



## July 2024 Membership Meeting, News and Other Things

Busy, busy month since the last newsletter in June. There was the panel discussion at the Amphitheater for Centennial Lakes - An Oral History, the White Bear Lake Classic Boat Show, the Alexandria Classic Boat show and more. So let's call this newsletter the big boat newsletter, even though there will be some scale boats and other things too.

### An Oral History

The panel discussion was moderated by KSTP-TV's Megan Newquist and the panel featured former Edina Mayor Fred Richards; John Breitingner formerly of United Properties; Gordon Hughes, former Edina City Manager; Peter Jarvis formerly of BRW who were the planners, architects and engineers for the development; and Tom Shirley, former Centennial Lakes Park Manager. You will note that the Centrum Building is named for Gordon Hughes. Both Todd Moen and I worked for BRW at the time the Centennial Lakes/Edinborough area was being designed and built, and my current engineering partner was the project engineer for the Centennial Lakes project. We have deep roots indeed at Centennial Lakes. Little did either of us know just how important this project would be later in our lives. Here is the panel presentation:



This is a rough time line for the history of the park:

- 1920 Hedberg Gravel begins operation.
- 1986 The property goes up for sale.
- 1988 United Properties acquires a substantial portion of the property and the city approves the development plan.
- 1988 - 1999 Centennial Lakes Park is built in phases as development around the park occurs.
- 1988 - 1992 Construction of Centennial Lakes Plaza, Medical Center, Centennial Lakes Theater and The Villages Townhomes.
- 1991 Grand Opening celebration.
- 1994 - 2001 Construction of Coventry and the Office Park at Centennial Lakes .
- 2001 Construction is completed.

The history of the EMYC fits in as being started in 1991 and incorporated as a non-profit group in 1992.

The uniqueness of this park is not to be underappreciated, and the talent of the design team was simply tremendous. BRW was a ground breaking multi-disciplined firm that is common now but at the time they provided a business/design model that was unique. Treating and managing storm water from the Southdale area was a main function of the park, and became the premier feature of the park plan (my opinion) that all else related to. Try to think of another park anywhere where the ability to execute our hobby is more convenient or suited to our purposes. Add in the beautiful surroundings and three different atmospheres provided by the three ponds and you have just about a truly unique experience anywhere. Three things of note (of many) relating to the park are that the City had to come up with some creative financing to keep the project going as the park development was happening during the Savings and Loan debacle; the Hedberg family (in attendance at the presentation) was very patient with selling off land as needed and thus helping the financial flow enormously; and from an engineering perspective the ponds are all lined with a liner material to keep the water in the ponds as the area was, after all, a gravel pit which would not sustain a permanent water surface at all. This liner was very much front line stuff at the time.

Unfortunately being there in person it was difficult to hear all the discussion by the panelists but the entire program was video recorded and can be seen here:

[https://l.facebook.com/l.php?u=https%3A%2F%2Farchive.org%2Fdetails%2Fec16mn-Centennial\\_Lakes\\_Park\\_-\\_An\\_Oral\\_History\\_Discussion&h=AT3Hp6O7laExLZWaJA-YmoleKC26HvUqliOkRo\\_Xe4q-  
gle7qeBn90zKHJVnOVwtU186BpafXu1uGQjozOin7W1OCLH\\_RqZwpWh7lKPDC1Qjh6NcDQf  
MePrgMVRN1y\\_qmsAz&\\_tn\\_=-H-  
R&c\[0\]=AT0Spz7GqvEj3Uwmws1Oay024javCoCuxPYHH7L900CtTOq\\_MtGgOQMHuZ10h3X  
MfTKqKLj\\_-lfUfsBkZL3FPdUjCRjSFKQReEBf7kPW\\_Zgm6GELgp95xEPr5-  
gh8OtqP3CIBfJgcr0CMHmvXK2-97loMqsVlRdCo\\_PlpQno3lO5PDRaulsAfQxn3K6wiatX-  
Z8fvIXO4zIZTqd9SEARIHet-ai3r4lhiywRFJQb5sK4khow](https://l.facebook.com/l.php?u=https%3A%2F%2Farchive.org%2Fdetails%2Fec16mn-Centennial_Lakes_Park_-_An_Oral_History_Discussion&h=AT3Hp6O7laExLZWaJA-YmoleKC26HvUqliOkRo_Xe4q-<br/>gle7qeBn90zKHJVnOVwtU186BpafXu1uGQjozOin7W1OCLH_RqZwpWh7lKPDC1Qjh6NcDQf<br/>MePrgMVRN1y_qmsAz&_tn_=-H-<br/>R&c[0]=AT0Spz7GqvEj3Uwmws1Oay024javCoCuxPYHH7L900CtTOq_MtGgOQMHuZ10h3X<br/>MfTKqKLj_-lfUfsBkZL3FPdUjCRjSFKQReEBf7kPW_Zgm6GELgp95xEPr5-<br/>gh8OtqP3CIBfJgcr0CMHmvXK2-97loMqsVlRdCo_PlpQno3lO5PDRaulsAfQxn3K6wiatX-<br/>Z8fvIXO4zIZTqd9SEARIHet-ai3r4lhiywRFJQb5sK4khow)

