

EDINA MODEL YACHT CLUB

SAIL & SCALE

NEWSLETTER

July 2025 Membership Meeting, News and Other Things

Let us start this newsletter by picking up where June left off. In the June newsletter I had a description of the application of pond treatment from a boat, and only a description because my photo had been corrupted. James Neild reminded me that I had posted the photo on the ODOM forum and he sent me a copy. Here the young man is looking ahead but as I reported he spends a lot of time facing rearward to move forward when applying the weed solution.



Dale Johnson

Also reported was the passing of former Commodore Dale Johnson. As Dale's time with the club was before my involvement John Bishop provided this remembrance of Dale:

It is with sadness that we have had to report the passing of Dale Johnson, an early and long term member of the Edina Model Yacht Club. Dale brought so much to the club with his happy-go-lucky attitude, creativeness, and talented model building skills. He built a beautiful Chris Craft Barrel Back that revealed a flawless finish and performed exceptionally well. He too had a water skier in tow that amazed everyone whenever it ran. He was a perfectionist in fabrication and finishing, and the Barrel Back was one of his favorite boats; it ran nicely and ran often.

Dale was a member that contributed so much to the club. He became a dedicated editor of the EMYC Sail & Scale newsletter for many years. This was an organized and well written monthly newsletter (years prior to electronic forms of information) that was sent out monthly to members on the roster. Everyone would look forward to this printed publication, processed at Office Max, which the City of Edina generously sent out at their expense for many years. Dale also served a two year term as Commodore in 1999 and 2000. He was a very good organized leader and brought a real sense of community and unity to the club.

Being someone that was very creative and talented in working with Photoshop, Dale stepped in and took our event posters to the next level. They looked professional, polished, and revealed a club that was becoming an organized and well oiled machine. He contributed and offered so much to the EMYC group as a whole.

Most importantly, Dale was a kind, compassionate, and pleasant individual. It was always enjoyable being in his presence with his simple and straightforward demeanor. He was a talented musician as well, where he and his lovely wife Connie collaborated, composed, and preformed popular "covers" to their liking. The two of them were definitely a perfect fit, supporting one another with their varied interest, talents, and creativity.

Dale will be missed. He was a great example of someone that was well liked, had high standards, accomplished a lot, and lived a fulfilling and rewarding life.

John Bishop



I have heard a lot about Dale over the years and he is one of the members that contributed to making the club the classy organization it is today. I also checked with some other members and we believe Dale was responsible for the “Sail & Scale” color header at the top of this newsletter, for the graphics of the large banner we use at the Parade of Boats, and the Little Sailor Boy banner graphic we use at all our off site (as well as at the Parade) events.

Legacy Of The Lakes Boat Show

From Off-site Coordinator Rob Segal:

EMYC had a great turnout for the Diamond Classic Boat Show in Alexandria. Several of us overnighted in Alexandria before the show, and got together for a nice dinner at the Lure Lakebar, which was the show location for the following morning. I was joined by Kevin Waldo, Dick Walker, Dave Brinkman and his spouse Deb. It was nice to have the opportunity to relax and chat before Saturday's busy show.

In the morning we were joined by Todd and Julia Moen, Glenn Davis, John Bishop, and Jeff McCabe. The display we set up was large and really well received by show visitors, we heard comments from several people that they look forward to seeing us at the show each year, and we were busy answering questions all throughout the show.

Like the last couple of years, the show had us doing on the water demos at various times throughout the day. The floating docks at The Lure sit low to the water making launching pretty easy. The demos went fairly well, aside from a few weeds and the occasional large wakes from the 3 classic woodies giving free rides taking off from the docks! I didn't manage to get a ride, but several other EMYC folks did. The skippers providing the rides were all board members of the Legacy of the

Lakes Museum, and were running their personal boats for the show.

A great feature this year was the free shuttle between the boat show and the Legacy of the Lakes Museum. Several EMYC members took advantage of the opportunity to take a break from the crowd and tour the museum at 1/2 price admission! I know I have been hyping up the museum since I joined the board last winter, but those that visited were impressed with what they saw, and recommend a visit.

