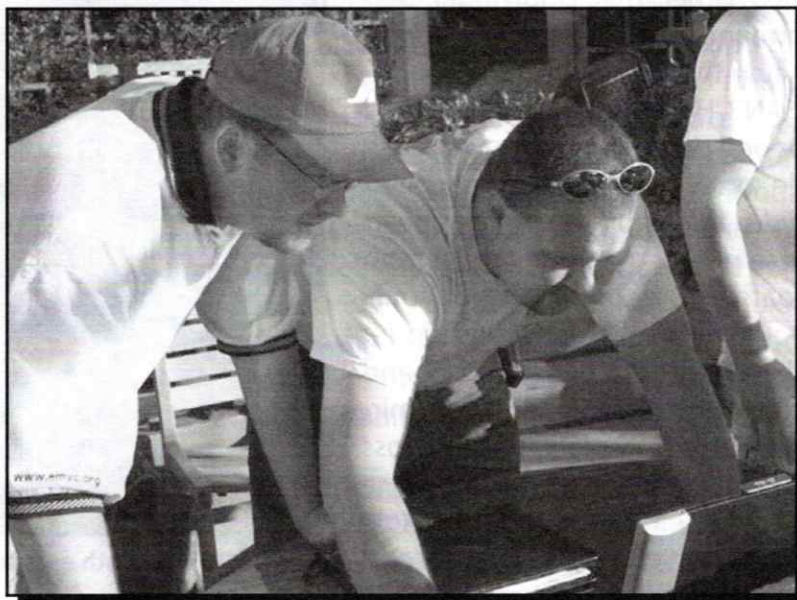
Saturday began early with participants arriving around 7:00am to get the pit area set up and stretching their legs for testing. Racing began before 10:00am. With five classes to be run, most of them broken out into multiple heats we had a busy day ahead of us. The weather forecast for wind looked to be challenge and would be interesting to see how the day progressed.

LS Mono our club 6 cell spec class had seven entries. Over 5 laps much can happen while running these smaller, lighter boats in rough water. Mark Anderson, running his H20 Big Johnson, had the competition weighed and left them wanting. The only boat to complete all three rounds of racing he walked away with 1st place with a grin. Doug Robichaud (WI) tied for 2nd place in points with Dave Arndt (MN). An "A group" final round finish for Doug broke the tie. Doug 2nd and Dave 3rd at days end.

LS Hydro, our club 12 cell spec hydro class, had eight entries. Race format being 10 laps on the oval, this becomes a one mile

race. This class fits the NAMBA LSH class minus the driver figure it requires. This had the makings of a fast race with the regional competitors meeting for the third time this year. The record holder Charlie Toms (WI) looked to have it signed and sealed until a third round DNF dropped him to 2nd place in points. Jeff Cirves (WI) proved the point that finishing each race is what counts. The only boat to finish all three rounds he netted the 1st place medal. Charlie in 2nd and Dan Proulx (MN) stepping into 3rd place.

LS Offshore our club 12 cell mono/tunnel class is my personal favorite. This being another one mile race. EMYC has become known as the home of LS Offshore as we began championing the 12 cell Electro Vee years ago. Surveying the water conditions I had trim tabs set perfectly, in later rounds taping a set of allen wrenches in the nose of my boat aided in three 1st place finishes. Brian Finks (MN) looking to improve upon his perform-



Andy and Chris handle the score keeping.

ance in 2003 was running a perfect course in round three. He wasn't opening any doors for me to step through it was going to be a tight finish. A mid race hop inside



Sport Hydros rounding the east bouys.

a buoy netting a 1 lap penalty removed that stress allowing me to concentrate on finishing the race. At days end Andy would finish 1st and Brian 2nd place. Nic Peterson (WI) would tie for 3rd place points with Joe Solinger (MN). Because these racers never faced each other their individual performance across three rounds of racing the tie would stand.

N2 Hydro is a class designed for one purpose, go as fast as possible on 6 cells in a three point hydro for 5 laps. No scale appearance necessary, these are 40 mph boats on a good day. Dan Proulx would finish all three rounds in 1st place netting a perfect score and 1st place medal. Charlie Toms mirroring his 2nd place finish across three rounds netted the 2nd place medal. Jeff Cirves would tangle with Joe Solinger in the second round. A crash that made many blink and think of wood splinters. Jeff survived the calamity to snatch 3rd place at days end.