## The Big Boats

Let's start this part of the newsletter with a beautiful image by Jeff McCabe



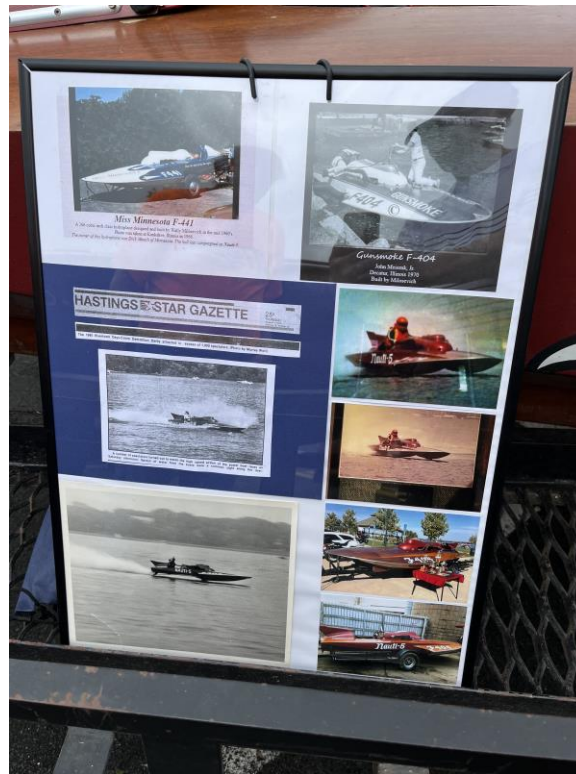
This photo was taken in Two Harbors. A classic shot of a truly big boat!

## White Bear Lake Classic Boat Show

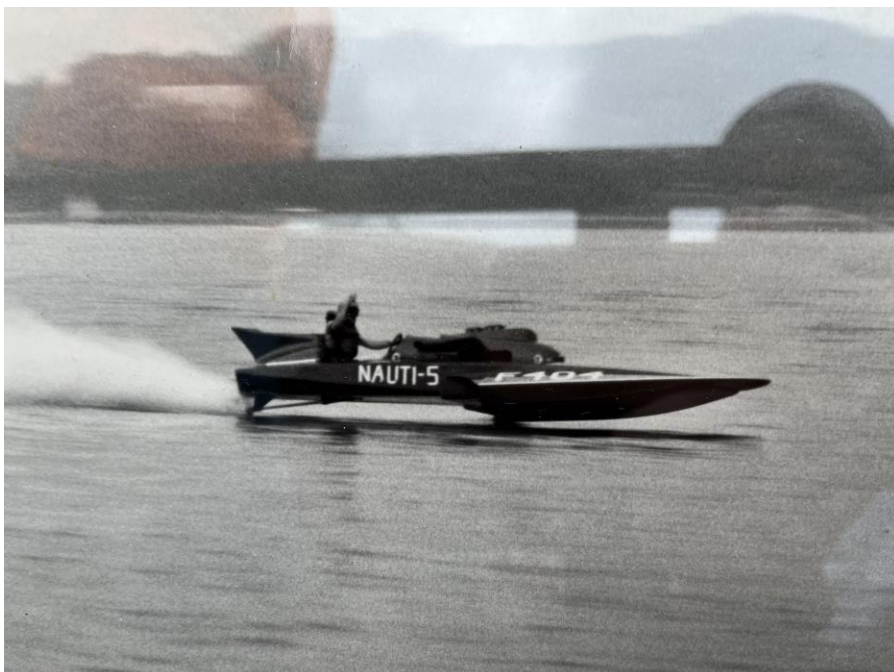
The Classic Boat season always starts off in White Bear Lake. We have been going to this show for several years now and it is unique in that until very recently all the boats were displayed on trailers. There were three on the water this year. Always a very interesting group of boats and some that you won't see at any of the other shows. Some of these boats are in a category of what I call too scary to pilot. Last year it was a bizarre small saucer with an outboard motor, this year a derivation of that theme:



