

EDINA MODEL YACHT CLUB

SAIL & SCALE NEWSLETTER

AUGUST, 2010

VOLUME 19, NUMBER 8

Picnic At The Pond



By Todd Moen

The first annual picnic at Rick's Pond was a great day spent with fantastic weather that prevailed over the entire day. This was my first time out there and I was impressed with the generosity of Rick the owner, with bringing us picnic tables by the pond and stopping now and then, to see if anything was needed. My wife, Julia and I were educated in the finer points of sailing by Paul Olsen using one of his sailboats, and our recently acquired sailboat from Joe Steele. Thanks Paul and Joe! Joe generously supplied a canopy, grill and plenty of food to share. A special thank you goes to Tony Johnson for "tuning up" our sailboat. The group had the rare privilege of seeing Rick's immense train layouts in his barn and basement.

SCHEDULE OF EVENTS:

-Open Boating every Tuesday and Thursday 5:00 - 9:00 p.m. and every Sunday 4:30 - 9:00 p.m.-
August 15,, Sunday7:00 p.m.-:10:00 p.m.Lighthouse Night
August 17, Tuesday7:00 p.m.-:9:00 p.m.Membership Meeting
September 21, Tuesday7:00 p.m-9:00 p.m.Membership Meeting

COMMODORE'S CORNER



By Joe Steele

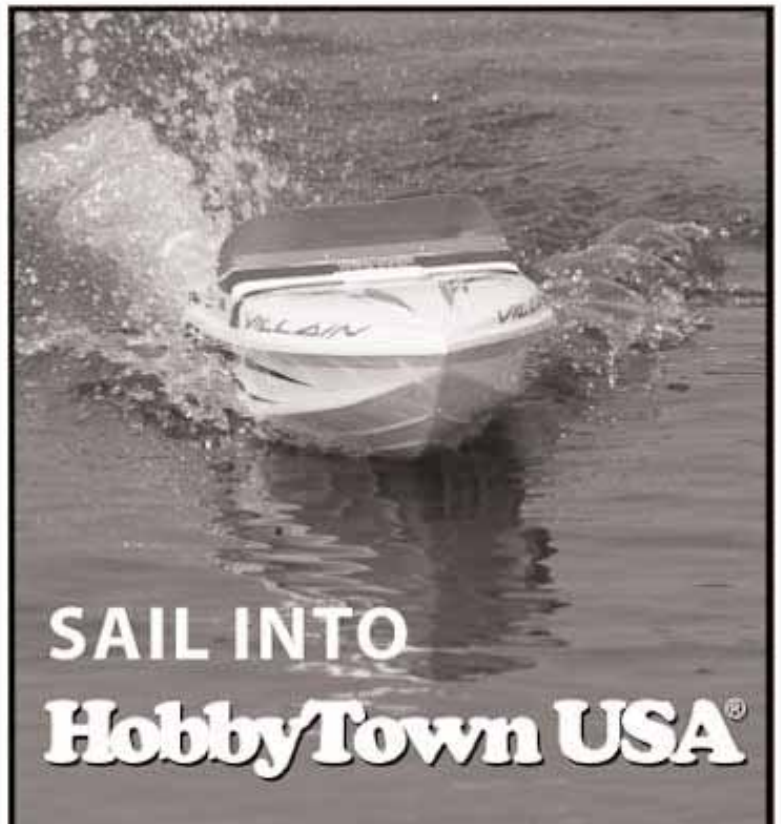
LIGHTHOUSE NIGHT

The Summer is heating up with a lot of great events planned. But first thanks go out to Dan Proulx for his presentation on Fast Electrics and Dan Lewandowski on his diving photos. The "Picnic-on-the-Pond", held at Rick's Hobby Farm was enjoyed by the members thanks to the planning of Terry Mackey and the hospitality of Rick. The comment by most of the members was that we should do this more often. We have two big events planned of the month, the "Lighthouse Night" headed up by John Bishop and Jeff McCabe. Get there early for a good spot. The other event is the "WGAS Regatta" held in Toma, WI. This is a fun sailing event for one meter sailboats. We invite sailors from Wisconsin to come and test their skill against ours. This is an event for sailors of all sailing skill levels. This month's meeting will feature Adam Koller on RC Glider Technology. I know this is off subject but I thought it would be interesting and does apply to sailboats. Adam impressed us at Rick's with his 100+ mph electric airplane. I will be forever awestruck with the readership of the Star Tribune. Last week a couple traveled from Hudson, WI to see the club

featured in the article. When you go to the pond be ready to answer questions asked by reader of the StarTrib. Keep those batteries charge, you never know when you will need them. FE's at the last event. We are looking forward to seeing what is new and how well Dan has done traveling to FE events. Speed is the thing, slow doesn't go. Joe Steele

