

# EMYC Newsletter

January, 1993

Volume 2 • Number 1

## COLUMBUS DAY REGATTA

BY RALPH PETER

The Columbus Day Regatta on October 10, 1992 was a huge success, and a good time was had by all. This regatta was the first ever for the EMYC, and much will be learned for next season's regatta planning.

The regatta consisted of 12 races with 12 participating skippers. Each skipper sailed in 6 races, and each skipper sailed against all other skippers at least once. There was a maximum of 6 yachts per race, and the skippers not racing were assigned to one of five judging positions. Between sailing, judging, and videotaping, virtually everyone was involved in every race. Also, judging allowed each skipper to become more familiar with the racing rules.

Following several days of rain, Saturday morning broke with a clearing sky and a light westerly wind. Due to the westerly wind, the race course was moved to the north pond. In addition to setting the course buoys, the area needed to be cleaned to convert it from a bathroom used by the geese into a race course.

The larger north pond allowed for more maneuvering for the yachts, but there were limitations for the spectators. Chairs were set up for the skippers, but most spectators stood or sat on the grass. The wind freshened throughout the morning, and by noon the 10 to 15 mph wind switched to the northwest and became gusty. With the wind shift,



rounding the leeward mark became a real challenge, and more than one yacht missed or hit the mark. The entire regatta ran on schedule and was completed at 4:00 pm.

Awards for the first four places went to Dave Ulmer (4th place with 15 1/2 points), Ralph Peter (3rd place with 14 3/4 points), Jeff McCabe (2nd place with 12 3/4 points), and Charlie Radlof, who won the regatta with 12 1/4 points. Congratulations to the award winners. The remaining skippers were Dave Gjerness, John Bishop, Joel Hanson, Jim Smith, Glenn Anderson, Mike O'Connor, Dick Kjellberg and Gene Hogland.

Now for some trivia to give you an idea of how close the competition really was: 1. In the twelve races, nine different skippers crossed the finish line first. 2. Each of the first eight place finishers placed first in at least one race. 3. The final placement was determined in the last race, and four of the six skippers that were in contention for the final awards were in the last race.

Finally, as the regatta director, I would like to thank all the skippers for their support and participation... and a very special thanks to those that helped with the regatta set-up and clean-up, including Bill Bach and his staff.

The next regatta is tentatively scheduled for June of '93. See 'ya there, mates!

## FROM THE EDITOR

DAVE GJERNES

Well, folks, this is the first newsletter of the rest of your newsletters. Or something like that. And I'm sure you'll notice some changes whether I try to disguise them or not, so I might as well face up to them from the beginning.

I plan on putting a few of my own thoughts on paper in this column each month. There are a couple reasons for this: 1. I get to put this together, and it's enough work so that I've decided to reward myself by forcing my warped writings on the rest of you. 2. This might encourage the rest of the club to use the newsletter to tell us what they think... with their opinions, their knowledge, or even their silly ideas.

There's a perfect example of this kind of sharing in this issue... A special thank you goes out this month to Jim Smith for volunteering to share what he's learned about batteries. As you'll note on page 3, Jim spent a lot of time going through a lot of information, and distilled it down to something I think we'll all find useful. Thanks, Jim!

Along with requests for articles that you might find of interest to other members, I'd also like to make a request for photographs... both for use in the newsletter and for the more general purpose of chronicling the history of the club.

Thanks, and I hope to see you all at the January 19th Meeting. (See the article on page 3, and you'll find a very big reason to be there!)