All in all, this was an excellent show for the club! There are a lot more great photos to view contributed by Todd Moen and John Bishop on the EMYC website.

The display



3 EMYC skippers running boats



John Bishop's view from the passenger seat of Bob Fricke's gorgeous Greavette



One of the three galleries at the museum



EMYC fans!



Every one of our off-site shows has their own flavor and character. This one is my favorite and I was disappointed to miss it this year. Of all the shows this one gives the true meaning of being “up north” for the summer. It doesn’t have the amazing display of classic boats that you get at the Gull Lake Show but this one is more the everyman’s version of “I could have one of those and live up here quite nicely!”.

At the Meeting

We talked a lot about the seminars that we put on in the pavilion on Monday evening, July 7th. First was the “Introduction to RC Boating” by Tim Peterson, second was the “Introduction to Building a Kit” by Rob Segal. David Petrich also contributed to both seminars. 14 people had signed up for the seminars and they came from the EMYC, Classic Boat Club, and the public. There were quite a few observations on what was presented and how it was presented, and for a first time to just test the waters it went very well. We had little advertising so the attendance was what could be expected. One of the comments at the meeting was from Rob’s wife who suggested that this

should be a community education event. I spoke with Park Manager Tiffany after the event and she said that there are two ways to do a public event, one is through park and recreation activities, which are City events, and the other is through the school district which are the Community Education programs. We will need to think about this and have further conversations to consider if and how we might proceed.

We had a nice discussion on the Legacy of the Lakes/Diamond Classic Boat Show. Rob's report is above but he also added at the meeting that he thought this was one of the best shows we have done at any location for presentation, reaction from the public, the show forum/setup, and the club participation. A show worthy of the name. Show manager Katie Williams sent this thank you:

EMMC -
Thank you for participating in the
2025 Legacy of the LAKES DIAMOND
CLASSIC BOAT SHOW. I THINK THIS PICTURE
SUMS UP THE JOY YOU BRING KIDS +
ALL SPECTATORS. YOUR BOATS ARE
TRUE WORKS OF ART!
LOOKING FORWARD TO SEEING YOU
IN 2026! Katie Williams



Katie is also working on her own model build and participated in the model building seminar. She had her boat at the seminar and it was looking very nice in the in-progress stage.

Show and Tell

Another great show and tell session. Tim Crane started out with yet another interesting boat that had a great history with his family.



You can really get a sense of the scale with Tim holding the boat, and as Tim has built a number of smaller kits in the past this one fits right in. It is a Higgins boat, the name should ring a bell but not for this type of boat. WWII PT boats yes, but a recreational boat? After the war Higgins wanted to continue building boats and as the PT boats were made of plywood that expertise translated into the boat in hand. The history with Tim is that when he was much younger, and his family was living in the south, his father wanted a dual purpose boat for fishing and water skiing, and the style, size, and price of this boat filled the need. Nice model, very interesting history in all ways.

Ryan Butler, always thinking of something creative, brought the next watercraft. In this case it was with collaboration with David Brinkman to create something really different.



Starting with an inexpensive Amazon kit Ryan stripped the boat to essentials and adapted it to accept just about any separate body you might come up with. David (on the left) is holding a larger plastic duck, Ryan (on the right) has a slightly smaller duck and also on the table in front of Ryan you can see alternate bodies of a pink flamingo, red duck and the larger duck that David was holding. Note especially the propulsion unit below the large duck. The unit can be separated from the body above via magnets and other bodies attached. The propulsion enables the body/duck to essentially do acrobatics. Everything is able to be submersed and there is provision for lighting the duck too. It will be at Light House Night so we can look forward to seeing whichever of the changeable bodies in action. The duck complete with motor mechanism is available from Ryan in the \$100.00 price range.

David also brought his just purchased surfer, which he has already had on the water.



Dick Walker brought his updated steam boat.