O Sport Hydro is a class for Sport Hydros run on 8 cells. Many of the entrants being detuned P Sport Boats

which burn 12 cells. Doug Robichaud remained comfortable with finishing all three rounds to take 1st place. A second round DNF held Mark in 2nd place. A first round DQ took the wind out of Dan Proulx's purpose built O Sport Hydro netting him 3rd place. Sport Hydros are required to be scale in appearance, making them one of the better boats for spectators. 10 high speed corners to watch over a 5 lap race.

Sunday morning began must like Saturday, oh so early in the morning. Some had longer nights than others. Dan Proulx faced with a P Mono with a deck separated from the hull like a shoe box after a cartwheel in testing Saturday afternoon had his work cut out for him.

LS OPC tunnel was up to start the day on what should have been an easy note. With only three competitors, the style of these boats were too cool to pass up. Mark Anderson and Dan Proulx running scale outboard motors would finish 1st and



Moving to the south east corner of the south pond gave us much larger pit area.

2nd. Doug Robichaud with control issues in rounds one and two look to have them sorted for the final round only to DNF in that round and take what remained, the 3rd place medal. By their nature they look cool, but can be a bear to drive. Prone to spinning and hooking in the corners they take a lot of skill at the wheel to complete 10 laps in the clear.

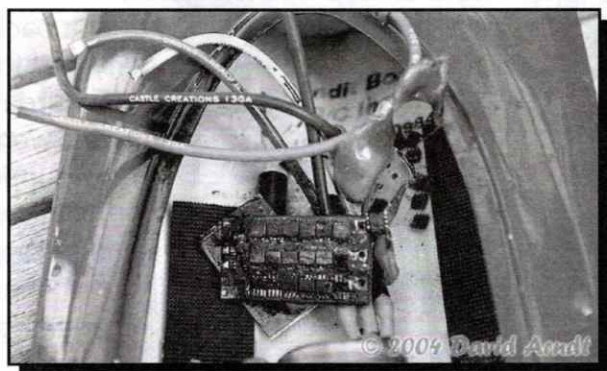
N2 Mono is the class all entries are measured by Dan Proulx performance. As the current record holder he exercised perfect throttle management given the water conditions we were faced with. Three perfect rounds netted him 1st place. Mark Anderson utilized the same technique to complete all three rounds to take 2nd place. Nic Peterson would break a tie for third place with his A group final round to edge out Jeff Cirves for 3rd. I must note that Doug Robichaud made an effort in round two to push the envelope and take a 2nd place. Unfortunately he flipped right at the finish line. Upon retrieval of his boat it was quickly determined he had a bad dead short situation on his hands.



Mark Anderson's Sort Hydro.

Opening the hatch to view the contents a small fire had begun. The amp draw created by the dead short was enough to de-solder many of the components and ignite a couple of the cells. A badly charred controller, de-soldered wiring and burnt battery pack were the result.

P Mono become a father and son shooting match. With perfect 1st and 2nd rounds, Doug and son Nic Peterson would duke it out in the A group of the final round. Doug would capture 1st place with a perfect score and Nic would take 2nd. Doug Robichaud finished 3rd. Dan Proulx faced with his repaired P mono from the previous days test cartwheel suffered a failed controller in round one and a DNF. Faced with possible withdrawal from the class he took me up on my offer and ran my LS Offshore boat (700bb motor) in the remaining two rounds. Of notable consequence he had a possible 2nd place and 1st place finish in rounds two and three. Un-



Damage caused by a direct short.

fortunate hops inside buoys suffering lap penalties regulated him to 3rd place finished in each. If he had finished cleanly in both rounds it would not have improved his final standing so relevance coming only in bragging rights.

P Sport Hydro is where it's at! 50-60mph boats depending on competition and water conditions they were forced into detuned performance this weekend, but they remained the

class to watch. Mark Anderson would remain on top with a 1st place finish watching his mirror in every race and gauging throttle needs where necessary. Charlie Toms knocking on his door grabbed 2nd place. Dan Proulx despite his third round DNF would capture 3rd after his first and second round 1st place finishes.

We also scored two High Points awards. One calculating Spec High points and the other being an overall High Points award. Spec High Points being run across our three club spec classes, I would capture 1st place with 2400 points. Dan Proulx and Dave Arndt finishing 2nd and 3rd respectively. Not to be outdone and continue his reign as High Points champion this year Dan Proulx came through with 7225 points for 1st pace. Mark Anderson and Charlie Toms would finish in 2nd and 3rd.

