

# EDINA MODEL YACHT CLUB

## SAIL & SCALE NEWSLETTER

JULY 2005

VOLUME 14, NUMBER 7

# 14TH PARADE ANOTHER SPECTACULAR SHOW!



By Doug Person

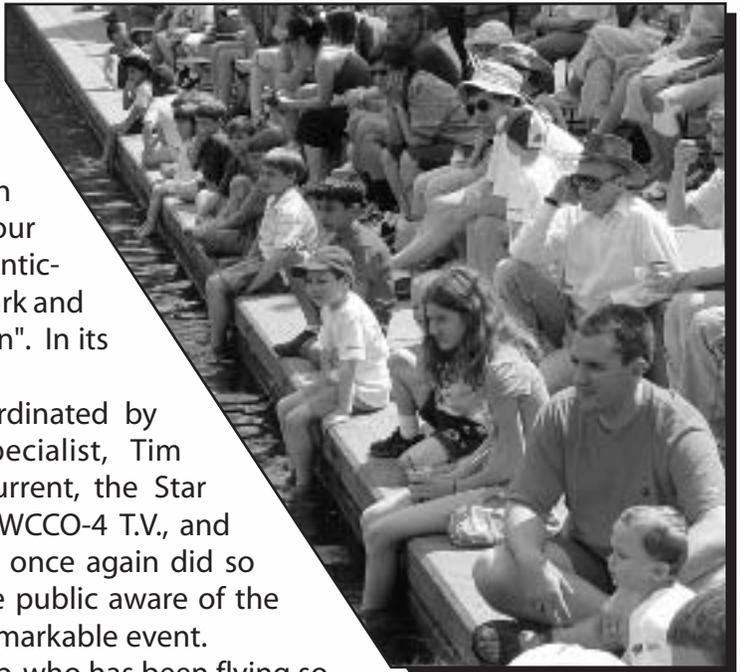
After several days of "on and off" torrential down-pours, Sunday, June 12, 2005, turned out to be a day which couldn't have been better for our enormously popular and much anticipated "Parade of Boats" event at Centennial Lakes Park and Centrum Building. It has truly become an "institution". In its 14-year history, it has never been rained out.

Advance publicity, coordinated by our media contact specialist, Tim Smalley, in the Sun Current, the Star Tribune, KMSP-9 T.V., WCCO-4 T.V., and other news services once again did so much to make the public aware of the advent of this remarkable event.

John Bishop, who has been flying so much during the past several weeks, was once again on hand to coordinate the show set-up and operation. This was his 14 consecutive year of coordinating our event.

He has to "put in" a special

**Parade continues on 11**



Dan Akin Photos



### 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 16, 17 .....San Francisco .....Odom National Championship
- July 19, Tues .....7:00-9:00 pm .....Membership Meeting
- July 23, Sat .....All day .....Cross Lake Boat Show

## COMMODORE'S CORNER



By Paul Olsen

Here we are in July already, the Parade of Boats behind us, and a success it was. It was slightly smaller than last year but the same fine quality as last year. I thank all of you who participated. It is so nice to see everyone pitch in to put the show together, run the show and take it down and put it away. The refinements for next year's Parade are already underway.

Sadly the Spina Bifida event was canceled; but happily, on Tuesday the 28th of June there was a fine turnout of boats on the center pond. We all had a nice evening.

Next month's topic will be Dale Johnson showing us how to build his fearless water-skier.

See you there

—Paul Olsen

### 2005 MEMBERSHIP

• 146 members strong.

### EMYC New Members

Kent Conklin  
Robert Klick  
Morris Knutsen  
Jack McKernan  
Patrick O'Gara  
Tom Taft  
Bill Wood

— Welcome to the Club —

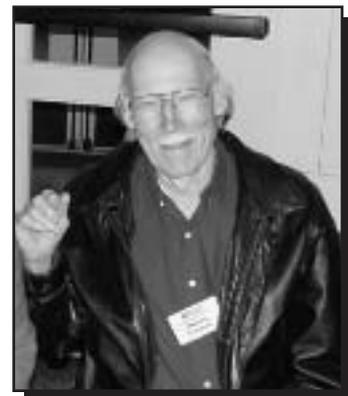


## IN MEMORY

Fellow skipper Warren R. Freeman passed away on Friday, June 17, 2005, at the age of 76 after a valiant battle with cancer. He died peacefully at home with his wife, Karin

and close family members.

