

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

September 2022 Membership Meeting, News and Other Things

Let's start off with some congratulations to one of our members. Not of the rc boat achievement but we can certainly join in celebrating noteworthy achievements in life. Let Victor Umboh tell you:

Today I realized a dream and became a captain on the Airbus 320 family of aircraft. I had tons of support along the way from my family, my parents and numerous other people whom I have crossed paths with. Thank you all for making this dream a reality.



We have not seen Victor at the ponds very much for a while and this is the reason. That is a major achievement and one he can be very proud of. A hearty **CONGRATULATIONS** from all of us Victor!

Did you know that we had other pilots in the club? There are two that I am aware of. Jim McKie flew Phantom jets and John Bishop has a long history of being an airlines pilot:

I have flown for American Airlines for 35 years. I currently fly as a Captain on the 737 including both the 800 series and Max models from Boeing. I am based out of Chicago and fly mainly to the west coast. I can fly the 737 anywhere within the US, Canada, Mexico, Caribbean, and South America.

While most of us would consider being a pilot a dream job, I know that being any crew member for an airlines is a specialized and demanding job. Odd scheduling and being away from home for extended periods is not for just anybody, but for those that choose this profession it is like no other. My office coworker's wife is a flight attendant, based in Atlanta for Delta, and she spends extended time away from home. But she also just met some coworker friends for a fun weekend in Amsterdam. I will say your working life is a long one, the hope is that you find something that you enjoy. Can't do any better than that. For me that has been 50 years as an engineer and still have a hard time coping with the need to retire.

At The Meeting

Brief discussion of Light House Night #1, which was covered in the August newsletter but we did not have a chance to discuss at a meeting, and we reaffirmed what a great night it was, a contender for best LHN ever. Light House Night #2 was after the newsletter and the comments were interesting in that we had a bigger crowd than previous years. Great fall weather is always a plus but having had this event for several years now is maybe gaining popularity? Regardless of the reason we had a really good audience which is more fun in that it is less formal and the interaction with the on-lookers is much more personal. LHN #2 has become an important event for club members and the public.

Rob Segal and I spoke about the Lake Minnetonka Vintage and Classic Boat Show that was held on Lake Minnetonka at Lord Fletcher's. The third of the shows this year for the Land-O-Lakes Classic Boat Club, we were once again quickly asked to be at the show again next year. Rob has a real soft spot for the classic boat shows, and has his own (full sized) classic waiting for restoration. Rob grew up in part on the shores of Lake Minnetonka and has a real history with these classic boats. Maybe the best show of the year, recognizing that each show has its strong points. Very busy all day long with visitors to our location, and different than other shows there was great interest in all the boats that we had there. Glenn Davis and his Edmond Fitzgerald was busy all day talking about his boat, as was Jeff Johnson with his boat as he had to split his time with his own classic boat he had on the water. I brought Paul's Marblehead (see below for more on this boat) and a DF 95, and had a number of great discussions about both boats, for different reasons for each boat. In all the other boat shows I have participated in I don't think there were three questions about sailboats and as a result I don't usually bring a sailboat to the shows any more. For this show the audience was different. The other shows, my theory goes, were primarily a classic boat show, and people came to see the classic wood boats. So when they come to our location that is the interest. But at Lord Fletcher's people come to eat and have a good time as well as many that come just for the boat show. For that reason there is a broader interest and people are more open to other boats. The range of boats on the water was truly large,

and I will have a slide show for the October meeting to better show what boats were there. But here are a few photos of the show:



Not just one, but two Riva's!





The water level in the lake is very low, as you can see from the photos, and the lack of any platform to get closer to the water it was difficult to launch a boat much less to get the boat back out. Never the less Jeff managed to launch his rc boat from his (full sized) boat which was on the water. Rob had made a framework (think two wheel dolly without the wheels) which worked very well to launch and retrieve, so that they both ran several boats much to the approval of the people attending the show. I hope the water is much higher next year as I would have loved to have dropped in a sailboat or two.

After the show we received the following note from the President of the Association:

Rob - We so enjoyed your organization's participation in the Minnetonka Boat Show on Saturday that we would like to have you propose to your Board of Directors to attend next year's Show. We really had a lot of positive feedback about your organization and the small boats running up and down the harbor. Please extend a sincere expression of our gratitude for bringing your boats to the show even though you had a big event scheduled for that evening. Once again, thank you for adding a wonderful element to our event. I look forward to seeing you at Centennial Lakes. Chris O'Connor also enjoyed your conversation about the Air Show model warbirds at Owatonna.