I thank everyone for coming to our race and while competing keeping it fun and at times humorous. We look forward to a bigger and better event next year as we consider race dates in either June or July for 2005. Race photos and additional articles to be posted on the clubs website at time of this writing and in days to come.

—Andy Valentine

FAIRWIND 2004 NATIONALS

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

**2004 Fairwind Nationals
July 31, & August 1, 2004
Bakersfield, California
Bakersfield Model Yacht Club**



By Fred Ferris

For this regatta, I sent in my entry form on January 15, 2004. I had some errands to take care of in the San Francisco area

and made plans to do this after the regatta. Then in June the invite to Des Moines came up so I changed my plans so that I could at least try to make Des Moines after Bakersfield.

I left Burnsville Monday afternoon, July 26, 2004, and drove to Kearney, Nebraska where I stopped for the night. Tuesday morning I gassed up the car and headed west. I stopped for gas in Rock Springs, Wyoming and stopped for the night in Elko, Nevada.

Wednesday morning I again gassed up the boat box and headed west. I crossed the Bay Bridge at 2:30 PM local time. I took care of the errand in San Francisco and stayed in Redwood City that night. Thursday morning I drove to Watsonville for the next errand and then headed on to Bakersfield where I stayed that night.

Friday morning I found the pond and watched the wind on the water for a while before the local skippers started to arrive. The part of the lake we



were using was a North-South finger, 150 feet wide and very long. The prevailing breezes, 5 - 10 mph, were out of the north and north north west for all 3 days.

Friday evening the Race Director invited everyone to his home for a get acquainted social.

Saturday morning started off with weigh-in and measuring and nothing was left unchecked. It was decided that the fleet would sail all together rather than split into two fleets. I think there was sixteen boats. This meant that each skipper sailed every race with no breathers as when the fleets are split.

From the first bell on it was very clear that the California skippers were on top of their game. To sum it up, they were excellent skippers and their boats took a back seat to no one. Lunch was provided to the skippers. At the conclusion of Saturday sailing everyone went to a local eatery for supper where the days sailing was rehashed in triplicate.

Sunday morning we again gathered at the pond for day two. Shortly after the lunch break I heard one of the other skippers saying how pleasant the weather was and that they had not had a 3-digit day for at least a week. I thought it was just plain hot.



Fred's number 71.

At the conclusion of sailing on Sunday, we moved indoors for the awards ceremony. Out of sixteen boats, I placed 10th and was the only boat with stock sails. I was pleased with my performance.

After the awards ceremony. I wanted to get a head start on the next activity. Remember the Des Moines invite? So I headed east out of Bakersfield and the farther I went the hotter it got. 105° at MoJave CA. and when I got to Vegas it was 106°. Sometime after midnight I crossed the Northwest Arizona and on into Utah. I stopped for the night at Cedar City, Utah. 471 miles from the pond.

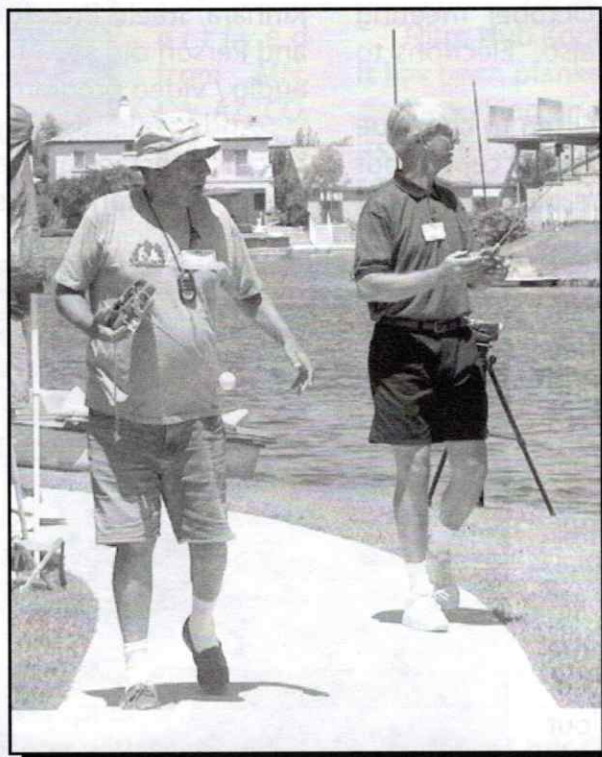
Monday August 2, I gassed up the boat box and headed east. Over the Rockies, through the Eisenhower tunnel and on past Denver. I stopped for gas in Ft. Morgan, Colorado and then on into Nebraska for the night in Ogallala.