Warren was an engineering graduate of University of California Berkeley, served as an officer in the Navy during the Korean Conflict. He was a career employee of Honeywell, Inc. in Minneapolis. He also was a long-time member of EMYC who always was willing to share his experience with others, many times bringing his projects and inventions to the meetings. Great guys like Warren always make a difference. He will definitely be missed.



Information provided by Doug Person.

# AT THE MEMBERSHIP MEETING

JUNE 21, 2005



By Jim Smith

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

Commodore asked new members and guests to introduce themselves.

Member, Gary Anderson introduced his grandson.

Commodore announced that the Spina Bifida mini Parade of Boats (June 28th) had been canceled. Paul met with the local chapter organizers over a half dozen times to set things up, but the national organization did not think that there was enough interest to go through the trouble and expense to hire busses, order meals, etc. Paul suggested that club members make an effort to put on a "show" that evening, anyway.

The BSLOL antique boat club will hold a gathering on September 10th and 11th at Lake Minnetonka. They asked EMYC to participate. The membership felt that participating in one BSLOL show (Bayport, August 13th and 14th ) was enough. We'll skip the Minnetonka show.

Commodore asked for Parade comments...good or bad. Lots of kudos all around. Fred Ferris, as usual did an excellent job with the frequency control board. John Bishop handled the overall set-up and display.



Commodore Paul Olsen addresses the membership at the June meeting.

Dale Johnson supplied all flyers and posters. Tim Smalley obtained lots of media coverage, especially before the show. Terry Splettstoesz commented



Short Meeting June 21, 2005 with 41 members in attendance.

favorably on the "for sale" table. Doug Person, who manned the Membership table most of the day, said that the count of members in attendance was at least 65 while the boat count exceeded 120. Five new members joined the club during the Parade. Finally, mention was made of all the effort of Tom Shirley and the park staff on the club's behalf, both before and during the event.



Doug Person.

Doug Person noted that long time member, Warren Freeman had died on Friday, June 17th.

John Bishop mentioned that a new Edina City magazine is nearing publication. The first issue will highlight our Light-house Night event in August.

Tim Smalley mentioned that the Subcommittee's 14th Annual Subregatta will take place at the Carmel Reflecting Pond in Carmel, Indiana on the weekend of July 30th, 31st. The Indianapolis Admirals, Doug Campbell's new club, will host the event. The venue is a football field sized clear water pool, excellent for submarine operation and viewing.



**Fred Ferris tells the members about his recent 2,200 mile journey to Bakersfield for the Fairwind Nationals.**

Tim's "Alligator Junior" submarine will make its TV debut on October 5th on the Discovery Science channel.

Fred Ferris arrived moments after the meeting started. He had just rolled in from Bakersfield, California (2,200 miles) in his "Boat Box," Chevy Suburban after competing in the Fairwind Nationals. He said that he was chided for having a stock, overweight, right out of the box, Fairwind. The left coast guys were using carbon fiber masts and booms, super light sails, etc. and were over a pound lighter than Fred's stock boat. After 24 heats, over two days, Fred finished fourth. Talent overcomes money every time. Way to go, Fred!

**7:45PM**

Don Sektnan displayed a piece of leatherette material that he had dyed using paint heavily thinned with lacquer thinner. It remained supple and was bright enough to simulate red leather in his Chris-Craft. He also showed a blade honing device that he



**Don Sektnan**



**Alex Raupp shows his Sterling Model.**

made from an old record player. The low torque motor slows down if too much pressure is used, preventing overheating the cutting edge.

Alex Raupp showed his "in-the-bones" model of the "America." He was uncertain as to how to proceed with the planking, so he built a half sized duplicate of the model on which to experiment with plank size and spacing. He now has both a model and a model-of-a-model under construction.

