



**7499 FRANCE AVENUE SOUTH  
EDINA, MN 55435**

## July Membership Meeting and Other News

My apologies for not being very current with the newsletter. Things get away from me and unfortunately the newsletter is one of them.

The news in this newsletter goes all the way back to Light House Night #1 on August 11<sup>th</sup>. We had a nice representation of boats on the water with the typically great crowd there for the concert and other things that were going on along the sidewalk. This year was a very good show by the Model A club with many vehicles on display, including a beautiful 1934 Plymouth. Those of us who have been to the combined club event with the Sousa Band performance were a bit disappointed that the band lost their sponsor for the event so that there was not the climatic finish at the end of the Stars and Stripes Forever with the firework display. When the band stopped playing it was just over and people wandered back to their cars. Light House Night #2 was not quite a month later on September 7<sup>th</sup>, the Saturday of the Fall into the Arts Festival. We lucked out with the weather as we actually had a nice time running our boats after the art fair closed down. The attendance for the evening was predictably less than last year but everyone that participated, spectators included, had a very nice evening. There was a feeling of being very relaxed and a nice feel of fall in the air.

### August Meeting

At the August meeting we started the discussion on two new events for the club. The discussion started in the August meeting and concluded with recommendations in the September meeting. The items introduced at the August meeting were:

- Opening the Swap Meet up to the public, noting that at the 2018 Parade of Boats we had a corner dedicated to the sale of boats.
- Consider an opening of the season get together as a new social event to complement the Dry Dock Party. A less formal brunch was suggested.

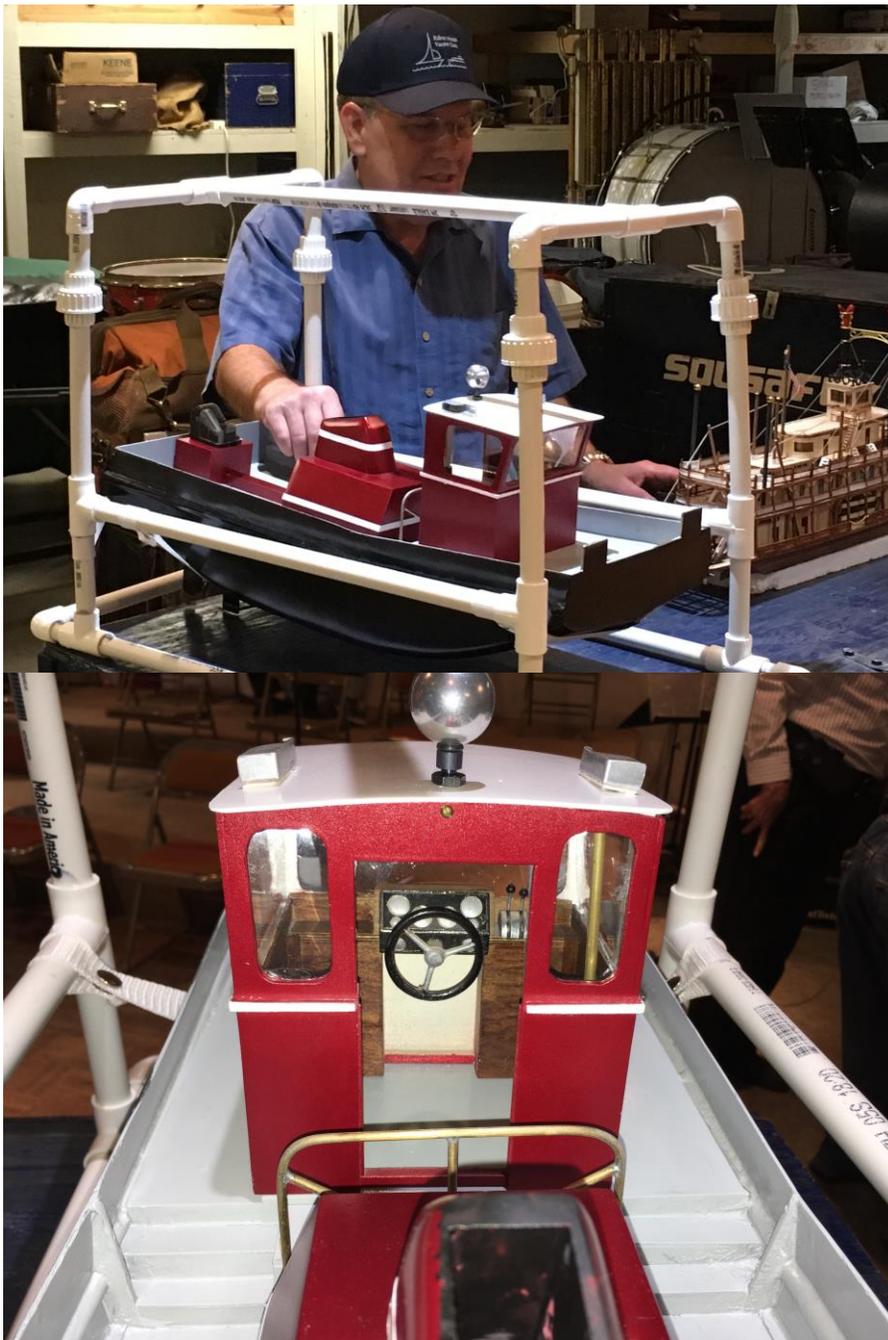
We had several significant boats on display in the show and tell segment:

First boat was Vern Bollesen's Paddle Wheeler. Vern has been keeping us up to date on the build of this boat, which started out as a kit of over 1,000 pieces, and intended to be a static display.



Note the detail in this boat!! What a beauty!! The Styrofoam sheet under the boat is the beginning of what it is going to take to get this boat to stay above the water surface. Achieving buoyancy with this static display model is only the beginning of making the boat suitable for actually running on the water. Ballast is the next item to obtain a correct water line and achieve stability to allow the wheel to function for propulsion. Many at the meeting encouraged Vern to leave it as a static model as it was very striking just sitting on display, but Vern was paying attention to none of that and says it will be water worthy. We know Vern can do it as he has had to do a good deal of tuning on his other paddle wheelers to get them to run nicely.

Next up was Jim Pennoyer with two tug boats. The first one is one of several rescue boats that Jim had taken on.



The interior of the cabin is now completed except for the door, which apparently was with the boat at some point. Jim was hoping that someone knew of the whereabouts or he was planning on fabricating a new one.

Second boat was Al Bickford's magnificent electronic marvel tug. Jim was just getting acquainted with the boat and brought it in with the intention of many more trips to show and tell as the build progressed.



Final presentation was another beautiful restoration of a sail boat this time, by Jerry Jones. Jerry freely admits he is fortunate to work at Hub Hobby and especially to get assistance from Curt Peterson. But not just a sail boat, a Santa Barbara:



Not long ago my Mighty Mary (International Class A boat) was a lonely big sail boat in the club, but that is no longer true with several larger boats (at least height-wise) in the club and several other boats well beyond the fairly standard meter sail boats. This Santa Barbara is a beauty of a classic design and stunning in the use of different woods, with a classic shape and sail material. Just fits in the room too!!

Lastly the end of meeting open discussion included David Petrich and the impending creation of a water skier. See below for how this turns out.

### September Meeting

The September meeting had great attendance. We had excellent attendance at meetings all summer long but in September we had a great group that rivals the attendance at the beginning of the year where everyone is anxiously anticipating the start of a new season. We continued the discussion of the two new club events that was started at the August meeting. This is what was proposed at the September meeting:

- There was recognition that most boats, equipment or other items that were becoming available were from former or current members, with the intent that these items stay in the club. At times boats have become available during the year but also it has been traditional that boats and equipment offered up are brought to the Swap Meet. As part of the calendar of events for the club the swap meet is primarily for club members, however it is perfectly acceptable for club members to “sponsor” other individuals with the intent of introducing them to the world of RC boating and ultimately to becoming members of the club. Therefore it was decided to keep the Swap Meet as we have in the past, in place of the November meeting, so that club members have the first look at items offered for sale or otherwise donated to the club. In April the club would host an open sales event, open to the public, at a time that would present boats at the beginning of the season. The exact timing is to be determined, and may also include consideration of the following item.
- There was a lot of support for a social event to begin the boating season. I spoke with Laura Knollmaier, assistant park manager, and she was extremely supportive, offering up several dates for this event. All dates were on a Sunday except for one Saturday, April 4<sup>th</sup>. Because of the earlier date and being on a Saturday the April 4<sup>th</sup> date was chosen and I have reserved that day with Laura. The event is to be an informal breakfast brunch to be finalized in the near future. The concept is to provide an egg dish, pastries, waffles made on site, beverages, all to be finalized along with the cost. We cannot do any food preparation ourselves due to health laws. The intent is that the hot or prepared food would be available over a set time, and the gathering could continue beyond the food preparation. It was also suggested that we could consider holding the public sales event on the same day, which received pro and con comments.

I would really like to hear what others think of both these events. The meeting approved that both events will take place but comments are welcome. Let me know in the next couple of weeks so that we have time to completely plan the events for the board to consider in January.

Todd is preparing the slide show for the Dry Dock Party so if you have pictures that you would like included please get them together and put them on a disc or memory stick and get them to Todd asap.

Do you have a suggestion for the 2020 club poster to be displayed at Centennial Lakes and at Hub Hobby? Last year the poster included the dates for all public events, the Parade and both Light House Nights. With the addition of the public boat sale event we need to get the poster under way early, meaning we need nomination of a poster boat that can still be photographed on the water before it freezes up. Rush your suggestions to me quickly.

The Three Pond Races for sailboats is in formulation. An impediment was discovered in that the new bridges installed in the park do not provide adequate clearance for some of the larger sailboats. I measured the clearance from the underside of the bridge arch to the water surface at 7 feet 4 inches. This was after one of the many rains this year so undoubtedly the water level is up by a few inches but also the available clearance tapers off due to the shape of the arches so that the available realistic/functional clearance is probably not much over 7 feet. More information will be available shortly. If you are not on the ODOM or DF 95 forums let Gary Tschautscher know (garyt.mn@gmail.com) so he can keep you informed of the event plans.

At the August meeting David Petrich commented he was constructing a new water skier and I happened to run across an article by Dale Johnson on that exact subject in the May 2005 newsletter. I quickly scanned and emailed to David with the following result:





Essentially Dale's design with some tweaking to widen the skis for the particular character figure. Still some fine tuning to be done but the design is pretty much verbatim. Always room for another skier at the ponds!

Also in presentation was Jacob (and some help from Brian) McCutcheon's rescued cabin cruiser:



A nice system of a single motor running twin counter-rotating props, Brian says the boat is almost too fast. Wearing a weathered patina Brian and Jacob were planning on repainting the boat but received universal comments to leave the finish as-is. The plan is to complement the boat with accessories including fishing poles, which Kevin

Waldo (the club expert on people figures and accessories) informed the group that the doll house section of Hobby Lobby has some excellent fishing poles and other accessories.

ODOM Racing Results

It has been a tough summer for the racing at Smith and South ponds with weather bouncing between rain and too high winds, but the ODOM racers are a determined group and here is the results of the latest round of races at Smith Park/Pond:

Smith Pond ODOM Racing - September 10, 2019									
Boat #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points	Place	Skipper
1045	1	4	3	7	4	1	20	1	Bill Coppage
700	5	2	8	1	1	4	21	2	Dave Brustad
386	4	3	1	3	2	9	22	3	Terry Mackey
77	3	5	6	2	3	5	24	4	Tony Johnson
699	2	8	2	4	11	3	30	5	Gary Tschautscher
13	6	7	4	6	7	6	36	6	Kevin Kavaney
619	7	1	9	8	5	7	37	7	Rob Bergh
393	11	11	7	2	3	5	39	8	Tom Ebertson
731	10	10	5	5	6	8	44	9	Mike Anderson
563	9	6	10	8	10	2	45	10	Jim Mckie
737	8	9	11	10	9	11	57	11	Greg Stinson

## In Memorial

It has also been a very tough summer for losing club members that have made a significant contribution to the club. We lost three members: Al Bickford on July 21<sup>st</sup>, Jim Smith on August 11<sup>th</sup>, and Jim Pennoyer on September 10<sup>th</sup>.