Tuesday morning I knew that I was in good shape for Des Moines so I headed east at a more leisurely pace. I stopped for gas in Council Bluffs Iowa and headed for Des Moines arriving at the motel at 2:30 PM. About 4:30PM I drove over to the mall and ran into José and the others. There was a terrible storm that night that could have done some severe damage to José's boats but Tony Johnson helped save them.

Wednesday morning we all met at the south end of the pond which is great for sailing as there are no tall buildings real close. I



Crowd at windward mark



Fred Ferris and Jeff Weaver

sailed off and on though the day and departed for home about 5:00 PM. I arrived back in Burnsville before 9:00PM.

The Boat Box was out 9.5 days, traveled 4691 miles and burned 250 gallons of fuel. All said and done it was a good trip.

Heads up, Episode 8 is about the Fairwind Region 1 & 2 Championships in Plainville Connecticut on September 11, 2004. Yes the Boat Box went east in September.

—Fred Ferris

AT THE MEMBERSHIP MEETING

SEPTEMBER 21, 2004

By Jim Smith

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

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

Commodore asked new members and guests to introduce themselves. Alex Raupp introduced his daughter, Sydney, soon to become a boating enthusiast.



Paul Olsen.

Commodore announced nominations for the various club officers for 2005. He stated that nominations would be accepted at the October meeting also. Elections to

follow at that meeting.

Doug Person nominated Paul Olsen to continue for a second year as Commodore. Paul accepted but requested another nominee for the position so that there could be a true choice for the membership.

Keith Kaletta, Dave Bros and Dale Johnson each indicated that they would be willing to serve a second year. Paul Olsen added Tim Smalley to the list but will have to verify that action in Tim's absence. Additionally, the following members were nominated: Alex Raupp by Tony Johnson; Larry Wheeler by Paul Olsen. Jim Smith made note that if the entire board is re-elected for a second year in 2005, there will, according to our by-laws, be a total changeover of the board in 2006. The 2006 board would

then have no experienced members.

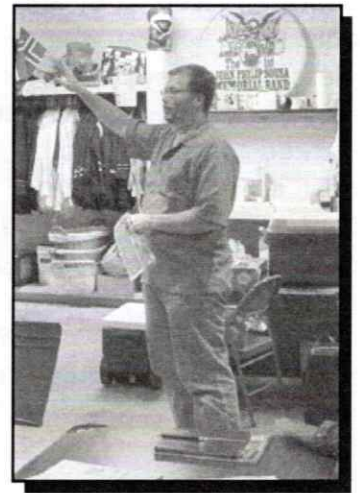
Dale Johnson was thanked by the group for his efforts on the club newsletter. "The best in the Country!"

Miki Kiriara reported that the club treasury is currently about \$4,000. After expenses for the two recent regattas (expenditures have been reimbursed by entry fees) our balance should still be \$3,500. Sufficient to easily cover the cost of the Dry Dock Party in November.

Andy Valentine mentioned that the trolling motor on our retrieval boat is leaking and performing poorly. He will investigate cost of replacement.

Commodore asked for volunteers to assist in planning the Dry Dock Party in November. Olsen, Kiriara, Steele, Bros, Kaletta, Orozco, Sig Finks, Smith and Person did so. Andy Valentine will assist on the audio / video program.

Andy Valentine reported on the club's Fast Electric Spectacular over the weekend of Sept. 18th & 19th. 15 entrants registered and 13 showed up for



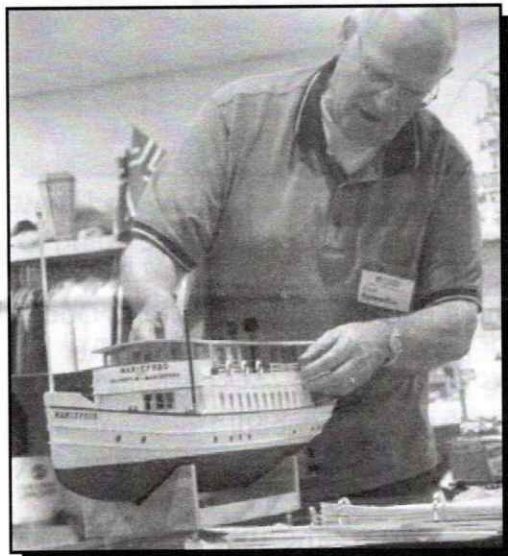
Andy Valentine



September 21, 2004. In the Band Room. 34 members in attendance.