**Meeting Adjourned 8:00PM**




**EDINA MODEL YACHT CLUB**  
Your contact for Yacht Club "Logo Gear" is

**Doug Person** [REDACTED]

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!!***

## BUILDERS CORNER

# PART 1 AN EFFICIENT "SMOKE" GENERATOR

By Dan Lewandowski



This generator, unlike smoke generators that burn oil to produce smoke, actually boils a water based glycol solution to produce a thick "fog" that is ideal for modeling smoke. The principal of operation and the "fog juice" used are the same as for fog machines used for theatrical effects.

Advantages of this unit are compact size (only about 2" tall), high smoke output relative to the power used (about 10 watts), low temperature relative to oil burners, no residue, and relatively low cost (about \$15 per unit) due to availability of some ideal parts at AxMan (A local electronics surplus store).

The instructions will seem more complicated than the build actually is. This is one of those "easier to show than explain" projects.

**Description of Key Parts and Operation:** The generator itself consists of a glass fluid reservoir tube, a glass preheat tube, a glass capillary "percolator" tube, a coiled nichrome heating element inside the capillary tube, and power leads to the heater wire. Also needed is a small air pump to disperse and "amplify" the fog, an air hose, and a metal smokestack liner with a small air nozzle.

The **reservoir** can be a small test tube or a small glass bottle. The tube specified here will hold

enough fluid to make "smoke" for well over an hour. For larger boats using two percolator tubes/heater wires, a wider diameter glass bottle with a narrow top (to align and stabilize the inner preheat tube) will hold more fluid.

The **preheat tube** isolates the fog juice for more efficient preheating and for feed to the bottom of the percolator tube. It has a small (about 1mm) hole at its base to allow the fluid to leak in from the outer reservoir tube.

The **nichrome heater wire** is a key part from Axman. It is fine nichrome heater wire wrapped around a glass fiber core that wicks fluid up to the hot coiled wire. The wire resistance per unit length is just about perfect for optimal smoke generation at 1 amp current draw.

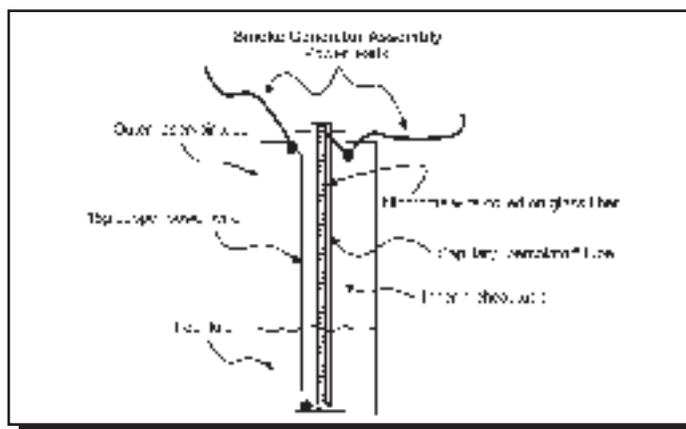
The wire gets hot enough to percolate the fluid for fog generation, but not hot enough to burn the fluid. To get more "smoke", more percolator tubes and wires are added to the preheat tube. Increasing the voltage, etc. only causes excessively high temperatures and the smoke fluid burns.

