



October - November 2025 Membership Meeting, News and Other Things

The end of the year wraps up pretty quickly so the final two newsletters for the year are being combined. We are going to start the newsletter with the October membership meeting so I can share some great news.

At the Meeting

John Withrow gave the group some great news that on the Friday preceding the meeting Jeff Dunbar received his much anticipated lung transplant! John brought a get well card to the meeting for all to sign, which we all did with enthusiasm! At the time of the meeting Jeff was still on a ventilator but hoping to get off soon. No doubt that full rehabilitation will be a long period of time but we all wish Jeff the best and the patience and perseverance for a complete recovery. We have really missed his participation in the club events and very much look forward to when he is able to do so again.

Update November 5th: Jeff was moved out of the ICU last week and into a step down unit. They had to keep him a bit longer in ICU waiting for a bed to open up. The nurses had him up and walking on the 29th and yesterday Mary said that they would have him on a bike today doing more exercising. He was down to 4 liters of oxygen flow, and would be performing a bronchoscope today to examine the “new” lungs. Mary did mention he tires very easily and has requested no visitors as of now.

Update November 11th: Mary reports that the samples of fluid they took on Saturday were devoid of infection and that they have started Jeff on a course of high dose steroids to suppress the inflammation and rejection.

Jeff McCabe is compiling a history of Centennial Lakes Park and of the club and is missing the Parade/Club posters for the years 2011, 2013, 2014, and 2020. The digital file would be great, but even if you had just a copy - or know who created the poster for any of these years - please get in touch with Jeff at:.

An end-of-season show and tell session at the meeting. First up was Dave Petrich and Mark Nickells with the on-going restoration of the sunken Cobra:



Mark is looking pretty happy with the restoration of what will be a personalized take on the classic Cobra boat. The current upgrades include: raised inner lip under the rear fin cover to help keep water out of the hull, bow splash rail to deflect water to the sides, and the official replacement of the skipper who was Scotty from Star Trek, but now residing on the bottom of the pond, with Spock.

Kevin Waldo is an amazing kit building machine and we have had numerous reports chronicled in the newsletters of the kits, some obscure, some just interesting, some just for fun. This time he brought two we have seen previously:



This is the African Queen that has been an on-going project. This time Kevin went over some dilemmas with scale accessories to complete the model. Kevin rightly explained that the boat is just for fun and if the scale is a bit off on some of the items it is just whimsical in nature anyway, meaning the Katharine Hepburn figure may (probably) not be an exact replica.



The Solo Ruff kit was shown at the June meeting so this is just to let everyone know this time he means it.

Steve Meyer had a couple of items. The first is a photo of a 1938 “Gentleman” motor yacht built for Sir Malcome Campbell, which he owned after having the 53 foot long Blue Bird speed record boat built for him in 1931. His desire to continue pursuing the speed record in the Blue Bird diminished and the boat was sold after three years as his motor-racing experience made him wary of the fire risks of petrol engines aboard, and he was also highly superstitious and believed a gypsy warning that, "his death would come from the water".



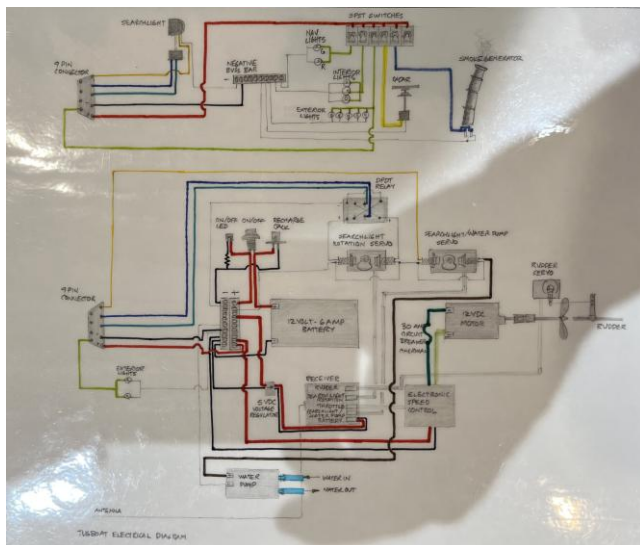
The motor yacht digital files to build the boat were purchased for \$20.00, which included the furniture on the boat. The scale of the digital plans put the boat at a length of 28” which Steve scaled up by 140% to 37”, adding the dingy off the back puts the overall scaled up length at 42”. This should be another very interesting boat, which from just the photo Steve displayed I am thinking of a similar period type boat as the Hemingway fishing boat. Here is the 3D printed hull:



Final presenter was John Bishop with an Action R/C mixer for speed controllers for boats with two motors/propellers. The mixer adjusts the speed of each motor depending on the deflection of the rudder.



