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## CLUB RACER SERIES RACING JUNE RESULTS

by Tony Johnson

Informal racing on the South pond may be organized by any club member. A second tape recorder is available for this purpose and may be obtained by asking any of the board members that are at the pond. Racing at the South pond should not dominate the pond or interfere with other members who are enjoying open boating.

Anybody who would like advice or assistance with tuning, tactics

or right-of-way rules should contact Tony Johnson, Rear Commodore.

The EC-12, Marblehead and CR-914 classes have scheduled races on July 10th and 24th at 4:30 PM. Please contact Gene Sigvertsen, Steve Rusk, Ralph Peter or Tony Johnson for information on racing for these classes.

In addition to the combined races on the 10th and 24th the CR 914 class has begun scheduled series racing on days alternating with the Fairwind class. These races will be held at the north pond. Refer to the monthly schedule for further information.

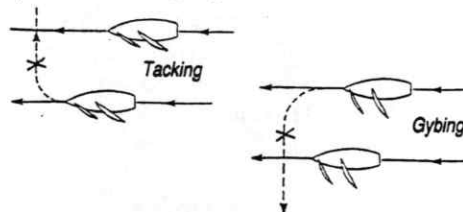
### Race Results: June, 1994 Fairwinds

Place	Name	Points
1	Mike Trutwin	43.75
2	Tony Johnson	55
3	Mike Flanagan	70.5
4	Ralph Peter	72.5

## MORE RIGHT OF WAY

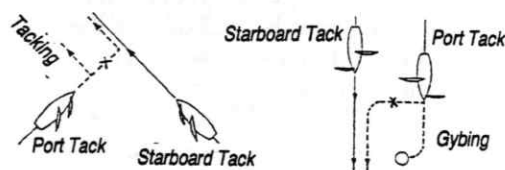
### Tacking and Gybing

When two boats are sailing along together, neither should interfere with the progress of the other by tacking or gybing:



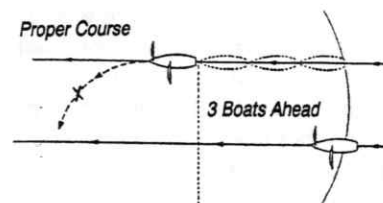
### Tacking and Gybing Right of Way

When one boat wants to get the right of way by tacking or gybing, it must do so in a place that will not interfere with other boats.



### Bearing Away from Proper Course:

The boat that is sailing on the free leg of the course can not sail to the leeward side of the course unless it is clearly 3 boats ahead. After completing the overlap, even if the leeward boat loses the right of luffing while it's overlap is proceeding, you must not sail the windward side of the proper course.



# EMYC MARKETING UPDATE

*by Ralph Peter*

The EMYC mass marketing program is well underway. Currently there are 10 colored posters on display at various hobby stores and Centennial Lakes area business. In the past 10 weeks approximately 450 EMYC business cards have been taken. Thirty two EMYC information packets have been mailed in response to telephone inquiries. Since the first of the year 28 new members have been added. Of these, 10 first learned of the club from the EMYC posters.

Next on tap is a marketing program targeting the areas senior citizens. Rather than posters, a letter, to be displayed at the areas retirement communities and senior centers bulletin boards, will outline the club, and invite the seniors to join or come out as spectators. Also a letter will be sent to the areas nursing homes inviting the residents to be part of the many spectators

Finally the Boat Show marketing went very well. Several Centennial Lakes and area business display the Boat Show flyer. Tom Young, a new member, distributed many of the flyers. Thanks Tom. Five weekly newspapers mentioned the Boat Show in print. Jim Smith, his granddaughter, tug boat, and a few other spectators were pictured in Mondays Star Tribune. The only radio exposure I am aware of is the interview I did Saturday

morning on the Jim Roger's News/Talk program. The highlight certainly has to be the EMYC segment that was broadcast June 12 on the Moore On Sunday program. Several club boats were featured along with interviews and background shots of club members.