A new steam engine has been installed with assistance from Paul Olsen. This boat is a favorite at the classic boat shows and Dick spends a lot of time amazing people with how a model boat can be run with a steam powered engine. The engine came with a metal boiler but Dick covered it in wood for appearance. It looks really sharp! Now look closely, follow the copper line from the top of the boiler, down and to the left where it turns up and there is a solder joint. In the previous engine there was a valve at that location, omitted in this installation. What Dick has discovered is that valve was pretty important! Without it the water in the boiler is constantly escaping through the pistons to the left as the water is heating up and building pressure in the boiler. By the time the pressure is sufficient to run the boat so much water has escaped that there is very little run time available. A valve is going to be installed very soon to conserve water in the boiler and thereby recover lost running time.

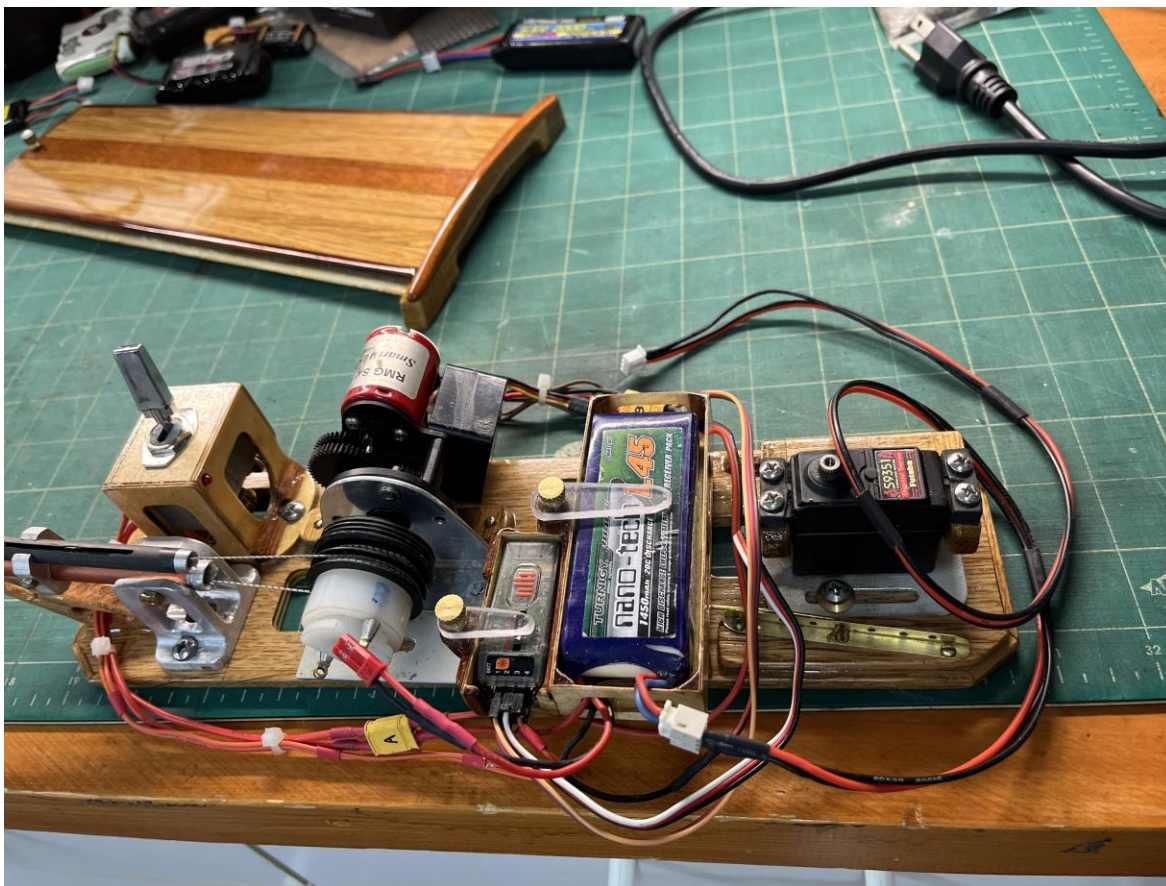
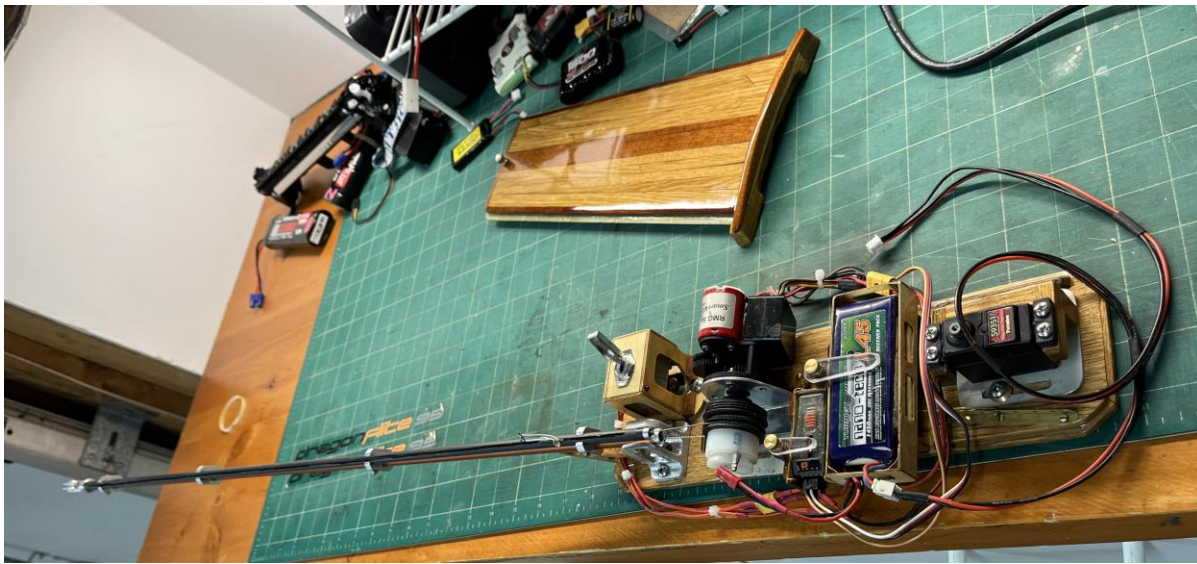
I was the last presenter, that is I brought a boat that really needed to be shared with the club though I had little to do with it. Last year I purchased an EC 12 from member David Giovanini in South Dakota. I purchased the boat for several reasons: it is a “larger” sailboat with an overall length of hull of just under five feet, it weighs in at +/- 24 pounds, and these larger heavier boats are just delightful to run on the water. The medium weight displacement leaves a nice trailing wake and you can carve a turn with the momentum the weight provides. Also, the rudder is incorporated into the keel which is integral with the hull so that it is almost impossible to collect weeds, and there are (I think) five others fully functioning in the club so that we can have some nice gentlemanly competition. The EC 12 originates from the early 1970’s, and while the boat has gone through some upgrades it has essentially remained intact. In the current AMYA listings the EC 12 appears to be the third most registered