John explaining the functioning and programming alternatives of the device.



Another of John's famous wiring diagrams incorporating the mixer into the boat's electronics.

Further word on this device came after the meeting from Rob Segal:

The unit is now sold by a British company called Component Shop UK. However when I tried to order one, they refunded my payment along with a note that said "Due to a recent US executive order they are currently unable to ship any orders to the States." Apparently there is no current way for them to pay the correct import duties.

So incorporating this device into your boat will have to wait for some things to get straightened out politically.

Coffee and History

At the meeting I mentioned that through park manager, Tiffany, Bill Bach was wanting to get in touch with the EMYC on behalf of Bob Kojetin. These are two extremely important individuals, formerly on the staff of the City of Edina, with regard to the formation and therefore the existence of the Edina Model Yacht Club. Bob Kojetin is a

former Director of Parks and Recreation and he is writing a book of the history of Parks and Recreation in the city. Bob does not do email and so I placed a call to Bob and answered his questions and need for information. I then followed up with Bill Bach who really wanted to get together with some club members to talk about the history of the club. Perfect, there were several things I have been curious about and John Bishop and Jeff McCabe had their own history projects and were also excited to talk with Bill. We set up a time to get together at the Ambrosia Coffee shop in the medical building just north of the maintenance garage building (you can walk right into the shop from the main walkway around the ponds).



Bill Bach, to whom we owe everything

We can start with what we talked about and discovered over coffee by saying Bill Bach is the EMYC. He started his career with the City in 1985 at Edinborough with the indoor park, which officially opened in 1987. At that time the park included a seasonal ice rink and was an urban jungle with thousands of plants and trees having been shipped in from Florida. Dignitaries that have visited the park include Dr. Abdul Kalam the 11th president of India, Barbara Bush while on a campaign tour for her husband, and the King and Queen of Sweden. Bill moved over to Centennial Lakes Park and was the first park manager when it opened in 1992. With the ponds in the new park the City was interested in getting model boats on the water but did not want a group to rent the ponds to operate independently. Instead the club was formed by Bill as a part of the athletic association in the city. Bill saw to it that the club had Articles of Incorporation and By-Laws, and had non-profit status with the state and federal governments. This status of the club as a city function/activity explains why we have storage space in the maintenance garage, and validates what I have heard over the years that the club used to build model boats in the maintenance garage itself and was insured for liability through the city as it was created as part of the city activities. When the club was

separated from or lost the status of a subgroup within the City and became a separate organization was not known as Bill was park manager for about 3-4 years and it happened after his time. Some fun facts about the early park from Bill: there were full sized boats on the ponds for specific events, and there was even log rolling demonstrations as part of the “Jambo” celebration that was held at the park.

Our co-sharers of the meeting room, the 1st John Phillips Sousa Memorial Band, was organized by Scott Crosby who is still in charge today. They originally practiced in the City Council Chambers and were moved to the lower level at Edinborough Park, and then with the design of the maintenance garages to include the practice room they were moved to the current location.

At the end of our discussion Bill expressed his great joy that the club he put so much into getting started and running is doing so well today. Like the park itself and the world in general the club has kept to the core purpose but has necessarily evolved. Bill expressed that back in the day things just got done. It was a simpler time and the club happened because there was a vision and with little else other than a commitment from a few people things were set up, in place, and functioning. Could there be a similar club started today? Maybe yes, maybe no, maybe just different? Certainly, I am extremely grateful that Bill Bach had a vision and put his energy into making that vision happen so that in my retirement I have an incredible place to practice a hobby and be part of an amazing park with the EMYC. I am also very grateful for the many wonderful members of the club and new friends that I have through Bill’s efforts so long ago.

Post coffee update: I invited Bill Bach to the Dry Dock Party and he was able to attend. He was really happy to see that the club he did so much for in the beginning was doing so well. Well done everyone!!

Dry Dock Party

The Dry Dock Party went off seamlessly this year. Food and service from Famous Dave’s was completely excellent, and the entertainment was more than expected.



There was a marvelous display of vintage club posters and photos of a past parade of boats, plus.....



John Bishop's latest boat, years in the making, and the backdrop of his wharf sculptures, plus.....