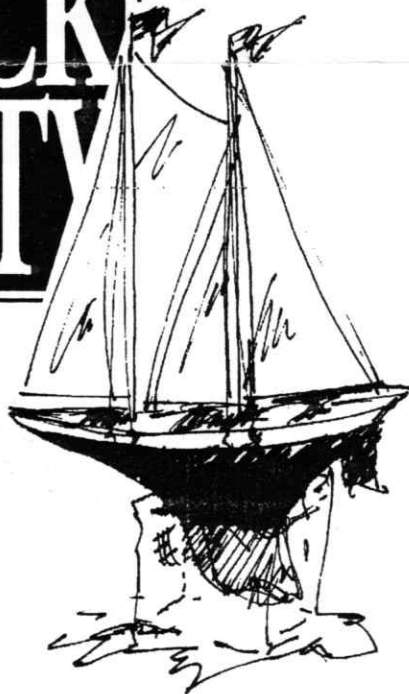
# DRY DOCK PARTY

BY DAVE GJERNES

EMYC Members and their significant others celebrated the end of a great season on Saturday, November 21st at the Edinborough Lakes Centrum Building. We were treated to a great evening, thanks to the work of the Board and Bill Bach. And those of you who couldn't make it will just have to wait until next spring to see Paul Olson's static 12 Meter... let alone Glenn's R/C duck.

Celebrity Awards were presented by the Board to a number of members in recognition of their contributions during the last season. (And a few of the awards, you'll note, were presented to the Board members themselves. I couldn't let them get away without a bit of their own medicine.) Some of these awards were serious. And others were... well, judge for yourself.

## POST-SEASON DRY DOCK PARTY



**BOB HANSING**  
**SUPER-SQUIRTER 2000 AWARD**  
for dampening the largest number of appreciative young spectators during the 1992 sailing season.

**MICHAEL O'CONNOR**  
**LEWIS & CLARK EXPEDITION AWARD**  
for the most miles traveled with a boat in the trunk.

**ED KUPHAL**  
**ISSAC NEWTON PRACTICAL GEOMETRY AWARD**  
for demonstrating that, regardless of the position of other boats, the shortest distance between two points is still a straight line.

**JIM SMITH**  
**PLYMOUTH ROCK AWARD**  
for the best use of rocks as a docking site during a regatta.

**DAVE ULMER**  
**TIPARILLO AWARD**  
for the greatest production of smoke by a non-steam powered boat.

**GLENN ANDERSON**  
**STOCKHOLM BOATWORKS AWARD**  
for the best marine use of rubber bands, plastic wrap and poster paint by a Scandinavian.

**JOEL HANSON**  
**MNDOT VISIBILITY AWARD**  
in appreciation for his use of day-glo rigging to promote marine traffic safety.

**PAUL OLSON**  
**ENCYCLOPAEDIA MARINA AWARD**  
in appreciation for sharing his wide experience and knowledge with new modelers and sailors.

**KATHLEEN ROSS**  
**SPECIAL RECOGNITION**  
in appreciation for sharing our hobby with those with special needs.

**TOM ERICKSON**  
**HONORARY MEMBERSHIP**  
in appreciation of his invaluable assistance in the formation of the Edina Model Yacht Club.

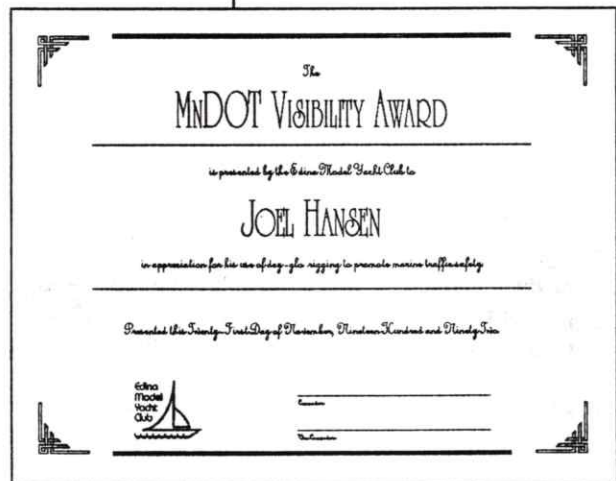
**BILL BACH**  
**HONORARY MEMBERSHIP**  
in appreciation of his invaluable assistance and encouragement in the formation of the Edina Model Yacht Club.