Not as scary as last year's entry but still the stability looks questionable at any speed. Continuing in this same thinking was a 1960 hydroplane built for speed:

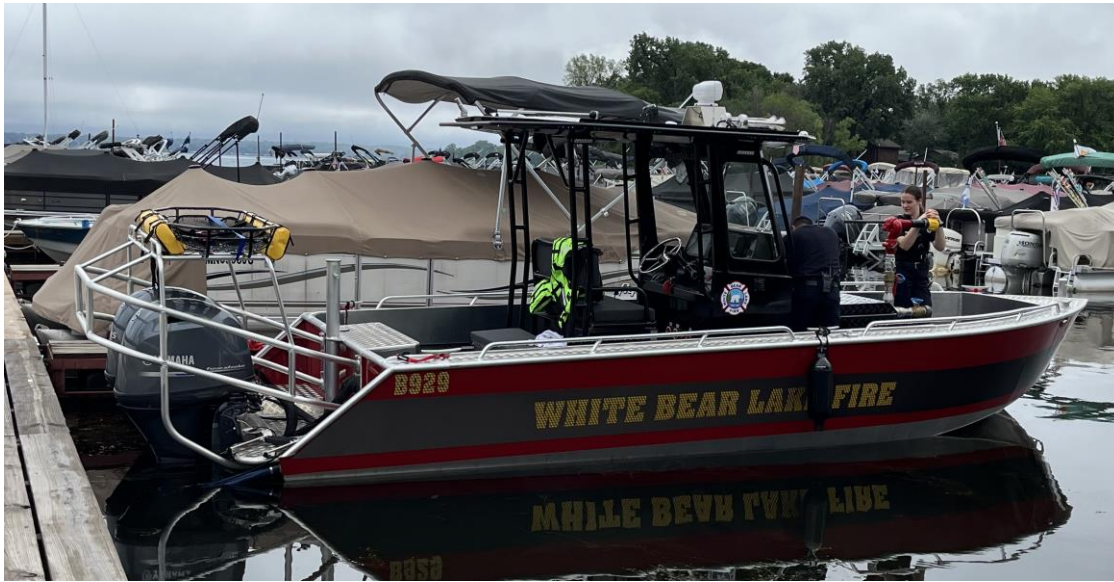


Nice picture board to tell about the boat. What is so scary? The boat has a 302 ci Chevy motor rated at over 600 hp. The owner said he has had it up to 130 mph and didn't want to go any faster until it had some additional structural repairs. See the photo in the lower left? Here is a closer look:



Notice the points of contact with the water. Scary stuff indeed - no thank you very much I will take the canoe.

Maybe not scary, but bordering on excessive and indicating there aren't too many budget problems in the north metro:



That is the brand new, just put on the water, fire boat for White Bear Lake. Oh, and it has twin 115hp outboards - for getting around on White Bear Lake. But there is more:



The propeller driven swamp boat for the sheriff's department. They claimed if they started it up they would blow all the boats on display off the road.