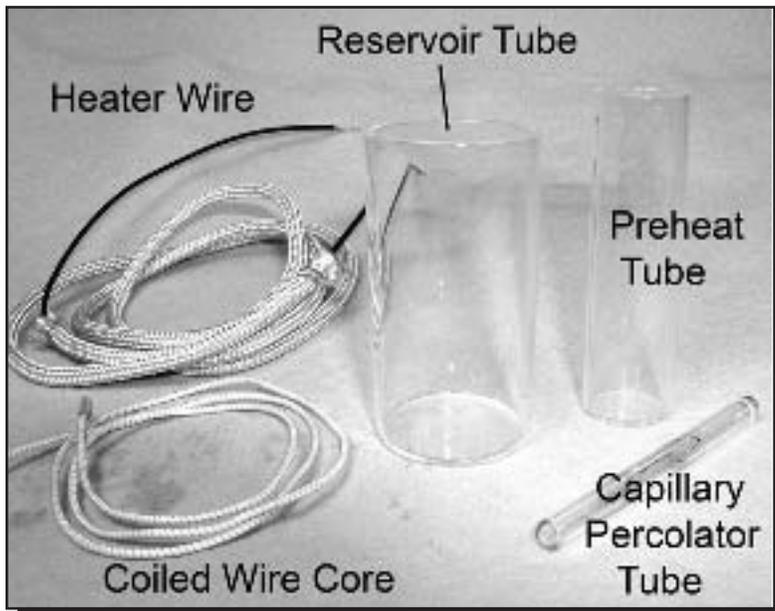
The **percolator tube** is what makes the unit so efficient. The smoke fluid is wicked into the tube by the glass fiber core of the heater wire. The heat of the wire boils and percolates the fluid out the open tube top, making the fog seen as "smoke".

The glass tube is a great insulator, so the heat is concentrated in the tube and used efficiently for boiling-off the smoke fluid.

The **power leads** are copper wire. Flexible stranded 18 or 20g. with silicone insulation is recommended. The wires need to be crimped onto the nichrome wire since regular solder melts at the operating temp of the heater wire. I used very short pieces of small dia. brass tube as crimp connectors. Crimping just the wire and using a higher temp silver solder would also work.

The **air pump** provides an air jet through a nozzle in the base of the smoke stack liner. The cool air





**Parts:**

- 1 Reservoir - Glass test tube or narrow mouth bottle purchased at AxMan \$0.50
  - 1 Preheat tube - 17x60mm flat bottom tube purchased at AxMan \$0.35
  - 50mm Glass capillary percolator tube – 5mmx1m purchased at AxMan \$1.00
  - 2-4" Heater Element – 28 inches purchased at AxMan \$1.00
  - 6 - 8" 18g soft stranded copper wire with silicone insul. purchased at Hub Hobby \$3.50 ?
  - 2-4" Brass or aluminum tubing for stack liner, 1/4" dia.
  - 1-2" Brass or aluminum tubing for air nozzle, 1/8" dia.
  - 6-10" Air hose, 1/4"OD (with air pump) purchased at Pet shop
  - 1 Battery powered air pump for aquarium or bait bucket purchased at Pet shop or WalMart \$6.00 (get Hagen vs PenPlex brand aquarium pump)
  - 1 tube Permatex Hi Temp RTV compound – for assembly purchased at Auto parts store \$5.00
  - 1 liter LeMaitre Smoke Fluid (lasts a very long time) purchased at Twin Cities Magic \$11.00
- Total cost** for parts, including extra material and "fog juice" is \$28.00

**Assorted parts.**

precipitates the fog and forces it out the stack. The airflow is critical to providing thick "smoke". I estimate a 5 fold increase in observed smoke flow with good air adjustment. The air pump runs on 1.5 volts and very low current draw. I power it with 2 AA NiMH's in parallel and they last 4 plus hours.



Water base fog fluid.



Air pumps.

Next month we will start assembly.

# Announcing the 2005 FE Spectacular



By Andy Valentine

Our fourth annual invitational race will be held August 20th and 21st on the south pond of Centennial Lakes Park. Open water for contestants Friday night the 19th from 6:00pm until dusk for testing. Registration will be held on the morning of Saturday the 20th at 8:00am and will close at 9:00am. Entry fees are \$25 first boat \$5 each there after. Registration forms will be offered online ([www.emyc.org](http://www.emyc.org)) week of July 18th. Radio frequencies will be first come first serve with paid registration.

With two days of racing, 8-10 different boat classes will be offered. The final class list determined by registration. Club Spec classes will be offered regardless of numbers. With a variety of Mono, Hydroplane, and Tunnel hulls on the water you will see boat speeds starting at 25mph and approaching 50mph.