If anyone has a marketing idea or would like to help out please feel free to give me a call.

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## SAILING CHARTER

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*by Ralph Peter*

Several people were interested in the 2 Lake Superior sailing charters, however, it was not possible to coordinate schedules for everyone, so the charters have been canceled. I am now moving on to plan B, a sailing charter in the Florida Keys.

Although not as popular as the Caribbean, the Keys offer some very good sailing. The Keys are not as crowded, the natives are friendly, the costs are lower, and there are very good coral reefs for diving and anchorage's to watch sunsets. I have been sailing in the Keys for 8 years, sailing from Miami to Key West and out to the Dry Tortugas, so I am very familiar with the area.

The best time to sail in the Keys is Spring or Fall and I am planning the 7 day charter for some time between October 15 and November 15. The Charter company is located half way between Miami and Key West at Marathon Key in an area called the Middle Keys. This is

an excellent location because it offers the option to either sail to the Upper Keys or the Lower Keys. Unlike the trade winds of the Caribbean, the winds on the Keys are controlled by fronts moving down the East Cost. These fronts are fairly predictable allowing for sailing off the wind, either up or down the Keys for a few days, and returning in the opposite direction as the winds clock around.

The estimated cost for a 7 day charter on a HUNTER 34 or an O'DAY 32 including the boat, car rental, provisioning, marina dockage, and a night out at a restaurant is \$1400 or \$350 per person split 4 ways. Additional costs would include personal items, snorkel gear (\$40), and transportation to and from Miami.

As an employee of Northwest Airlines I can take up to 3 people on a NWA pass. The cost for a round trip pass to Miami is \$107. These are coach class Space Available passes. Although this is stand by travel, and there is a possibility to get bumped, there is usually space available at that time of year.

Arrangements to reserve a boat need to be made soon. So, if you would like to do some warm weather sailing, snorkeling on some great coral reefs, take naps, work on your tan, and watch beautiful sunsets and star studded skies, give me a call for more information.

# SAILING IN THE GULF OF MEXICO

*by Ralph Peter*

In May I had an opportunity to sail from Cancun, Mexico to Panama City, Florida, a passage of 530 nautical miles. I was one of two crew members with the captain/owner returning the boat after it sailed in the annual Regatta La Sol from Pensicola to Cancun

The boat I was originally going to sail back developed engine problems 2 day into the regatta and had to return to Pensicola. I decided to go to Cancun anyway and walk the docks looking for a crew position. I had several boats to pick from, including a Morgan 46 with 10 guys aboard that didn't look like it would make the trip back, but you would sure have a good time trying with those party animal.

The boat I did sail was a very well equipped Islander 37. The Islander is a very comfortable heavy displacement blue water boat. It was equipped with a full batten main, a 130 roller furling headsail, auto pilot, Loran, GPS, chart plotter, refrigerator/freezer, microwave oven, and an AC power generator.

We pulled away from the fuel dock at 11 AM, and by 3 PM we lost site of land for the next 4 days. During the 4 day passage the three of us stood a series of 4 hour and 2 hour watches. Up to the last 8 hours the weather was constant to the point of being monotonous. East

wind at 10 knots, sunny sky's, 3 to 5 foot seas. Just as we neared Panama City the sky turned cloudy and the wind died. The only shipping traffic was the first day and night and the last night and day. In between just water from horizon to horizon.

Although the rheum line to Panama City, or as we say in Minnesota "as the crow fly's", is almost due north, we took an initial heading of 30 degrees (NE) to catch the Gulf stream between the Yucatan Peninsula and Cuba. This was to get a "boost" from the 5 knot Gulf Stream current. Entering the Gulf Stream was rather impressive. As we approached the Stream the sea conditions changed dramatically. Rather than the normal wave pattern, there was a line that looked like white water rapids, extending over the horizon in either direction. After crossing this churning line of water, the water was flat calm for the next 300 feet before the normal wave patterns picked up again.