Special Thanks...To members that contributed to this

Sail & Scale: issue : Dale Johnson, Dan Lewandowski, Hafiz Ali-Uget, W.W. Webb, Joe Steele, and especially Don Westley on short notice helping on composing the meeting minutes.



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AT THE MEMBERSHIP MEETING

JULY 20, 2010



By Don Westley

Dan Proulx and Dan Lewandowski presented the July meeting features, Fast Boat Technology, and Shipwreck Archeology, respectively.

Dan Proulx displayed some of his r/c fast electric boats and equipment, and discussed his racing experiences. He was one of the original members of the EMYC, and was one of the first members to promote fast electrics in the club membership. The technology associated with these boats developed quickly, and soon these boats were too fast and powerful to use the Centennial Lakes ponds. Fast electric boat developments also became very expensive if a user was to remain competitive, so specific boat classes were developed to keep initial cost of ownership as low as possible, and keep the level of competition reasonable and fun. Factors such as hull type, battery type, motor, speed controller, prop, and water conditions determine how fast a boat can be.

Dan also discussed brushed and brushless motors for fast electric boats. Brushless DC motors offer several advantages over brushed DC motors, including more torque per weight and efficiency, reliability, reduced noise, longer lifetime (no brush and commutator erosion), elimination of ionizing sparks from the commutator, more power, and overall reduction of electromagnetic interference (EMI).

Lithium Polymer (LiPo) batteries were discussed. This battery type has revolutionized fast electric boat design due to their light weight, large power capacities, and high discharge rates to power the most demanding electric motors. Electric boats have been around for decades, but now rival nitro boats in terms of performance due to LiPo battery technology. A downside to LiPo batteries is their unique requirements for proper care. Charging, discharging, and storage all affect the lifespan — get it wrong and a LiPo is garbage. They also have serious fire risk due to low voltage damage or improper charging.

Dan Lewandowski presented an excellent slide show of his current diving experiences on shipwrecks in Lake Superior. He has several years of diving experience, and is currently going through a certification program to fulfill official requirements

for archeological documentation projects. Dan has been involved with the Great Lakes Ship Preservation Society and the Wisconsin Maritime Archeology Group performing wreck documentation and has investigated several early 50' - 150' wrecks near Isle Royale. Most of these shipwrecks are from the early 1800's, before useful navigational equipment was developed.





2010 EMYC THREE POND RACE

By Fred Ferris

The original date of April 24th dawned with rain and undecided winds. By 8:30am only three or four sailboat skippers had arrived at the pond, and no electric skippers were in sight. The decision to postpone the event was made and the new date for the event was set at May 1, 2010.

Saturday May 1 arrived with the promise of exciting winds. The bouys were placed and the decision to begin was made. The morning events were the Electrics with sailing in the afternoon. The prevailing winds were out of the South, so races were started heading south.

NOTE: The Fast Electric Mono Hull race did run the full three pond course. The rest of the electric events were scheduled to run a short course.

FAST ELECTRIC MONO HULL	Half Way Time	Finish Time	Place
Kevin Waldo	8:40	14.43	1st
Joe Steele	7:50	14.44	2nd

SCALE ELECTRIC CIVILIAN	Half Way Time	Finish Time	Place
Brad Knight	2:46	5.39	1st
Paul Olsen	2:45	5.43	2nd
Joe Steele	3:35	8:22	3rd

FAST ELECTRIC MULTI HULL (no entrants) **SCALE ELECTRIC MILITARY** (no entrants) **POLO TUGS** (no entrants)

PAUL OLSEN TUG	Half Way Time	Finish Time	Place
Paul Olsen	2:10	5:46	1st

At this point we broke for lunch. The sailing portion of the day was scheduled for 1:30 in the afternoon. The wind was out of the South and at times quite brisk. Much discussion took place throughout the break, and the decision was made that the course would be shortened to the center pond only, for the sailboats, due to the winds. Ultimately the North bouy was moved south to facilitate easier

mark roundings. This shortened the course even more. The sailing portion of the day started with the FAIRWINDS followed by the over 40 boats and lastly the UNDER 40's.