*Sincerely,
Al Lindquist
President
Land-O-Lakes Classic Boat Club*

Needless to say we will be there next year. What is left for the classic boat shows, maybe one of the shows on Gull Lake? We will work on that. Would you be interested

in being part of a boat show on Gull Lake? Let Rob know () so we can determine if there is enough interest to see if we can participate in that show.

Show and Tell

Paul Olsen recently completed the construction of one of his famous Marblehead boats. A boat years in the making, Paul is famous for these boats that have to be considered an iconic boat for the EMYC, and an heirloom boat by anybody's definition:



Maiden voyage on the south pond July 25th.

A brief history of the Paul Olsen Marblehead. Many years ago Paul (who can build any boat he wants) decided to build a sailboat of classic design and sailing characteristics.

Paul studied the design of many boats and over a period of time chose the features that best displayed the classic lines of sailboats in their peak period of history. Thus the concept of the Marblehead was born. The form for the hull was completed and the design of all the fittings developed in the process. All fittings are handmade - no bowsies for this boat! All the mechanicals/electronics are mounted on a single platform to facilitate removal from the hull for work and maintenance. Modifications to the basic rigging, fittings and minor design changes have occurred over the years but the boat has remained the same. Somewhere over 40 of these boats have been made and are all over the country. There might have been eight in the club at one time, and other than three I am not sure where they all are. Visiting Paul's shop during the process was a treat. Seeing this boat under construction and the original Marblehead, now 52 years old, side by side was historic. Possibly the first and the last Marblehead together. Here is Paul with the original Marblehead this summer:



Still in beautiful condition!



The new and the original in the shop.



Note the stand which is minimized to show off the lines of the hull and boat. The stand allows for two positions to display boat - upright and leaning off to the side as if heeled over. The two tone paint job was inspired by a Duesenberg that Paul saw and he proclaims that this might be his favorite boat paint scheme. Well it sure is mine! If I had to part with all my boats except one, this would be the last one. The look and style of the boat along with the craftsmanship and sailing characteristics makes it my favorite. It will be on display in our home (the Miki Kirihara/ Larry Wheeler boat is currently on display) as well as on the water.

During the meeting a man dropped off a boat that belonged to former member Ken Stoltenberg. It is currently in the cage storage area and is available for adoption.



A few years ago a former member dropped off a number of cast small parts for the swap meet. A family member owned a hobby store and the store had eventually

stopped operation. Many of the pieces seem applicable to toy boats. There was not much action at the swap meet and this summer several of the pieces, along with a large cabinet of small drawers, were donated to the club and dropped off at the Centennial Lakes shop area. The storage cabinet with the remaining pieces was moved into the cage area and will be at the swap meet in November. Here are some of the pieces that were displayed at the meeting (photo is of the meeting after the formal meeting):



Left to right: Dave Brinkman (back), Mike Corbett, Richard Dahlquist, Brian Avery

Other news

- The DF 95 count down starter box that was stored in the cage is missing. Please contact me if you have any knowledge of where the box is. These are no longer available and a valuable piece of equipment.
- A second attempt at the sonar locating and rescue of the boat that sunk in the south pond was abandoned after 6 hours. The problem being the sonar cone is not very large in such shallow water that it would be luck (such as the first time) to locate it again.
- The last day of paddle boat operation is Sunday October 2nd so that we can plan a three pond race after that date.

Final discussion was sponsored by Terry Bertelsen, and stems from our visit to the State Fair. In the creative activities building there are the two glassed in central display areas. In the past I am sure that we can all remember topical displays of specific interests. I remember one for stained glass items, and another for wood strip canoes/ boats. Terry suggested that the club could do a killer display of rc boats. An excellent idea and I can certainly pursue that with the State Fair people. We would have to get an approval by the State Fair by soon after the first of the year to plan and pull together a display. This would be a static display, maybe we could have some members on site for a few hours, but certainly not something that would be manned throughout the entire fair when the building is open to the public. Does this interest you? Drop me a note.

Newports on the pond

Whereas there did not used to be many of the larger sailboats in the club over the past several years they have grown in number. Several have been featured in the newsletters. We have not shown the Newport 12M, probably because they are so rare. But recently Gary Tschautscher and Kevin Kavaney both had their Newport 12 M's on the south pond and beyond.