**BOB LUND**  
**RAISE THE TITANIC AWARD**  
for his constant vigilance in keeping the boats afloat.

**JOHN BISHOP**  
**BART SIMPSON FLASHINESS AWARD**  
for the promotion of speed, clever electronics, and general nuisance to sailboats.

**STEVEN RUSK**  
**SALUTE TO THE COMMODORE**  
in appreciation for his dedication and work behind the scenes throughout our first year.

**RALPH PETER**  
**DANFORTH ANCHOR AWARD**  
for the best impersonation of an cement block by a human being.



# BATTERIES... AND YOUR RADIO CONTROL SYSTEM

BY JIM SMITH

*Early this summer, a two-day seminar on battery technology was held locally. I have spent several hours going over about five hundred pages of information from that meeting provided by Sanyo, Panasonic, Gates, Varta, Duracell, and others. I tried to extract as much information as I could which is applicable to our radio control use. This is what I discovered!*

**ENERGY DENSITY:** Output per unit of weight. Using the commonly found Nickel Cadmium (Ni-Cd) cell as a reference unit of 100, the High Capacity Ni-Cd cell rates a 130, the sealed Lead Acid cell rates a 70, the new Nickel Metal Hydride (Ni-MH) cell a 150, while the common Alkaline cell rates a 260. So! While I get to operated my R/C system about 3:15 per charge, the user of a system powered by throw-away cells should be able to operate about 8:30 on a set of batteries. But! Duration isn't everything!

**COST:** A set of twelve AA Ni-Cds is commonly on sale for twenty dollars, and a charger cost less than ten. For thirty bucks and change, you can convert that Alkaline guzzler and save six to eight bucks each time you refuel. Consider how many sets of throw aways you use in a season, and it's no contest! Even the cheapest Airtronics transmitters have a built-in charging jack, so it is a simple matter to convert them. Some Futaba units may require a bit of wiring.

So now that we (I, anyway) have decided to go with rechargeable batteries, let's see what else I found out about them.

**GENERAL INFORMATION:** Ni-Cds are available in capacities 50 to 20,000 mAh. Ni-MH cells are only available in the AA and C sizes at present and are

rather pricey. It is projected that by the turn of the century however, close to half of the rechargeable items sold will be Ni-MH powered because of the environmental problems associated with Nickel.

**Charge:** Charging efficiency of Ni-Cds is only 80-85%. Recommended charge is therefore .1C (10% of cell capacity) for 16 hours. Overcharges is not a problem at this rate, so if you can't remember if you charged your equipment after its last use, go ahead and give it another shot at .1C and be safe! If you intend to trickle charge you battery, be sure to charge at the .1C rate first. At a trickle rate of .01C, efficiency is so low that a 500 mAh pack will only charge up to about 425 mAh! The recommended trickle rate is therefore .02-.05C. Also! Manufacturers caution to never charge cells or packs in parallel!

**DISCHARGE:** Efficiency falls off at higher discharge rates such that at a discharge rate of .5C only 95% of capacity is usable. This is of little concern in typical R/C application. However, it may be a factor in the operation of electric propulsion motors where much higher currents are the rule.

**STORAGE:** Cells may be stored in either the charged or discharged state, however the discharged state is preferred. The reason for this is that even batteries stored charged should be recharged prior to use to prevent cell reversal. This is caused when one or more of the cells self-discharge at a greater rate than their battery mates. Never leave a battery connected to a load (or a resistor as the car racers sometimes do) for long term storage. At room temperature, NiCds lose about 20-25% of their charge per month. At 32 degrees F. this loss is reduced to 10%. After two years storage at 68 degrees F., a Ni-Cd will return to 100% capacity after two charge-discharge cycles.

**SERVICE LIFE:** This is defined as the time at which the available capacity of the cell reaches 60% of the rated capacity. This can be expected at about five years. Or, if a cell is consistently discharged 100%, its life will be reduced to about 500 charge-discharge

cycles. If discharged 75% - to 1000 cycles, or 50% - to 2000 cycles. If you don't overcharge, and don't run them all the way down to zero, Ni-Cds will last a long, long, time!