The first day run (noon to noon) was 166 nautical miles. The next day as we left the Gulf Stream and sailed into the Gulf of Mexico we ran into counter currents and the second days run was just 112 miles. The Pilot Charts on board showed the approximate location of the ocean currents, and our position was plotted every 2 hours with the GPS to monitor our progress and determine if we were running with or against the current. During the second day we had one 2 hour stretch where we only made 4 miles progress although the boat's knot meter register a consent 6.5 knots of speed, so we altered course to catch the north running current. What the currents giveth they taketh away.

Porpoise came by daily to swim along side or up on the bow wake. One day a large group approached leaping out of the water and doing tail stands. They also had babies that swam along side the boat. Matt, the captain, said this was very unusual, babies are rarely brought along side of boats.

Sailing at night was also interesting. Off the stern the water is a phosphorus glow of twinkling lights. One night while I was at the helm on the midnight watch in the darkened cockpit, with the constant sound of wind in the sails and the wake of the boat to keep me company, I heard a splash of water along side the boat. I engaged the auto pilot and leaned over the side to investigate. I saw two dorsal fins about 5 feet off the side of the boat. They were porpoise out for a midnight stroll. After a few minutes, one by one they darted in a burst of speed under the boat, across the stern, and back along side the boat. They did this many times for about 15 minutes. Each time they left a phosphorus glow in their wake making them look like white torpedoes.

This was a great experience and I really enjoyed my first off shore passage. I hope to do it again next year, and maybe some day I'll enter my own boat in the regatta.

# July 1994

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3 2:00 PM Open Boating 4:30 PM Fairwind Race	4	5 5:00 PM Open Boating 6:30 PM CR 914 Race	6 1:00 PM Weekday Boating	7 5:00 PM Open Boating 6:30 PM Fairwind Race	8	9
10 2:00 PM Open Boating 4:30 PM Marble./EC 12 / CR 914 Race	11	12 5:00 PM Open Boating 6:30 PM Fairwind Race	13 1:00 PM Weekday Boating 7:00 PM Board Meeting	14 5:00 PM Open Boating 6:30 PM CR 914 Race	15	16
17 2:00 PM Open Boating 4:30 PM "EEEE" 4:30 PM Fairwind Race	18	19 5:00 PM Open Boating 7:00 PM Club Meeting	20 1:00 PM Weekday Boating	21 5:00 PM Open Boating 6:30 PM Fairwind Race	22	23
24 2:00 PM Open Boating 4:30 PM Marble./EC 12 / CR 914 Race	25	26 5:00 PM Open Boating 6:30 PM Fairwind Race	27 1:00 PM Weekday Boating	28 5:00 PM Open Boating 6:00 PM - 7:00 PM Disabilities Sail	29	30 10:00 AM - 10:00 PM "Splash!"
31 12:00 PM - 6:00 PM "Splash!" 2:00 PM Open Boating 4:30 PM Fairwind, CR 914 Race,	NOTE: activities on 7/31 subject to pond(s) availability (Splash!)					Jim Smith