### Sampling of boat classes

- LS Mono** – Club Spec 6 cell monoplane
- LS Offshore** – Club Spec 12 cell monoplane
- LS Hydro** – Club Spec 12 cell sport hydroplane
- LS OPC** – 12 cell Spec motor tunnel
- N2 Hydro** – 6 cell open motor outrigger
- O Sport Hydro** – 8 cell open motor sport hydroplane
- P Sport Hydro** – 12 cell open motor sport hydroplane
- P Mono** – 12 cell open motor monoplane
- N2 Mono** – 6 cell open motor monoplane



Launching the boats.



Typically the Pit Area is a hectic Hub of activity.

We'll have 3 rounds of racing for each class; some of the Spec classes will be split into multiple heats. LS Offshore, LS Hydro and LS OPC will be 10 lap races the remaining will follow a 5 lap race format. NAMBA sanc-



Mono hulls rounding the buoy.

tioned rules will be followed, while NAMBA membership is not required this year. Close attention will be placed upon lane control, buoy cuts, and jump starts to promote a drivers race.

In previous years we've had 12-15 racers in attendance with 40-50 boats registered. Following this history and noting that we'll be running two days as compared to single day events in the past, volunteers will be needed and graciously

appreciated. We could use help launching boats at the start of each race. Counting laps for that boat launched. Retrieval boat duties, rescuing capsized boats. Buoy marshals, one to monitor each side of the course for cuts and calling out these

infractions and reporting them to the score keeper. Race participants will be expected to pitch in during the race to help in launching other boats, and marshal buoy cuts. If you can't or don't want assist for a full day, any time you can provide would be helpful.

Look for the detailed article on our clubs website after July 18th ([www.emyc.org](http://www.emyc.org)) for detailed class specifications and other race details. If you have questions, would like to race or volunteer during the event please contact Andy Valentine at [REDACTED]

This year should be a blast.

## FOUR EC12S ON THE NORTH POND



By Terry Mackey

This is the first time four EC12s have been on Centennial together. Judd Morgan, Larry Wheeler, Tony Johnson and

Terry Mackey made their EC12 debut on 6/21/05. Not much wind, but since the pond is small and the boats are large (5')...it was perfect. These aren't the largest sailboats in our club, but we now have enough to do fleet racing. Ric Mitchell and Craig Young are in the process of building theirs. Anyone interested in getting one...let one of us know.



# BOAT BOX RIDES AGAIN



**Fairwind National Championship at Bakersfield California June 18-19 2005**

**By Dale Johnson**

**W**e were all some what amazed to see Fred at the June meeting. Knowing he was out of town racing at the Fairwind Nationals he could not have returned this soon. He not only made it back in time for the meeting, he also had time to do some sailing on the north pond before the meeting started.

It is 4000 miles round trip to Bakersfield, California. Fred drove the boat box 2000 miles in two days to make it to the June meeting on Tuesday the 21st of June. Fred's technique for driving two thousand miles in two days is as follows: You start out a midnight and drive until 11:00pm our time or 10:00 in Utah, a total of 1400 miles. By doing that you only have 600 miles to go the next day. At eleven pm he crashes for a quick nap and awakes by 6:00am to start out once again arriving by 2:00 pm in the afternoon for weigh-in, measure and all that entails.

The Bakersfield group is very conscientious about weight keeping the boats at exactly eight pounds by lightening every thing above the waterline. They use carbon fiber mast and booms and extremely light weight sails. They even reduce the wood inside the boat to a bare minimum, just enough to hold the servos. The batteries go down in the keel keeping just enough weight to keep it from blowing over.

When Fred went to weigh his boat the people at the weigh-in kept thinking the scales were off because Fred's boat weighs

over nine pounds. Fred reports one of the Bakersfield guys found his boat a little under eight pounds and made the difference up by placing a dime in the boat.

Fred usually looks at racing as a fun pastime and has an easy going philosophy towards competing. After the first day Fred was sixth and had to buckle down and pay attention in a battle with a female skipper to finish fifth overall.