Al Bickford



I am very sorry to say that I did not know Al well at all, other than seeing his home on several occasions while helping his friends to find places for his passion, his boats, and a couple of visits to Al while he was in hospice care. But you can tell a lot about a person by visiting his house, or more correctly visiting his garage and shop. When you walked into Al's garage it was well organized if somewhat spartan, that is the walls were not covered with stuff like mine are. But there was a gorgeous canoe hanging from the ceiling. Then entering the house's main level it appeared to be a typical bachelor's home, smaller and practical. Going down the stairs was like entering into another world of a craftsman with really nice built in cabinets and counter tops, custom electric outlets and shop vac ports in the counter back splash, tools in well kept condition, and an emphasis on electronic equipment and supplies. There was a distinct feeling of precision throughout the lower level of his home. Several notebooks

and other instructional book looking materials were neatly stacked, and as I leafed through the notebooks it was clear this man was a meticulous electrical engineer. One of his friends, Barb, asked if I would visit Al in hospice as he would really like to talk about his boats. Of course I would be happy to do that and on the first visit Al and I had a very good time talking about his boats, especially the under construction tug that was a jaw dropping technical electronic marvel. When I first met Al I said “you are an electrical engineer aren’t you?”, to which Al replied “how did you know?”. “ I saw some of your notes on the big tug, and one engineer knows the work of another engineer” I said. Preceding picture you see Al’s smaller tug, there were also two sailboats, one being an ODOM which is now currently sailing with the ODOM racers. Al joined in September of 2005, was a Vice Commodore in 2007, and Commodore in 2008 and 2009. He also wrote technical articles for the newsletter, and it was told to me that he was always in good spirits.

Jim Smith



Jim was one of the original founders of the club, and a good friend of Dave Bros. Right from the start Jim participated in so many ways in the club with his boat building skills in electric and sail powered boats, and was a huge contributor to the newsletter

authoring many, many articles. Early on in the January 1993 newsletter his first article on “Batteries and your RC system” appeared just after the list of awards that were made at the 1992 Dry Dock Party where Jim won the “Plymouth Rock Award” for best use of rocks as a docking site during a regatta! The award was “won” with a Fairwind. In 1994 Jim became a Vice Commodore and was in charge of club marketing. Using his skills as an author Jim was later Newsletter editor from 2001 to 2006. There are quite a few of the original members of the club still active and as the saying goes, all of us late comers enjoy the fruit of the early work and dedication of the very first members.

Jim Pennoyer



Jim Pennoyer I did know well, and his sudden passing shocked many people. Jim was very active in not only EMYC, but was a long time member of two MG car clubs, along with his friend Tim Crain. I vividly remember Jim’s introduction to the EMYC at the 2017 Swap Meet where Tim brought Jim to see what it was all about. I remember Jim coming into the room and his eyes got wide, the proverbial kid in a candy store, as it turned out it was the “free” candy store as Jim left with Kevin Kavaney’s “free” pepto bismal pink Fairwind, not the only Fairwind Jim was destined to own. In the above photo the pink is gone and the boat is still under restoration. Also not a person to do

anything half heartedly Jim jumped into the RC boat restoration business with both feet. His first restored Fairwind was presented at a club meeting in September of 2018 and Jim eventually owned 10 boats in short order. With his enthusiasm I quickly added Jim as a member of the board in 2018 and Jim was instrumental in several things within the club. You see him in the photo with Al Bickford's boat wearing a hat of his design, and which Jim coordinated the making of the hats for member only purchase (just a few left). Jim also quickly recognized the short comings of the pelican boat encouraging the purchase of our new tri-hull boat and hauling the boat to it's new home at Centennial Lakes in his (huge) Ford pickup truck. I also worked with Al Bickford's friends to put them together with Jim in hopes that, as an electronics person himself, Jim could purchase Al's electronic marvel and bring it to completion. Jim was so excited to have purchased the boat and was looking forward to finishing Al's dream. A person and friend gone too soon, the club will be missing Jim for a long time.

John Bertelsen  
*Commodore*  
*Edina Model Yacht Club*

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