boat (though I did not check every model) with 581, the Soling One Meter has about twice that number and the DF 95 at three times the number. But all other models are quite a bit lower in the number of registrations. The boat has three side stays attached to the mast and it was curious to me that the center shroud (line) was not attached to the mast at all but the line passed completely through the mast so that the mast, in theory, could be moved side to side along the line. The deck of the boat was made up of one type of wood planks and I was planning on refinishing the varnish. The hatch cover to access the inner workings was a slip on sheet similar to an ODOM. I asked Paul Olsen if he had or could make a couple of simple tabs to attach the center side stay to the mast and maybe make new fittings for where the lines to the booms pass through the deck. That was it. Paul said he could do that and I dropped off the boat and the B sails (the boat came with A and B suits). A few weeks later I got a call from Paul: “Could you stop by? The boat is at the place where we need to make a decision.” What? Oh no! I had a feeling that this project had morphed from what I thought was a hopefully simple task. When I walked into Paul’s magic workshop it took my breath away. Here is what he did to the deck:



And this is what he did to the hatch:



But there is more. The boat had also received an update to the control board. Paul removed all electronics and built a new board that was easily removable with one knurled fastener. The lines to the booms now attach to a carrier running in the black tube that is operated by the drum winch rather than the lines connecting directly to the drum on the winch itself. This makes it possible to unclip the lines to the booms from the carrier, unscrew the arm on the rudder winch and the entire assembly is easily removed from the hull allowing for any work to be done on the work bench. Assembly is the reverse. Simple, quick and rock solid! John Bishop added the long wire from the battery to allow for easy charging while still installed in the boat.