On a saner note here is our display:



Busy all day long. We missed having Dick Walker there for the first time in the history off the event.



So many boats on display that we added tables off to the side and back.



This boat is the last surviving 1937 HackerCraft 24 foot triple cockpit “Bootlegger”, with White Bear Lake as its home port. The engine is built by Scripps. You can actually buy a brand new HackerCraft just like this and built to your order today. Beautiful boat!

On land there were many interesting boats to walk up to and peer inside.



That is a 1949 20 foot Ventnor Runabout with 150 hp Gray Marine “Fireball” 6 cylinder engine. This boat was on display in Alexandria too. Awesome boat.

And in case you missed the Back to the 50’s car show at the State Fairgrounds:



Although it is a 1960 14 foot Sea Sabre, you get the idea.

We had our own first displays too. Ryan Butler's latest printed creation fishing boat:



You will also see boats needing restoration. This one has been to the show in the past and included in previous newsletters sitting on a trailer waiting for attention. This year it was on the water:



Fully functional and restored to enjoy, this is a big boat (bus?) for a very particular type of enjoyment. Nicely done, oodles of work has been done, oodles to go if a person wanted to.



Shifting gears just a bit to stay in chronologic sequence,

## Sled Works

This is the land of RC glider airplanes. The domain of Kevin Kavaney, and also Gary Tschautscher who flew gliders competitively in Europe. Kevin's latest glider was featured in the June newsletter and was in the air recently at this regional event for the Owatonna club. This glider was over two years in the making and like all of Kevin's models it is stunning. Gliders at the show have wing spans in the 8 to 15 feet range. They are towed to 1000 to 1200 feet by a gas powered RC tow plane and released to glide to earth and take advantage of updrafts. Flight time is 15 to 30 minutes typically. The flying field itself is surrounded by corn fields and it is possible that the tow line could be severed or dropped inadvertently into the corn. At about 100 feet long it could be deadly to half million dollar corn combines. To prevent that a thin wire attached to a transmitter, used for tracking birds of prey, is attached to the tow line so it can be instantly found if it falls to earth. Here are some photos of the event:



Kevin and Gary prepare Kevin's tow plane, the Cemelak, that we have seen in the newsletter in the past. The prototype of this airplane was also at this event.



Kevin consulting with one of his girls before a flight.



The glider before heading out to the runway.



Look carefully, the tow plane is the orange craft to the far right, Kevin's glider is at the far left.



Some of the gliders at the event.

In general the modern craft have the very sleek fuselage where the vintage craft are a bit more robust in diameter. There is no point in including a photo of the gliders in the air as they are very small at the release of the tow line. But when they make a pass on the runway prior to landing they are very impressive in their speed and size. You will likely be startled the first time one passes and you hear the loud whoooooossssssh as the jet engine propels the plane back into the sky. Yes, some have retractable jet engines, over 100 amps of power going to the scale jet engine! Over all this is a very cerebral event and very satisfying if you enjoy sailing or even watching large scale RC sailboats. You could say gliders are like sailing in 3D. Put this on your list to go see next year.

### Alexandria Classic Boat Show

The Alexandria event threw Katy, the show organizer, a real curve ball this year. Normally held at the Arrowwood Resort, the resort was recently sold and two weeks prior to the classic boat event the new owners said “naw, I don’t think we want to host the show anymore”. Katy had to scramble to completely reorganize the event and did a marvelous job of just that, finding a great location in a parking lot between two restaurants with docking for on the water display across the roadway. I would say that overall the show was a bit smaller in size and participation than the White Bear event, but it has a completely different flavor being in Alexandria. It is also the reverse from the White Bear event in that most boats were on the water and only a few on land, but also Alexandria is the home of the collection of classic boats featured at the Legacy of the Lakes Museum. This museum should also be on your list of things to see in Minnesota. One of the premier and the most public displays of classic boats anywhere, some of the museum boats were on display on land and on the water. On the land is a Falls Flyer boat and the one-off Falls Flyer VW custom:



A couple of interesting boats normally on display at the museum and put on the water for the show:



And this one that was providing rides around the lake:



On land were these two very unique boats covered in intricately tooled leather, one with jet airplane wings:





I added the amphicar because who wouldn't like to own or at least get a ride in one of those? A big thank you to Dave Brinkman for the photos at the Alexandria show and his presentation of the show at the members meeting.