Fred states "When I went into Bakersfield this time I knew these guys were good sailors, damn good sailors and they have really high quality boats and there's no way I am going to win but I am going to keep them honest, they will have to beat me to win. As it turned out only four guys could do it."

Fred was the only outside member to attend and is the only skipper to attend all four national races.

Fred's teddy bear hood ornament has 200,000 miles on it. Fred says he is amazed

the red stoper on top has not faded.

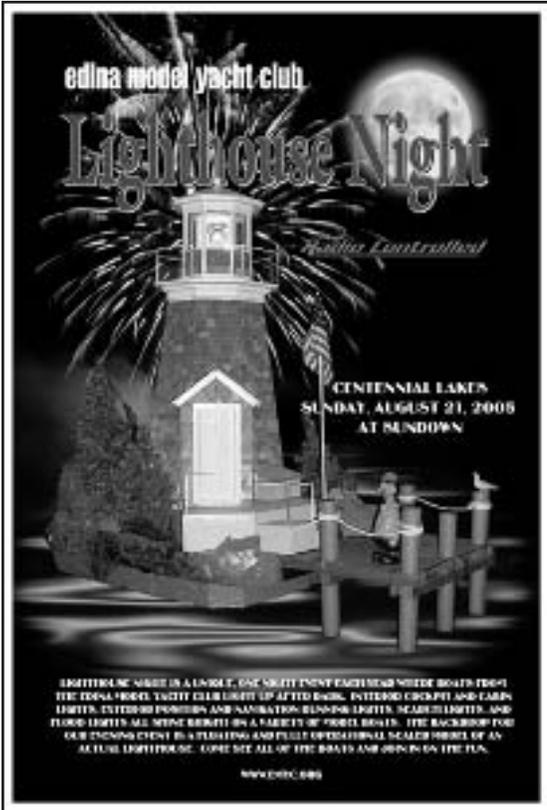
Sunday after the meet he drove 500 miles back into Utah and then 800 the next day into Nebraska and then home.

Fred plans to participate in the Wheeler nationals on July 9-10 and stay over for the ODOM nationals on July 16-17 both in San Francisco.

So...here we go again.



**"I was sailing Sunday afternoon in Bakersfield and I was here for the meeting Tuesday night."**



## LIGHTHOUSE NIGHT

**L**ighthouse Night is coming up fast make your plans to attend this great event now. Mark your calendars for August 14, 2005. Get your lights working and come on out. It really is important for you as a club member to participate in every club event you possibly can.

## WHITEFISH CHAIN BOAT SHOW

July 23, 2005

at

**Moonlight Bay Restaurant**

Cross Lake Minnesota

For Further Info Contact: Dennis or  
Judy Madigan at [REDACTED]

## REAL MCCOY...

(authentic, bona fide, and of the highest quality)

**S**ome authorities believe that the expression "real McCoy" originated with an 1890s Chicago prizefighter by the name of Kid McCoy. As the story goes, a saloon heckler questioned the local celebrity's identity. With one mighty blow, the kid decked the heckler who, on regaining his senses, stated:

"That's the real McCoy, alright!" Still another version of the expression's origin stems from an Irish ballad dating from around the same period in which the wife of a certain McCoy proclaimed that she was the head of the household, wore the



Growing up I always thought of this bunch as the real McCoy's.

The Real McCoy's 1957-1963 Situation Comedy  
Luke: Richard Crenna, Amos: Walter Brennan,  
Kate: Kathleen Nolan

pants in the family, and was, therefore, "the real McCoy." Some authorities link the origin of the expression to a popular post-Prohibition Scotch whisky called McCoy's.

The most widely accepted version of its origin also dates from the days of Prohibition and has a nautical flavor. Bill McCoy, a boatbuilder from the Canadian Maritime Provinces, became very wealthy, not to mention popular, through the smuggling of bootleg liquor to cities along the northeastern seaboard of the United States. As an entrepreneur of some principle, McCoy had no known ties to the organized crime syndicates that flourished during Prohibition. Even more remarkable was the fact that the liquor McCoy delivered was pure, unadulterated, and of the highest quality—an impressive testimonial during a time when the consumption of "home-made hooch" was a frequent cause of blindness and death. Eventually rounded up and convicted of smuggling, McCoy may have been persona non grata to the Feds, but his name became a household word synonymous with 100 percent authenticity and high quality.