Another curious feature of the EC 12 is that the line for the jib sail could run through another swing arm type servo with pulley that provides the means to tweak the jib sail separate from the main sail. We decided not to provide for that feature in the new control board.

Paul had done a similar unexpected transformation to my International A boat, The Mighty Mary, in the past, and I sure did not expect lightening to strike twice to my fleet of boats, but I am extremely grateful, and feel extremely lucky that it did. A huge thank you to Paul for again generously sharing his builder's talent and time.

News Flash!!

Shayne Wells from Channel 9 contacted me to request the club do another of her live broadcast morning shows, this time to preview Light House Night. I sent out an email looking for participants and we are all set for Tuesday, August 5th. Tim Crane, John Bishop, Jim McKie, John Withrow, Todd Moen, Randy McKinnis and myself will be there early at the park. We need boats to be run on the pond during the two broadcast segments so if you would like to participate extra boats are always welcome. Show segments are at 6:45 am and 7:35 am. I plan on showing off whatever boats members bring and featuring the Captain's Stations with some kids at the controls. Last time the presentations were, remarkably, spontaneous and I am sure it will be the same this time. Should be a great morning!

For Sale

Tom Johnson is downsizing their home and therefore their fleet of boats. He has several boats up for sale. You can contact Tom directly to get additional information and/or purchase a boat(s):



Tug Lundburg
\$350.00
Includes batteries and controller



Tug Mr. Darby
\$650.00
Includes batteries and controller



San Diego (Robbie)
\$300.00



Chris Craft
\$400.00
Includes batteries and controller



Surfer 1 (Kyosho)
\$125.00
Includes batteries and controller



PT 309 O'Franke
\$900.00
Includes batteries, controller,
working torpedoes, more



Crockett PG 88
\$225
No electronics



Villain IV (Traxxas)
\$125.00
Includes batteries and controller

Reminders

- Got things for sale? Boats, tools, other? Send me a photo and description plus price and contact information and I will include it in a newsletter.

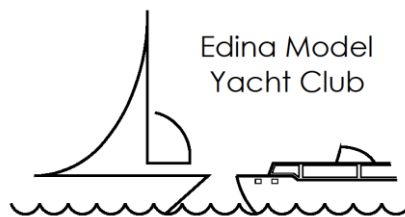
Need Help

Rob Segal is coming off back surgery and will be limited to the amount of weight he can lift for some time to come. He will not be able to participate in the Gull Lake Classic Boat Show which includes hauling the tent, tables and other setup items that we need to bring. His truck has a 6 foot bed to enable bringing all these items to the show. We need someone that can pick up all items and bring them to the show and return them to the storage cage in the maintenance garage at Centennial Lakes Park. Contact me and I will meet you at the garage to load and unload.

Coming Up

- Tuesday, August 5th, Channel 9 Morning show, 6:00 am for setup.
- Sunday, August 10th, Light House Night with Sousa Band, mid to late afternoon for setup.
- Tuesday, August 19th, Membership Meeting at 8:00. Bring your boat down to enjoy time on the water before the meeting. This has been hugely popular so come on down and join the fun!
- Saturday, August 23rd, Gull Lake Classic Boat Show, Bar Harbor.

John Bertelsen
Commodore
Edina Model Yacht Club



Vice Commodores: Gary Tschautscher, Rob Segal, Tim Kowalik
Treasurer and Membership: David Brinkman
Sailboats: Gary Tschautscher
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
Newsletter: John Bertelsen