# Edina Model Yacht Club

# 1994 Membership

July 10, 1994 Page 1

Name	Address	City	Zip	Phone	Boat(s)Year
Allen, Chris		Bloomington	55438		
Allen, Mike		Bloomington	55438		F
Anderson, Glenn		St. Paul	55116		OQC 94
Anderson, Ralph		Richfield	55423		F 94
Bach, Bill		Bloomington	55437		94
Baskerville, Marty		Edina	55435		F 94
Bishop, John		Bloomington	55438		FS 94
Bolin, Jim		Minneapolis	55418		F
Bottemiller, Charles		Golden Valley	55426		A 94
Bottemiller, Karl		New Hope	55428		94
Bounk, David		Edina	55439		O
Boyer, Lyle		Bloomington	55438		94
Brentrup, Johann		New Hope	55428		WC 94
Bros, David		Minneapolis	55424		TW 94
Butler, David		Bloomington	55437		F 94
Campbell, Doug		West St. Paul	55118		FS 94
Colehour, Jim		Bloomington	55438		F 94
Cooke, Geoffrey		Bloomington	55431		O 94
Daniel, Chester		Stewartville	55976		94
DeShazer, Douglas		Omaha, NE	68132		PTO 94
Edge, Dick		St. Paul	55106		OP 94
Erickson, Tom		Edina	55424		94
Fehr, Jason		St. Paul	55106		94
Field, Orrin		Edina	55435		F 94
Flannigan, Michael	100	Eden Prairie	55344		F 94
Flint, Roger		Bloomington	55437		F 94
Gavrilescu, Bob		St. Paul	55108		PS 94
Gjerness, Dave		Minneapolis	55410		F
Hansing, Robert		Edina	55424		CQ 94
Hanson, Joel		Brooklyn Park	55444		FET 94
Harvey, Robert		Edina	55435		F 94
Heggen, Eugene		San Martin, CA	95046		F
Horan, Larry		Edina	55424		P 94
Huber, Robert		Edina	55436		94
Johnson, Steve		Anoka	55303		F
Johnson, Ryan		Excelsior	55331		F 94
Johnson, Tony		Excelsior	55331		FA 94
Johnston, Jim		Edina	55436		FP 94
Kartes, Tony		Edina	55435		W 94
Kellerman, Robert		Vadnais Hgts	55127		F 94
Kieley, Roger		Plymouth	55447		94
Kirihara, Mikio		Bloomington	55420		P 94
Kjellberg, Dick		South St. Paul	55075		FMT 94
Klausler, Thomas		Lakeville	55044		AO 94
Knudson, Dean		Golden Valley	55422		94
Kosa, John		St. Louis Park	55416		
Kraft, Stephen		Savage	55378		A 94
Kuphal, Edward		Edina	55436		FE 94
Lindsey, Bob		Edina	55435		F
Lund, Robert		Bloomington	55420		FP 94
Lund, Sherre Lee		Bloomington	55420		F 94
McCabe, Jeff		Bloomington	55431		FT 94
McKnight, Deborah		Edina	55424		

Sailboat Codes: F-Fairwind, E-EC12, M-Marblehead, A-CR914 O-Other Sail  
 Non-Sail. Codes: C-Commercial / Workboat, T-Tug, P-Pleasure, S-Speedboat, W-Warship / Military, Q-Other Non-Sail

# Edina Model Yacht Club

# 1994 Membership

July 10, 1994 Page 2

Name	Address	City	Zip	Phone	Boat(s)Year
Metz, Stephen	[REDACTED]	St. Paul	55104	[REDACTED]	FO 94
Midtbo, Tom		Minneapolis	55419		O 94
Miller, Mary		Edina	55424		F 94
Morrison, Charles		Minneapolis	55405		LEC 94
Musselman, Tim		Richfield	55423		C 94
Meyers, Steve		Wayzata	55391		FW 94
Nelson, Vernon		Bloomington	55437		94
O'Connor, Mike		White Bear Lake	55110		F 94
O'Neil, Casey		Lake City	55041		94
Olsen, Paul		Bloomington	55420		FMOT 94
Patterson, Don		Plymouth	55447		O 94
Peter, Ralph		Minneapolis	55417		FAO 94
Phillips, Gary		Apple Valley	55124		FWTS 94
Proulx, Dan		Spring Lake Pk.	55432		94
Remer, Ken		West St. Paul	55118		TP 94
Rusk, Steven		Edina	55436		E 94
Savoie, Kathryn		Edina	55435		F 94
Schroeder, Ron		Bloomington	55437		O 94
Shea, Lincoln		Edina	55424		
Siemers, Ryan		Edina	55435		S 94
Sigvertsen, Jene		White Bear Lake	55110		EMO 94
Simenson, Myron		Richfield	55423		FS 94
Smith, James		Bloomington	55437		FPT 94
Stoltenberg, Ken		Rochester	55906		OC 94
Trutwin, Mike		Lakeville	55044		FO 94
Ulmer, David		Richfield	55423		FS 94
VanVoorhis, C.J.		St. Paul	55108		O 94
Wheeler, Larry	Minneapolis	55410	O 94		
Wood, Bill	Crystal	55422	FPS 94		
Young, Tom	Bloomington	55437	F 94		