the event. 59 boats covered 11 classes. Andy speculated that the total value of the boats was in the neighborhood of \$35,000. Sponsors paid \$50 to fund each class. These fees covered the cost of building the elevated driver's stand that made its debut at the event. High point trophies were awarded for each class. Andy won the Spec Hi Point trophy while Dan Proulx took the Overall award home. There was a date conflict with another FE event in Toronto so the EMYC event may be moved up to June or July in 2005.

Tony Johnson reported on the ODOM (One Design One Meter) sailing Nationals on the North pond over the same weekend. 20 were registered



Karl Bottemiller shows his latest modeling masterpiece.

and 15 showed up. "Ivan" may have had a negative affect on those coming from the southeast, but contestants arrived from MN, CA, AZ, CO, WA, WI and TX. Tony thanked Olsen (race & entertainment director), Raupp (computer scoring), Ferris (course, buoy set-up), Wheeler, Dodson, Bros for their assistance. 20 races (40 heats) were held over two days. "It was a great event, lots of fun." Next Year...San Francisco!

Commodore stated that the events went off without too many problems as a result of cooperation among club members.

Fred Ferris remarked that the rental fleet transmitters still lack frequency flags. FCC regulations require them.

Dave Bros reported on an incident where some youngsters in a paddle boat attempted to run-down several model boats (an adult was with them in the boat). Dave suggested that the "run-down" attempt



Nitro Nub Kopisca shows his Dumas Typhoon project.

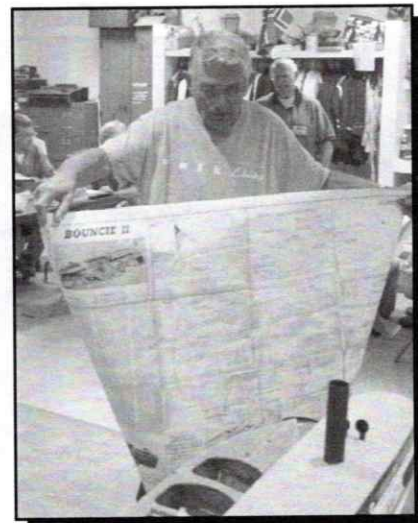
was in retaliation for being sprayed by the model(s). As a result he suggested that we refrain from spraying spectators in the future.

Meeting Adjourned 8:15 PM

Show-and-Tell: Karl Bottemiller displayed his latest model, a Swedish lake ferry. This 110 foot, 230 passenger steam powered vessel, built in 1904, is still in operation with its original steam engine. The boiler has been replaced. The boat looks similar to many boats found on inland waters in the US of A.

Nitro Nub Kopisca showed his Dumas "Typhoon." It has been planked with mahogany and is awaiting deck caulking and its fiberglass and polyester resin finish.

Don Sektan showed us a copy of some vintage Bouncie II plans (plan No. 387) from the feature article in the May 1948 *Machanix Illustrated*. Back in 1948 these plans sold for 50¢ and you had to send



Don Sektan

away for them. These plans are a scaled down version of the Chris Craft 20ft custom runabout.

—Jim Smith

HANDICAP SERIES 2004



By Terry Mackey

Another successful handicap season has come to an end. We're not stopping because of lack of interest...oh

no... because the sun sets now before 7:00 and we started getting less than pleasant temps.

Last year handicapping was calculated on experience, but since we all received that...this year was based on boat sizes (speed). So...the Fairwinds, Marblehead had a 60 sec. handicap; CR914s, Soling 1Ms, Lasers and Seawinds had 30 sec., and the ODOMs left at the bell. This was nothing scientific. Sailors with relatively equal experience finished close to each other in their respective fleets, so it worked well. And...many times, because of their handicaps, different class boats finished within seconds of other classes. Very exciting stuff!



Larry Wheeler, Rick Mitchell, Bill Poland, Tony Johnson, Keith Gates.