On the south pond



In the south channel!

A close competitor to the Newport is the EC 12. What are the differences?

From Kevin:

Compared to a Newport the EC 12 is about one foot less height, and one foot less length - more or less. In this extreme drought, we actually made it under the south foot bridge with the Newport's, in a normal year, they would have gotten hung up... So much fun to do this again. Oh, and the EC 12's are the most supported rc sailboat class there is. TON MORE of EC12s than Newport12s in the world...I luv the EC 12.

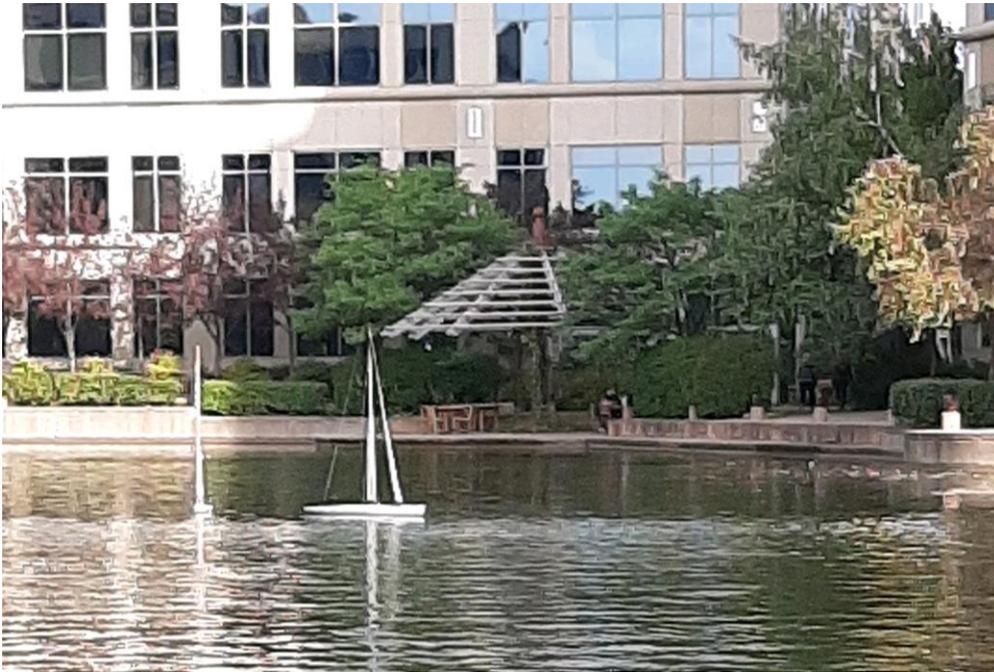
And from Gary on getting the Newports out:

Always nice sailing big boats. Kevin brought his Newport as well. Probably the only 2 Newports in Minnesota or several states. Wind was a little lite but we had plenty of fun. We sailed all the way through the channel, into the center pond. Made it under the bridge, but it was very, very close.

All in all a great day!

The length of the Newport to the EC 12 is 72 inches to 58 inches, height is 80 inches to 72 inches, weight is 40 pounds to 25 pounds.

The Sunday sailing on the south pond has been a huge success overall. We have not quite achieved the promotion of the DF 95's especially with regard to getting all the DF 95's in the club back on the water, but all things considered we did a pretty good job with that. We enjoyed very good response in getting sailboats in general out and on the water and the variety of boats has been quite rewarding. All summer with the drought and a reduced water level in all ponds we have experienced quite a few boats running aground on the pond bottom on the north and south sides of the south pond, the south side also very weedy. Last Sunday was no exception, this time the larger boats ran aground. Kevin Kavaney documented the grounding that occurred on the south side after I had already run the Mighty Mary aground on the north side:



Ten Rater and Wheeler stuck fast!

Today was the second time this week that I have gone aground on the South Pond, near the South wall...probably 60-80 feet north of the wall there....about where the west wall of that South Building begins. Paul Olson (with a Ten Rater) and I were stranded for the longest time....John B. fortunately was able to get the full scale rescue boat or I'd still be stuck there with my Wheeler...I also was stuck there on Thursday with my DF-95....so beware of the danger.