Sailboat Codes: F-Fairwind, E-EC12, M-Marblehead, A-CR914 O-Other Sail  
Non-Sail. Codes: C-Commercial / Workboat, T-Tug, P-Pleasure, S-Speedboat, W-Warship / Military, Q-Other Non-Sail

**Use of Park Vehicles:** There is a recent City of Edina, Centennial Lakes / Edinborough Park Memorandum which states, in part: "No one is allowed to use either the Cushman or the EZ-Go without first getting training and permission from a member of the Centennial lakes fulltime maintenance staff. Only CL / EP employees are authorized to use our equipment." The second sentence says it all. If you are not a park employee, you may not drive these machines. If you have been doing so, it's time to STOP!

# August 1994

## Monthly Planner

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>1</b>		<b>2</b> 5:00 PM Open Boating 6:30 PM CR 914 Race	<b>3</b> 1:00 PM Weekday Boating	<b>4</b> 5:00 PM Open Boating 6:30 PM Fairwind Race	<b>5</b>	<b>6</b> 9:00 AM - 1:00 PM EC-12 & Marblehead Regata
<b>7</b> 2:00 PM Open Boating 2:30 PM - 3:30 PM Sail-boat Tuning Basics Seminar 4:30 PM CR 914 Race	<b>8</b>	<b>9</b> 5:00 PM Open Boating 6:30 PM EC-12 & Marblehead Race 6:30 PM Fairwind Race	<b>10</b> 1:00 PM Weekday Boating 7:00 PM Board Meeting	<b>11</b> 5:00 PM Open Boating 6:30 PM CR 914 Race	<b>12</b>	<b>13</b>
<b>14</b> 2:00 PM Open Boating 2:30 PM - 3:30 PM Race Rules & Tactics Seminar 4:30 PM Fairwind, EC-12 & Marblehead Race	<b>15</b>	<b>16</b> 5:00 PM Open Boating 7:00 PM - 8:00 PM Club Meeting	<b>17</b> 1:00 PM Weekday Boating	<b>18</b> 5:00 PM Open Boating 6:30 PM EC-12 & Marblehead Race 6:30 PM Fairwind Race	<b>19</b> 10:00 AM - 12:00 PM CR 914 San Diego, CA	<b>20</b>
<b>21</b> 2:00 PM Open Boating 4:30 PM CR 914 Race	<b>22</b>	<b>23</b> 5:00 PM Open Boating 6:30 PM EC-12 & Marblehead Race 6:30 PM Fairwind Race	<b>24</b> 1:00 PM Weekday Boating	<b>25</b> 5:00 PM Open Boating 6:30 PM CR 914 Race	<b>26</b>	<b>27</b>
<b>28</b> 2:00 PM Open Boating 4:30 PM Fairwind Race	<b>29</b>	<b>30</b> 5:00 PM Open Boating 6:30 PM CR 914 Race	<b>31</b> 1:00 PM Weekday Boating			

July

S	M	T	W	T	F	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September

S	M	T	W	T	F	S
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

## SPECIAL DEALS

by Ralph Peter

The Centennial Lakes Circus Pizza is offering EMYC members a 20% discount on food or drink purchases. Just mention you are a club member to get the discount. I will contact other business for similar discounts. If you eat as much pizza as I do you can save the cost of your membership in a week and Jeff McCabe could do it in one sitting. Finally, those interested in purchasing the AG 914 CUP RACER can call me for more details.