Scores were tallied weekly and sent to all sailors (17) that had email. You could tell how you improved, or showed how you fell in the standings...only to get your adrenaline going to come back the next week and "kick some transom"!

At the end, the score sheet had a total of 28 sailors. Oddly enough, 14 were in the 39" and under fleet and the other 14 were 39" and over. There were 12 Fairwinds, 8 ODOMs, 2 CR914s, 2 Soling 1Ms, 2 Lasers, 1 Marblehead, 1 Seawind and occasionally 1 Victoria that didn't arrive in time to get on the score sheet.



Handicap Racing on the North Pond.

From time to time we would have a channel conflict, but would be resolved before racing started (except for once). There would be as many as 10 to as few as 5 on any given Thursday. 20 weeks were raced with only 2-3 rainouts, and with 6 "counted" races a night...do the math and you get 120 total races for 2004! That doesn't factor in the 5-6 "fun" races each night afterwards...actually, they were all fun!

A lot of sailors' averages went up over the series while others' actually went down. If you missed a night, it opened the door for someone to move up on you. No-shows weren't penalized with a



The Thursday night gang at the North Pond.

Ten awards were given out our last night, September 30, to the above sailors. A separate sheet was given to all sailors to compare their beginning and final averages and also their fleet ranking.

I want to thank everyone who competed and promoted the series. Also thanks to all that helped with scoring, buoys, etc., or just showed up to enjoy the excitement. Seemed to be a thing to do on Thursday nights...I hope to continue this next year, I'm sure the interest will be there.

Until the 2005 thaw,
—Terry Mackey

DNS (Did Not Start), they would merely keep their overall average from their latest outing.

Experienced sailors tend to finish well when handicapping according to boat size (speed), so the important things are attendance (practice) and improvement. With that said, and with participation of at least 60%...here are some interesting facts:

Larry Wheeler, Tony Johnson and I sailed over 80% with 2-3 different boats.

Larry Wheeler did 65% with the ODOM.

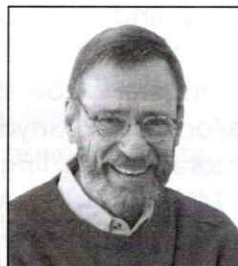
Keith Gates and Tony Johnson sailed 60% with Fairwinds.

Bill Poland had 60% stick time with the Soling 1M.

Keith Gates was the most improved for the entire season by increasing his average by 1 full point! With competition the way it was...that's significant!

Ray Koch with a 5-week shorter season (got his Fairwind late) sailed 64%.

Rick Mitchell with a 12-week shorter season (again, Fairwind came late) sailed 88% and improved by 2.5 points! Shows what practice, practice, practice can do.



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!!

WINTERING BATTERIES



By Jim Smith

Wintering Batteries: Five years ago, I wrote an article for the newsletter on batteries that included a limited amount of information on winter / long term storage. Our com-

modore asked me to re-submit that information for those of you who have not seen it. The storage portion of the article is below, along with some more recent information on storing batteries that contain more recent technologies.

Wintering NiCds: To be safe, Nickel Cadmium batteries should be removed from transmitters (and boats too, I suppose) to prevent damage in the event of cell failure and possible leakage. I must confess, I don't do this and, knock-on-wood, have had no problems in over ten (now fifteen) years of NiCd use.

Cool storage is desirable. The reason is that most cell failure is a result of separator oxidation. (separators keep the plates from touching and shorting.). Separator oxidation doubles for every 10°C temperature increase. Storing in the refrigerator is desirable, if you can get a space allocation somewhere behind the lettuce, but freezer storage is too cool. Actually, temperatures below 74°F are quite acceptable. I usually store my batteries in a corner of the basement, against an outside wall, near the floor, probably around 60-65°.

It doesn't matter if you put 'em away fully charged, or not. They'll self-discharge over time anyway. (Storage with a shorting device attached, as done by RC car enthusiasts, is not recommended). The voltage of a cell with a bad separator will drop to zero over the winter months as evidenced by a battery voltage, come spring, of less than 1 volt per cell prior to recharge. Under no load, good cells will indicate 1.1 volts, or more after storage. Toss (recycle) any bad cell(s) and make up a pack with the remainder which will be used in a non-critical purpose (lighting, etc.)...because, all cells within a pack tend to fail after about the same amount of use, abuse and/or age.