It was further decided that the sailboats would sail a 6 lap race so as to try and look like a 3 Pond Race.

The scoring of the Fairwinds is listed as follows: Elapsed time under laps 1 thru 5 are for the leading boat. Elapsed Time under "last" is total time for each boat that finished. WD indicates the number of laps completed at the point of withdrawl.



2010 EMYC THREE POND RACE (CONT.)

FAIRWINDS	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Last	Place
Gary Anderson	WD						8th
Terry Mackey	6:19			WD			5th
Tony Johnson						34:20	2nd
Jack Terry						50:32	4th
Robert McDonald						49:30	3rd
Jack Johnson			WD				6th
Adam Koller		WD					7th
Larry Wheeler		11:26	17:15	22:18	27:20	32:50	1st

OVER 40 INCH	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Last	Place
Terry Mackey (Laser)						30:21	3rd
Joe Steele (MM)						21:45	1st
Adam Koller (US 12)						33:56	4th
Paul Olsen (Soling 50)						27:33	2nd

UNDER 40 INCH	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Last	Place
Tony Johnson (Venom)	3:01	6:11	9:52	13:10	16:12	19:28	1st
Larry Wheeler (Odom)						20:31	3rd
Joe Steele (Venom)						21:22	4th
Terry Mackey (Venom)						19:52	2nd
Adam Koller						24:40	5th
Robert McDonald (Fairwind)						34:16	6th
Paul Olsen (+40)				WD			
Kevin Kavney (+40)						22:44	+40

NOTE: Olsen and Kavney boats were over 40 inches in length but were permitted to sail, but not for awards.

Additional awards from the Fairwind heat included the LUCKY DRAW AWARD. This was a universal gift certificate and was awarded to Jack Johnson. The DAL Award goes to the last Fairwind to finish the race. The recipient this year is Jack Terry and he takes home the DAL Medal, the slow moving sign and a universal gift certificate. - **Fred Farris**

CLUB SHIRTS HATS ETC.

Contact:

Kevin Waldo (612) 789-7104

Cub Burgees and Stickers

Contact:

Mickey Kirihara (952) 881-2866

BUILDERS CORNER



By W.W. Webb

WORKING WITH FIBERGLASS HULLS

Some important information you should know before starting to work with fiberglass hulls:

The hull beam out of the box may not match the true scale beam of your model

Because fiberglass is a flexible material, and due to the nature of the molding process, most hulls will need to be either drawn in or spread out during the construction process. This is easily done by installing deck beams of the correct width. The length of the ship should be accurate out of the box. Always check your beam against your plans every six inches along the model length. This is vital, as an errors at this stage will cause tremendous problems later.

Check the deck edge height of the hull when it is delivered

This is important, as it can cause the main deck to be set incorrectly. Although not a common flaw with commercial hulls, it can be caused my inaccurate trimming of the hull while it is in it's gel stage. It is easily checked using a water-line marker: Find a level area on your workbench, and shim the hull so that it is level side to side and front to back. Once you are satisfied that the hull is level, you can run your waterline marker against the deck edge and match it to the plans.

At this point it is very easy to build up the hull or trim it down if needed. Sand the hull anywhere you want something to stick to it

Waxes and release agents help to get the fiberglass hull out of the mold, and are also need for the interior to cure properly. These same products will prevent paint or glue from forming a strong attachment to your hull. Some people use very strong epoxy to attach motor mount and prop shafts - glue that popped off the hull with only a moderate impact. For glue, body filler or catalyzed putty, sand with 80 grit sandpaper in the area(s) you wish to adhere. A dremel tool with a HSS cutting bit can also rough up the area sufficiently. You do not need to grind or sand deeply, just enough to make sure that all the surface you are working is cut.