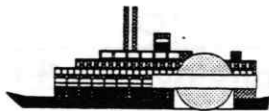
### HobbyTown USA

7HI Shopping Center  
4818 S. Hwy. 101  
Minnetonka, MN. 55345  
612-470-7474

### BUILD YOUR DREAMS

Monday	10	-	9
Tuesday	10	-	9
Wednesday	10	-	9
Thursday	10	-	9
Friday	10	-	9
Saturday	10	-	6
Sunday	11	-	5

R/C Boats, Cars, Planes  
Games, Trains, Models  
Kites, Rockets, Puzzles  
Educational & Science Kits



HobbyTown USA

## EPOXY: ANOTHER STICKY SUBJECT

by Jim Smith

Several members have asked which epoxy I favor. Three factors rule out the common five minute stuff. It is not very strong, it stinks up the whole house, and it is quite heavy, if you are into smaller models

I have been using WEST SYSTEM® epoxy in my model building for several years. The only problem I have had, is supply. A local source being unavailable, I was forced to mail order. Recently, I happened across a retailer only a mile from home. The Marine Electric Company, located at 9804 James Av. So., directly across the street from the Bloomington Axman claims to stock the complete line. This product mixes in a five to one ratio, so a 32 fluid ounce can of resin combined with 7 ounces of hardener nets you 39 ounces of epoxy for about twenty five bucks. Since I don't mold hulls as Paul Olsen does, that quantity lasts me well over a year. I keep a four ounce eyedropper bottle of resin and a similar, smaller bottle of #205 hardener on my bench, ready for quick and handy use.

Most *Fairwind* builders question the fastening of the plywood innards to the plastic hull. Certainly, the plastic must be washed down to remove the lubricant used in the forming process. Lacquer thinner is usually the solvent of choice here. Subsequent application of epoxy results in an adhesive strength that we can arbitrarily call 100%. If, in addition, the surface is abraded with 32 grit sandpaper prior to the epoxy use, the resulting joint strength rises to 200%. But! The best bond is achieved by washing the surface with PVC cleaner which is available at the plumbing department of the local hardware store. Next,

apply a very thin coat of PVC adhesive (from the same source), and allow it to dry. Finally, apply the epoxy and ply parts. This results in a strength in excess of 250%.

Epoxy too thick? Heat will thin it, but the negative here is that heat will also make the epoxy set up very rapidly. Try thinning the mixed epoxy with a very small amount of denatured alcohol. I have not noticed any extended cure time or reduced strength when alcohol is used.

Epoxy too thin? Try adding colloidal silica thickener. It does not change the bond strength of the epoxy, doesn't drip, makes great fillets and can even be drilled and tapped.

Got uncured epoxy on your hands or workbench? The aforementioned denatured alcohol will dissolve it. Or! Even better is plain old white vinegar from the grocery store. It's so cheap! The only disadvantage is that you end up smelling a bit like a salad!

Finally, if you plan on a second coat of epoxy over the first, try to recoat while the first coat is still tacky. As the epoxy cures, a wax-like bloom forms on the surface which prevents subsequent coats from adhering completely. This bloom, or blush can be removed with water and an abrasive pad. Solvent or detergent should not be used. Blush clogs sandpaper! After blush removal with water, sanding is much easier. Blush removal is necessary for good paint bond, so epoxy parts such as hulls and superstructures should be washed down with water and a green Scotch-brite™ pad before painting.

I hope that I have answered some of your questions on epoxy.