It was great today with Mighty Mary, Wheeler, EC-12, Soling 50, Odom, DF-95, Victoria 32, Ten Rater....

And we can't ignore that Paul's Ten Rater had a slight makeover. This boat had the first completely clear deck I had seen, and it beautifully displayed the gorgeous work that is normally hidden below the deck. Paul decided to change from clear to red tinted to work better with the tips of the sails:



Rules of Boating

We need to discuss a situation that occurred several Sundays ago during the open boating on the south pond. It was the first day to introduce racing to the open boating group. The abbreviated short course was laid out north - south, with the start finish line at the bump out in the sidewalk at the Tavern 23 location (midway of the main pond north to south), and the up and down wind markers/ buoys located about 100 feet either direction. The two buoys for the start/ finish line were about 20 feet apart and maybe 30 feet distance off shore. About 200 feet south of the start-finish line is where the southwest entrance to the pond comes up to the perimeter of the pond itself. Shortly after some of the sailboats arrived and were sailing three fast electric style boats also came to the pond and set up in the southwest corner along the west shoreline. At first the power boats ran along the south side of the pond and turned to the north on the far side of the fountain. Their speed was moderate and they stayed clear of the sailboats. Those of you that have seen sailboat racing know that where the boats go is dependent on the wind direction relative to the course, in this case a true north - south course. Except that is for rounding the markers/ buoys at the north and south ends of the course. Sailing is always tight to the markers so that the boats do not ever stray farther south or north from the buoys. The power boats however, as the afternoon went on, increased their speed, probably passing the 50 mph mark, most certainly beyond 40 mph. This comes from my own limited experience with "fast" electric boats and from one of the participants that day. We are not going to debate how fast these boats were going, they were screaming. Also, as the afternoon went on, where they were running drifted north too uncomfortably close to the boats rounding the south mark, and the fast boats that had stayed east of the fountain were now west

of the fountain. Sail boating came to an end around 2:30 or so, at which point there were still several sailboats on the water. One of the fast boats went northerly very fast between the start/ finish buoys. At that point sailboats were not going to stay on the water and risk a collision from a “fast” boat. Where the electric boats started out within reason, the end situation was neither courteous, respectful, or in any way prudent within the limits of the size of the pond and the capabilities of their boats. At that point their boats were dangerous and thankfully there were no paddle boats on the pond at the end of the session. The electric boats left the pond pretty much at the same time as the sail boaters left.

But let’s step back a minute and take a breath. We need to consider that since the beginning of the year we have several new members in the club and that it was only last fall and winter that we worked together with the park management to address circumstances of fast boating. So let’s look at a brief history of fast electric in the club, an update on the general policy of boating for Centennial Lakes, and the “Rules for Boating” developed last winter.

History

The club (EMYC) was started in 1991, and incorporated in 1992. At the onset there were only sailboats in the club. Quickly, powered boats joined in the fun and that led to fast electrics. Internal combustion motors were never allowed on the park waters. The club promoted fast electrics so much so that there were special events, including racing, on the south pond. In the storage cage, on the right side facing in, is a platform we are using for storage. The platform is missing the railing, axel and tires that it used to have as it was built to be towed to the south pond and became the skipper’s elevated platform from which they could see their boats on the water while racing. Just as quickly as the fast boats came on the scene were the conflicts with sailboats and other “slower” electrics. There were incidents where a fast boat would just hit another boat doing damage, and the rarer incident where the fast boat hit another boat and the fast boat went airborne out of the pond. A current member remembers an incident he witnessed where a fast boat hit another boat and flew out of the pond in an easterly direction clearing the paved trail vertically by 3-4 feet. Do you think that modern fast electrics are capable of higher speeds than in the 90’s? I also have a photo of someone buzzing two children who have their legs dangling over the lower concrete ledge over the water, and both kids have a terrified look on their face.

I don’t know when the significant interest in fast boats dropped off, but it did at some point. Were all fast skippers negligent in their boat behavior? Of course not. In the eight years I have been commodore there have been very few circumstances of improper behavior running a boat, and all instances were by a club member and their boat. That is until 2021. The situation did a 180 and the people running their “fast” boat (even if just fast to them) out of control were non-members, very young and also older persons. It was at that point that we started working with the park management for a policy of running rc boats on the ponds to not only protect club boats but to promote courteous behavior for all boats and skippers. There needed to be rules endorsed by the park and on display so that anyone coming to the ponds understood

the rules and that persons operating contrary to the “rules” could be legitimately reminded of the intended standards of behavior.