—Excerpt from: *WHEN A LOOSE CANNON FLOGS A DEAD HORSE THERE'S THE DEVIL TO PAY* by Olivia A. Isil ISBN 0-07-032877-3 submitted by Dave Bros.

**64 Members participated in the 2005 Parade of Boats.  
127 Boats displayed.**



**Fred Ferris mans the frequency board.**

diplomat! His "people skills", commitment, dedication, energy, and expression of his gratitude to members are truly amazing! (He reserves the Centrum and the Park 2-3 years in advance for this special event!) Thank you so much, John, for your enormous commitment.

Park Manager, Tom Shirley, and several support staff helped with show set-up and take-down. We are most grateful to him, the City of

request to American Airlines to be assured of having Parade Day off.

Had John not chosen commercial airline piloting as a career, he could easily have been a high level international

ation of the club and its interface with various public bodies.

There were some 60-65 Club members at this event, with some 120 boats for display/use.

A very rough estimate of attendance might be on the order of 1,000- 1,500. This is a very difficult statistic to derive because of the continuous flow of visitors through the Centrum Building, as well as those who proceeded directly to the waterfront.



**Norm Larson and his Triple Barrel Back.**

I worked the Registration and Information table much of the day, so did not see the various on-the-water show segments. However, I have to assume the whole afternoon was pretty spectacular.

At least two different people wondered if they could make a donation to EMYC, because they enjoyed our entire program so much! In addition, as several people left the Centrum for the day, the Club received many words of appreciation for this annual event and the enjoyment they derive from it!

— Doug Person



**Inside crowds get a close look at the boats on display.**

Edina, and the Park and Recreation Department for providing meeting space, pond access and maintenance for the Edina Model Yacht Club!

Our helmsman and 2004 and 2005 Club Commodore, Paul Olsen, deserves special recognition for all that he has done for the club these past 2 years. Not only is he a consummate boat builder and pattern maker, but a selfless friend to all. Additionally, he has remarkable administrative skills in the oper-

# ABC'S of RC BOATS

*For the beginner*



## PINCHING PENNIES IS ONE THING.

By Mike Ross

Normally I would be the last person to quote Mr. Henry Ford, but even I have to admit that he did have his moments. While speaking at a Rotary Club dinner in Chicago many years ago, he included the following statement in his speech. “. . . If you need machines, or special tools, and you do not buy them. You will end up paying for them, without having them. . . .”

I have spent the better part of the past two and a half years proving his theory.

I won the door prize, of a Midwest Products “47’ Coast Guard Motorized Life Boat” kit, in the drawing at the 2001 Parade of Boats. I then spent most of the following year debating whether or not I was going to build the kit. In the late fall of 2002, I finally started building.

One of the first steps in building this kit, is to pin the bulkhead, and keel to a model board. At the time I thought that I could not afford to buy a new model board, so I found one of my old model boards from my days of building “Sail Planes.” I did a quick check of the boards’ surface for high, and low spots, and

decided that it was still ok to use. I never thought to check the board from corner-to-corner for warping.

Every thing seemed to be going perfect. I had finished building the hull without any problems. I managed to build the cabin without setting it on fire. Then the first indication that I had of a problem came, when I tried to fit the cabin onto the hull. Eventually I discovered that my old model board had warped over the years, and that I had built the hull with a rather nasty twist in it.

Taking my trusty Dremel in hand, along with my saws, and other implements of destruction, I gutted, and rebuilt both of the recovery wells so that I could get the cabin mounted onto the hull.

After that things went very smoothly. Until I tried to paint the water line on the hull. You have no idea what of what fun is, until you try to paint a straight water line on a hull that has a twist in it. I had to completely repaint the entire hull three times before I finally ended up with something that looked right.