**Note:** Use of contact type connectors (as would be the case converting a throw away battery type transmitter) is discouraged. If necessary, the cells should be removed every 2 to 3 months, and the contacts and cell ends burnished with a cloth to maximize electrical conductivity. I am aware of transmitters used this way for years with no difficulties observed.

Finally, do not dispose of Ni-Cd cells in the trash. Cadmium, a heavy metal, is environmentally unsafe, and should be properly recycled!

*Special Presentation*

## DON'T MISS THE JANUARY 19TH MEETING!

7:00 pm  
Centennial Lakes  
Band Room

Our special guest will be Dan Akins. Those of you who were present at last years January meeting will remember Dan as the builder of a six-foot model of the Queen Mary. Dan will again bring this scratch-built museum quality R/C reproduction of the original luxury cruising ship to our meeting. He'll also present photos and show us some of the books and modeling techniques that have assisted him in the years and hundreds of hours of work on the Queen Mary.

If you were at last years meeting, you won't want to miss this chance to see the progress Dan Akins has made over the last year. And those of you who have never seen the Queen Mary should make sure not to miss this one!

The January meeting will be held in the band room at the Centennial Lakes maintenance building at 7:00 pm, January 19th.

# CLASS SECRETARIES

BY STEVE RUSK

EMYC needs your help.

Now that we've sanctioned three specific boat classes, we need individuals who are particularly interested in any one of the three classes to help promote that specific class within the club. Therefore, we're asking for members to volunteer to serve as Class Secretary

The general duty of the secretary will be to promote his class within the club... but specifically, the Secretary will also be responsible for keeping up with national class rules and regulations, and communicating that information to other boat owners. The Secretary will also research what kinds of measuring devices are needed to insure compliance with the rules, and work with the Board to acquire them, as well as helping to organize the class regatta. Furthermore, the Secretary should develop contacts with other clubs that race that specific class of boat, so that we can incorporate new ideas into the EMYC program and develop interclub activities.

In short, we need your help to develop the classes. We need someone

who can delegate, keep order within the class, and at the same time promote all the sailing activities that the EMYC recognizes. It is necessary for the Secretary to be a boat owner of that class.

Remember, no one has any experience in this position. The Board is asking you to come forward and take charge of a class and see that it is run in the best interests of the EMYC. All you need is some interest and some time to sit back and think about sailing. (Now, if you could only find someone to pay you, you would really have a great job.)

## YACHT CLASSES AND RACING

BY RALPH PETER

This year, the EMYC established three racing yacht classes. A class secretary is now required for each class. The class secretary will be the focal point to answer specific yacht questions, and in general to be the spokesperson to promote the yacht. Volunteers are needed to fill the secretary position for each of the following yacht classes: CLUB RACER, MARBLEHEAD, and

EAST COAST 12 METER.

In addition to being the yacht class spokesperson, the class secretaries would form a race committee that would be chaired by the REAR COMMODORE. The committee members would be experts in R/C racing rules as they apply to both yacht specifications and sailing. This committee would also plan the season's race schedule for each yacht class.

Finally, when the club racer yacht class was established, some specification issues were left open. It was recommended that a meeting to finalize the yacht specifications be held with the CLUB RACER owners. This meeting is now planned to follow the regular club membership meeting in January.

Please refer questions and comments, or volunteer to serve as a class secretary, to Rear Commodore Ralph Peter. This is a great opportunity to get involved in establishing a direction for your club - and for your boating class!

*Editor's Comment:*

*I received both of these articles from board members, and it seemed to me that the approach on each was different enough to include them both... and that seeing two articles on the same thing might help convince someone to volunteer!* -Dave

### FUNTIME HOBBIES



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13756 Nicollet Avenue  
Burnsville, MN 55337  
(In the Colonial Ridge Shopping Center)  
(612) 895-9908



Edina Model Yacht Club  
7499 France Ave. So.  
Edina, MN 55435