The “Rules”

During the fall/winter of 2021 there were discussions with park management and the result were the following “rules”:



MODEL BOAT RULES

- Boats must not create noise that disturbs park patrons or events.
- Boats must stay clear of wildlife, patrons, paddle boats and other boats.
- Boat operators must always be in full control of their boats.
- No internal combustion engines.
- Speed limit is 15 mph.

At The Ponds Today

The current policy of the park management for rc boating is that all boating is allowed on all ponds, no restrictions, and 1) assumes that all boaters (club and public) will get along with each other and boats will be run in a manner that respects the boats and property of others, including the park, and 2) gives special dispensation to the Edina Model Yacht Club to post and expect that the rules of model boating will be in effect during any and all club activities/events on the water(s) where the activity/event is occurring. These activities and events are all club sponsored currently including: our normal “club days” of Tuesday, Thursday and Sunday, Parade of Boats, Light House Nights 1 and 2, three pond race and sailboat racing on the south pond. Other future club activities and events fall under this umbrella. The notice of the rules is by the sandwich board pictured preceding and it is stored in the cage storage area. It is up to the club to display the board. It is on two wheels so that while clumsy it can be (I have done it myself) wheeled to the center pond for display, or you can request one of the park employees to bring it down for you. Once on display it can be left out where the park staff will very kindly return it for us to the storage area. Primarily the sign has been deployed for the Parade and Light House Night #1, but it has also been displayed for normal Sunday boating. It needs to be displayed for the bigger events and otherwise on occasion so that the general public can understand when “rules” are in effect. This year we have not had incidents as in 2021 until the described situation a few Sundays ago.

The bottom line is we are incredibly privileged as a club, or even as members of the general public, to have a facility as Centennial Lakes Park to pursue our hobby and sport, and a management team that is very interested in the promotion of radio control boating at their park. The club has the responsibility and expectation of respecting the special privilege that the park staff has extended to us to run our boats and events with the overall promotion of the park and enjoyment of the patrons in mind. Within the club it is clearly our duty to comply with the rules that we had part in creating and endorsing. We are going to treat the Sunday incident as one of a lack of education and awareness within the club and we can blame ourselves for not informing new members. To that effect I am modifying the membership application form to include the "Rules of Boating" and to indicate that by becoming a member of the Edina Model Yacht Club you are agreeing to abide by the rules of boating at all times during club events/activities, and to behave responsibly at all other times. With an understanding of the "rules" the Sunday situation would have been avoided. The fast boats could have operated (fast) on the north pond all day, or on the south pond after the sailboats left. In summary, during club activities/events and when on the same pond, the speed limit needs to be adhered to because it is the park rules, is in respect to others in the club, and to set an example for others. We cannot violate our own rules.

Coming up

- Three pond races. To be determined. This is always set up at the very last minute as it is completely dependent on weather conditions and especially the wind. The set up occurs via the general EMYC, ODOM and DF 95 google group forums. If you are not on one of these forums let me know you would like to be included and which forum.
- October 18th, Tuesday, members meeting.
- November 12th, Saturday, Dry Dock Party.
- November 15th, Tuesday, no members meeting but instead the swap meet.

If you have special photos that you would like Todd to consider including in his yearend video please get in touch with him to make arrangements to deliver the photos to him on disc or memory stick by the weekend of October 15th. Contact Todd at: to make arrangements to connect.

And finally, note that the Dry Dock Party is just about a month away and we need a final count on who will be there. Please contact Julia Moen () to let her know that you will be attending and if you are bringing a guest/spouse.

Beautiful fall, enjoy getting out for the final boating on the water or to just enjoy the best season of the year.

John Bertelsen
Commodore
Edina Model Yacht Club



Vice Commodores: Gary Tschautscher, Tim Crain, Rob Segal
Treasurer and Membership: Julia Moen
Sailboats: Tony Johnson
Scale Modeling: Kevin Waldo
Fast Electrics and Website: David Petrich
Zoom Meetings, EMYC and ODOM Forums: Gary Tschautscher
DF 95 forum: Burt Fischer
Dry Dock Party: Terry Bertelsen
Face Book: Richard Dahlquist, Todd Moen
Off site events: Rob Segal