If you follow the manual for building the kit, mounting the motors, and the rest of the electronics are the last steps. I have discovered that the modifications that I needed to make to the recovery wells made the hull too narrow to mount the motors. The trick is going to be, to widen the inside of the hull, enough to be able to mount the motors, without going through the recovery well walls. Not that having water-cooled motors would be a bad thing.

This would not be so bad, except that the decals for the kit are really cheap, and I know that I am going to completely ruin them.

However, the fun is not over yet. If I can get the motors mounted, I will still have to ballast the boat. Should I ballast it so that the water line is straight, or should I ballast it so that the mast looks vertical?

The moral of this story is. Take Mr. Ford’s advise.

For all of the time, money, and effort that I have had to invest in this project, just to save me the cost of buying a new model board. I could have bought three, or maybe even four new model boards.



Next time I’ll take Mr. Ford’s advise.

## EMYC SAILORS VISIT THE MINNETONKA YACHT CLUB



By Alex Raupp

On Wednesday evening, June 22nd, a group of sailors visited the Minnetonka Yacht Club to display our model boats, and generally introduce our hobby to full-size sailors.

We have done this three years in a row, and this was the best turnout we have had with seven sailors and 13 boats. Tony Johnson set up this event, as he has connections to the yacht club and often sails with the fleet as a crewman.

We got to the island around 6PM and had plenty of time to setup, sail a bit, watch the full size fleet race and chat. Terry Mackey even got a chance to sail as Fore deck crew, handling jib and spinnaker on Fred Appell's Yingling and finished 3rd in the fleet.

Since we had so many boats, many of the MYC members had the opportunity to run the models and get a feel for the sailing. Most were surprised at how the models actually mimicked full-size sailing and how they could easily apply their sailing knowledge to the models. And, though there were several bumps, the boats survived relatively unscathed.

I felt we did a little too much waiting around though, so next year, I suggest that we eat dinner first and plan to arrive at the island at around 7PM. We all (EMYC & MYC members) had a great time and look forward to next year.

## CHECK OUT THE WEBSITE

We have made every effort to update all information on our wonderful website. We have also added many new pictures and articles.

It is now possible to download past issues of the newsletter in PDF form.

If you have any suggestions or corrections concerning the website bring them to the next meeting and we will address them.

[www.emyc.org](http://www.emyc.org)

## 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, Dan Lewandowski, Terry Mackey, Paul Olsen, Doug Person, Alex Raupp, Mike Ross, 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. -*

## SAIL & SCALE STAFF

I am still looking for a writer to join the Sail & Scale staff. A person that can write a monthly column and deliver it as an electronic file (preferably over the internet) ready to publish, not meaning formatted, just a plain text file spelling and grammar checked. You must have a respect for deadlines.

If you are interested contact Dale Johnson at: [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

## JULY MEETING

TUESDAY, JULY 19, 2005 7:00 P.M.  
CENTENNIAL LAKES GARAGE BAND ROOM

### PRESENTATION ON MAKING A OPERATING WATER SKIER.

At the July meeting Dale Johnson will show how he built his water skier.

### Special Interest Contacts:

#### Membership:

Dale Johnson [REDACTED] [REDACTED]

#### Scale Boating:

Tim Smalley [REDACTED] [REDACTED]

#### Sail Boating:

Tony Johnson [REDACTED] [REDACTED]

#### Fast Electric:

Dan Proulx [REDACTED] [REDACTED]

## 2005 Board Members

**Commodore:** Paul Olsen [REDACTED]

**Vice Commodore:** Tim Smalley [REDACTED]

**Vice Commodore:** Dave Bros [REDACTED]

**Vice Commodore:** Dale Johnson [REDACTED]

**Vice Commodore:** Alex Raupp [REDACTED]

The Edina Model Yacht Club Sail & Scale Newsletter is published monthly except for December.

**Newsletter Editors:** Dale Johnson & Alex Raupp [REDACTED]

Please send articles by email to:

[REDACTED]  
Deadline for articles to be considered for the August publication will be Monday July 25, 2005.