Also confirmed at the Alexandria show is the interest in RC sailboats. Typically I have brought the only sailboat to these shows, and over all the shows that I have participated in I can count the numbers of times I have had a conversation about sail boating on one hand. That changed at the Minnetonka show last year where I had 2 or 3 conversations. At White Bear Lake I have never had a conversation that I can recall, and for that reason I did not bring a sailboat this year. While I was out taking pictures of the show for the newsletter someone did stop by our tent and said "you guys do sailboats too don't you"? Bad timing maybe, but at least I could have had a boat there for looking. At Alexandria there has been about the same amount of interest (none) but I brought one of Paul Olsen's Marbleheads this year and Rob offered up one of his furniture quality carrying cases for a platform making for a great presentation.



I had quite a few engaging conversations with people about the beauty and craftsmanship of this model. At either location Alexandria makes for a nice place to put a sailboat on the water and doing so it continued to garner favorable comments.

Some things need to be recognized with the Classic Boat Shows. First of all our presentation at the shows has been greatly enhanced. Under Rob Segal's guidance we now have a very classy presentation with the new tent, name tags and shirts. Rob has had a lot of help and assistance from others that needs to be recognized also. I am impressed that the set up and take down has gotten to be pretty slick. Second, and this is not fully understood at least by myself, the reaction and appreciation we have received from the public, and especially the show organizers, has been extremely positive. The presence of the club, operation of the boats on the water when possible, enjoyment of the varied models presented, and appreciation of the quality of workmanship have all been vigorously recognized. Our presence at these events has been far more impactful for the club, Centennial Lakes, the City of Edina and the RC boat hobby than we could have anticipated. Very well done to all that have participated in our displays over the past years.

### At the Meeting

There were no business items and we took advantage to provide extended presentations of the three events covered above with projecting the many photos taken on the drop down screen and enhanced descriptions. Show and tell had three boats in various stages.

Doug Campbell brought his runabout that he was looking for advice on the running gear. Very nice model, and help was obtained in the session that takes place after the formal meeting is completed.



Paul Wyatt was at the May meeting with his in-progress Ernest Hemmingway fishing boat model, and with the additional work the boat is really taking shape!



Tim Peterson brought his recently completed after 2 years boat. Very nicely done indeed, reminded me of Jeff McCabe's stubby boat. In addition to the very well executed model was the quality stand for presentation. All in all a complete package Tim can be very proud of. Handy size for transporting too!



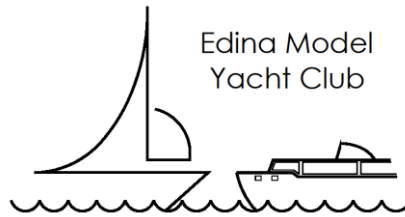
### Coming up

Thursday through Saturday, August 8th-10<sup>th</sup>, Southern Minnesota Model Aircraft Club, Northern Alliance Military Fly-in (large scale models), Owatonna. You have to see this at least one time.

Sunday, August 11<sup>th</sup>, Light House Night #1 with the Sousa Band Concert at band shell.  
Can you believe it is nearly time for this event already!?

Membership meeting, Tuesday, August 20<sup>th</sup> at 8:00 pm.

John Bertelsen  
*Commodore*  
*Edina Model Yacht Club*



Vice Commodores: Gary Tschautscher, Rob Segal, David Brinkman  
Treasurer and Membership: David Brinkman  
Sailboats: Tony Johnson  
Scale Modeling: Kevin Waldo  
Website: David Petrich  
EMYC, DF 95 and ODOM Forums: Gary Tschautscher  
Dry Dock Party, Spring Breakfast: Terry Bertelsen, Julia Moen  
Face Book: Richard Dahlquist, Todd Moen, Dave Brinkman  
Off site events: Rob Segal