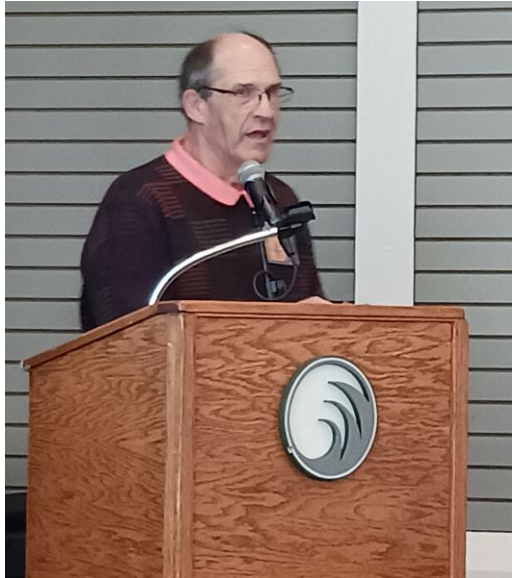
Featured speaker Tom McCarthy's Lake Minnetonka steam powered water street car models, plus.....



the cake was pretty good too!

Speaker Tom McCarthy's talk was simply excellent on the origins and the importance of Lake Minnetonka; the Luxury Hotels; and the advent of the water street cars, the sinking of the street cars, the resurrection of a street car, the challenges not just in

funding but also in the restoration, launching, docking, operations and dry dock storage of the boat. Of the many amazing things that Tom talked about in the history of the lake and the boats was that before the nation was going to Yellowstone and Yosemite parks (people just simply did not venture that far west) Lake Minnetonka was the destination for luxury vacationing. Fortunately, Tom's knowledge of this history of the area is extensive and I hope he returns to tell us more about this era in the near future.



Tom at the podium



The presentation

Swap Meet

Attendance was down a bit from last year but there were quite a few boats that changed hands as well as some kits and parts/materials for building/maintaining boats.



As usual, people came early looking for specific items and sales were quick early on and then those that were just looking to see what was for sale in general came and went all morning.

Other things going on

As the year and open water continues to wind down the ODOM sailboat racers are usually the last diehards to succumb to winter forces. Buoys have been removed from Smith Park pond for a while now so the only racing is taking place on the south pond at Centennial Lakes. The only difference is instead of Tuesday and Thursday sailing the day of sailing is dependent on temperature, sun, wind velocity, and ice. There are also bragging rights for the latest day we can sail on the south pond. The record late day was December 5, 2016 until 2023, December 29th became the new date to beat. That also means that some days are more than exciting with cold and/or wind. Recent racing on November 4th was quite the day on the water:

We were in extreme conditions with winds way above the comfort level at times. Exhilarating, but challenging. Nine boats made it even more complicated. There were numerous "incidents", but a lot were unavoidable with the nasty wind shifts. I heard frustrations created by the gusts and shifts, but also there were avoidable contacts. If you were fouled, call it out. If you think you broke a rule, hit someone or created an uncomfortable situation...bail out and do your turn.

But on the positive side...great turnout and mostly great racing. Consensus was that tomorrow will be too windy, so Thursday is canceled. Hopefully we'll get some water time next week... Terry Mackey

Thanks to everyone who braved yesterday....it was kinda "bumper cars" at times, I literally was spun a full 360 degrees several times...my boat became a submarine at times...If I hit someone and didn't acknowledge it was because it was happening so fast at times....my apologizes...Kevin Kavaney

A great group of guys these ODOM racers. Kevin explains the day well, and we all were tossed around and into someone else as the day went on. Still, part of the fun of extending the season for as long as we can.

For Sale

Dave Giovannini in South Dakota is unfortunately having to find homes for his RC boats and supplies. Two beautiful DF 95s and supporting equipment:





Not shown are the 'B' sails for each boat.

Servos for an ODOM that Dave didn't build:



Two boats including A rigs, B rigs, transmitters, chargers, and extra batteries \$750. ODOM servos are \$100 for the two. Dave's email:.

Now is the time to get to Fleet Farm for your rigging line. They have the ice fishing supplies out and they have some wonderful braided line that I have been using, including my favorite 50 pound test line. At the Carver location they had black and red at just about \$5.00 each (one a bit more and the other a bit less).



Rob brought in the latest order of long sleeve shirts and included a special order that I had placed myself. I purchased a sweat shirt from Eddie Bauer (on sale, super nice quality) and tweaking the color of the text and ships wheel it came out great! If you supply the item we can include embroidery in a future order.



Coming Up

- Board Meeting in January, 2026 - to be scheduled.
- Membership meeting, Tuesday, January 20th
- Minneapolis Boat Show, Thursday through Sunday, January 22nd to 25th.

As we head into the holiday season I hope that you and your families have a very happy time of remembrance and celebration!!

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 Coffee: Terry Bertelsen, Julia Moen
Face Book: Richard Dahlquist, Todd Moen, Dave Brinkman
Off site events: Rob Segal
Newsletter: John Bertelsen