For the gel coated outside of the hull, you should sand the hull with 220 - 320, depending on the amount of work you need to do - well made hulls can use the finer grades. You should sand all the shiny areas of the hull so that it is uniformly dull. A wipe down with lacquer thinner or alcohol leaves a clean surface ready for primer. Sanded body primers of the type sold in auto stores work very well as a primer for fiberglass.

Tape the hull before drilling into it

The gel coat used by many manufactures to provide an attractive and smooth outer surface can easily chip when being drilled. To reduce or eliminate this, use a transparent tape over the area before drilling, filing or grinding. Transparent tape for small areas, and thin clear packing tape for larger areas.

Fixing cracks and gouges

If you get a crack in the gel coat, or small gouge, this is easily fixed. The important thing to do is take a small ball shaped Dremel tool bit (you can use a file if you don't have a Dremel), and widen and deepen the crack.. Although this sound counter-intuitive, this gives a greater surface area for the polyester glazing putty to adhere to, resulting in a stronger repair.

2ND BIENNIAL TOMAH W.G.A.S. REGATTA

August 14-15 in Tomah, Wisconsin
The W.G.A.S. features the ODOM,
but all sailboats are welcome.

Contact Terry Mackey for more info:



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NAUTICAL KNOW-IT-ALL - OIL TANKER TRIVIA



By Hafiz Ali-Uget

Oil tankers have a wide range of sizes, depending on products to be carried, ports to be visited and routes to be travelled. The largest supertankers built today are called ULCC's (ultra-large crude carriers), and the T1 class of tankers are the largest ocean going ships afloat. How much oil do

these behemoths carry?

As a point of reference, the United States uses about 20 million barrels of oil per day, China uses about 8 million barrels per day, the BP oil spill rate may have been 2 million barrels per day (the amount used by all of France!) and the Netherlands uses about 1 million barrels per day. So, which of the above quantities approximates the capacity of a ULCC? Could a single ULCC carry all the oil (used in a day) in China?

As a tiebreaker question, how high would that many gallons, packed into 55 gallon drums, reach?

July Nautical Know-It-All answer: The most likely cause of the Maine sinking is a coal dust bunker explosion next to the powder magazines. Another example from history in which inaccurate or insufficient information led to war.

LIGHTHOUSE TRIVIA

With Lighthouse Night quickly approaching, it is appropriate to share trivia regarding these unique buildings.

Some people may have noticed differing paint patterns as they travel along the East Coast.

The two most contrasting colors, black and white, are the predominant pattern of lighthouses on the southern East Coast of the U. S.

However, as you move north along the coast, red and white become the favored color patterns. Why?"

Answer:

Swirling snowdrifts and deep winter shadows can create a very deceptive shoreline on the northern east coast, sometimes resembling black and white lighthouse patterns.

Red takes much of the guesswork out of shoreline interpretation for a wary watchstander.



EDINA MODEL YACHT CLUB

Centennial Lakes Centrum
7499 France Avenue South
Edina, Minnesota 55435
www.emyc.org



AUGUST MEETING

TUESDAY, AUGUST 17, 2010 7:00 P.M.
CENTENNIAL LAKES GARAGE BAND ROOM

AGENDA:

- Adam Koller discussing RC Glider Technology
- Discussion on Lighthouse Night

Special Interest Contacts:

Scale Boating:

Dan Lewandowski [REDACTED]

Sail Boating:

Tony Johnson [REDACTED] [REDACTED]

Fast Electric:

Dan Proulx [REDACTED] [REDACTED]

2010 Board Members

- Commodore:** Joe Steele [REDACTED]
- Vice Commodore:** Paul Olsen [REDACTED]
- Vice Commodore:** Don Westley [REDACTED]
- Vice Commodore:** Dick Walker [REDACTED]
- Vice Commodore:** Kevin Waldo [REDACTED]
- Secretary:** Julia Moen [REDACTED]
- Treasurer:** Larry Wheeler [REDACTED]

The **Edina Model Yacht Club Sail & Scale Newsletter** is published monthly except for December.

Newsletter Editors: Todd & Julia Moen
[REDACTED]
[REDACTED]

Webmaster: Dale Johnson
[REDACTED]

Please send articles by email to:

[REDACTED]

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