If you find a dead cell, check for leakage, usually around the negative pole of the cell. The lost electrolyte tends to migrate up the negative wire (inside the insulation) and cause additional failure later as the wire corrodes away. This is commonly known as "black wire disease". To be on the safe side, if you find leakage, replace the cell and its connected wiring.

Finally, be aware that NiCds will not perform to their highest level after long-term storage...usually not a problem unless you want to operate your transmitter for three hours on your first outing. Incidentally, the first charge cycle after storage should not be a "fast charge". Use the normal C/10 rate (e.g. 100mA for a 1,000mAh pack, 50mA for transmitter and receiver packs) to help equalize cells that discharge unevenly over the winter.

Fast electric guys should cycle their batteries a couple of times if they want to win the first time out in the new season. Cycling the batteries "on the water" is okay, but don't expect top performance until they've been charged-up and run-down a couple of times.

Note that Cadmium, a heavy metal, should not be disposed of in the trash. Recycle! Most local Snyder Drug and Lund's stores have battery recycling bins.

Additional Info: Lead-Acid batteries are the only type battery that must be stored in a fully charged condition. They will self-discharge over time, but not excessively so over a six or seven (or eight?) month Minnesota winter. Do not freeze! Never store a lead-acid battery in a discharged condition.

Alkaline batteries are now being marketed with six to ten year shelf life. If you are a frugal type who purchases alkaline cells in bulk packs, they will also do better in a sealed container in cool storage (not below 32° F.).

NiCd, NiMH and Lithium Ion batteries may be stored at any state of charge, at temperatures not below 32°F. NiMH and Lithium Ion batteries should be removed from storage and charged at least once per year.

—Jim Smith

CLUB MEMBER HONORED — With national boating safety award — (September 21, 2004)

The National Association of State Boating Law Administrators (NASBLA) has named Tim Smalley of the Minnesota Department of Natural Resources (DNR) its 2004 boating safety professional of the year.

Smalley was honored for his outstanding efforts during the association's annual conference in Chattanooga, Tenn.

A boating a water safety specialist with the DNR, Smalley has been instrumental in a number of important boating safety initiatives during his 20-years with the agency.

His accomplishments include:

- Written, developed, produced boating and water safety brochures that have been reproduced and distributed by several other states and organizations.
- Produced multiple award-winning TV and radio public service announcements that have aired in more than 26 states.
- Developed boating safety videos for the DNR, that are used by other states.
- Created a nationwide boating education advisory panel that allows e-mail communication among professionals regarding relevant safe boating issues.
- Worked on the NASBLA education committee responsible for reviewing and approving all submitted non-course material
- Served as a media spokesperson on boating safety issues
- Provided instructional sessions to national boating safety organizations.

NASBLA, a boating safety association of all 50 states and U.S. territories, is dedicated to reducing boating accidents, saving lives, and helping to make safe and enjoyable boating a reality on the nation's waterways.

FOR FREE!

Is anyone in the club interested in a 13 foot long foam, "Sunfish" plastic hull, rudder and tiller. (no mast or sail).

Contact: Steve LaFrance at [REDACTED]

The boat is located in Savage.

I thought that some industrious club member might enjoy using this hull as a full scale winter project.

— Jim Smith

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, Terry Mackey, Judd Morgan, Tony Johnson, Paul Olsen, Doug Person, Alex Raupp, Tim Smalley Jim Smith, Andy Valentine.

— 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

Sub Tech ALBACORE Kit

Extras include APC-4 Leveler • 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 & Servos —

Cost \$669.00 - SELL \$580.00

ALSO FOR SALE New Hobbico'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]



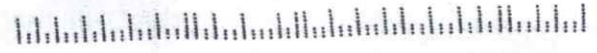
EDINA MODEL YACHT CLUB

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



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OCTOBER MEETING

TUESDAY, OCTOBER 19, 2004 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

Presentation on: Batteries

At the October meeting. Jim Smith will talk about battery care and how to store them for off-season.

Special Interest Contacts:

Membership:

Dale Johnson [redacted]

Scale Boating:

Tim Smalley [redacted]

Sail Boating:

Tony Johnson [redacted]

Fast Electric:

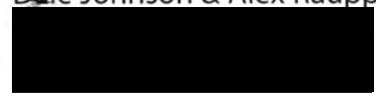
Andy Valentine [redacted]

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 November publication will be Monday Oct 25, 2004.