# NEW MEMBERS

The Edina Model Yacht Club wishes to welcome the following new members to our organization:

- ✓ Charles Bottemiller
- ✓ Karl Bottemiller
- ✓ Jason Fehr
- ✓ Robert Harvey
- ✓ Robert Huber
- ✓ Roger Kieley
- Stephan Kraft
- ✓ Sherre Lee Lund
- ✓ Tom Midtbo

Charles Morrison

Casey O'Neil

**RICHFIELD**

**866-9575**

**LITTLE CANADA**

**490-1675**



**HUB HOBBY CENTER**

OPEN...MON-FRI, 10:00-9:00...SAT, 9:30-5:30...SUN, 12:00-5:00

Model Railroading   Radio-Control   Plastic Models  
 Science Projects   Kites   Rockets   Road-Racing   Videos

**\*Richfield\***  
 6416 Penn Ave. S.  
 Richfield, Mn 55423  
 (1 blk S of LUNDS)



**\*Little Canada\***  
 82 Minnesota Ave.  
 Little Canada, Mn 55117  
 (Hwy 36 & Rice St.)

## BECOME A MEMBER OF THE EDINA MODEL YACHT CLUB

The Edina Model Yacht Club promotes the hobby of Radio Controlled sail and electric powered model boats by providing a vehicle for the fellowship of model boaters and a body of water with facilities that promote the growth of the hobby. Membership is open to anyone interested in RC sail or electric model boating. Two levels of membership are ;Youth Member at \$10.00 a year, and Adult Member at \$20.00 a year.

### MEMBERSHIP REGISTRATION

EDINA MODEL YACHT CLUB, 7499 FRANCE AVE. SO., EDINA MN 55435

(Please make check payable to: Edina Model Yacht Club)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Please Check One:    Adult Member \$20.00    Youth Membership \$10.00    3 Month Mailing List

Type of Model Boats You Own:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Manufacturer of Radio: \_\_\_\_\_ Channel: \_\_\_\_\_ Model and Band of Radio (AM or FM): \_\_\_\_\_

Number of Channels / Servos: \_\_\_\_\_ Frquency: \_\_\_\_\_

# JULY MEETING NOTICE:

TUESDAY, JULY 19, 7:00 P.M

THE FIRESIDE ROOM IN THE  
CENTENNIAL LAKES CENTRUM  
BUILDING (SEE MAP )

PLAN TO ATTEND THIS MEETING -  
THERE WILL BE A PRESENTATION ON  
THE HISTORY OF MODEL YACHTING!

ANYONE INTERESTED IN THE EDINA  
MODEL YACHT CLUB IS WELCOME TO  
ATTEND OUR NEXT CLUB MEETING.  
FOR INFORMATION, CALL:  
[REDACTED]

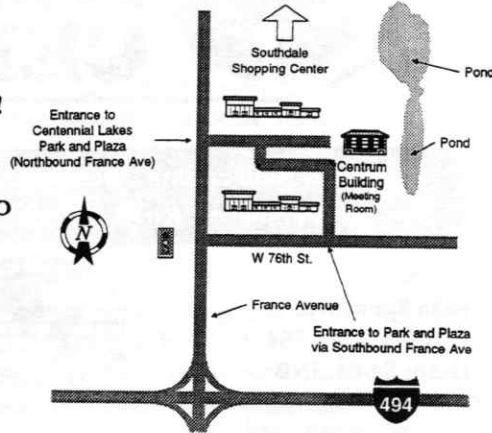
## REMEMBER - "EEEE!"

Final Notice for the first ever "Everybody's Easy Electric Event". **Everybody** is welcome to come - whether or not you are full of electricity or wind.

Plan to attend on Sunday, July 17th at 4:30 PM. Call Jeff McCabe at [REDACTED] or Gary Phillips at [REDACTED]



**RADIO CONTROLLED  
WIND POWERED SAILBOATS  
ELECTRIC POWERED SCALE BOATS**



- Steve Rusk - Commodore
- Tony Johnson - Rear Commodore
- Ralph Peter - Vice Commodore/ Marketing [REDACTED]
- Jim Smith - Vice Commodore/ Scale
- John Bishop - Secretary/Treasurer
- Doug Campbell - Newsletter Editor [REDACTED]

EDINA MODEL YACHT CLUB  
CENTENNIAL LAKES CENTRUM  
7499 FRANCE AVE. SO.  
EDINA, MN 55435

