



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

March Membership Meeting, News and Other Things

We held our third zoom meeting and it continues to be a learning experience. Several people were signed into the meeting without a camera. That means they can see and hear all that is going on but there was no camera on the person. Easy-peasy! I did this zoom from my garage because I wanted to show some boats and by being at home it made that a lot easier. We had three connections from our home: myself in the garage, Terry on her desktop, and I also signed in my cell phone to use as a camera for show and tell. The future of zoom is that we will continue to do zoom for all future meetings. Starting with the June meeting we will be doing the meetings in person at Centennial Lakes and also zooming. Gary Tschautscher is looking into ways to improve that zooming experience and we will keep you informed as we get closer to June. Here is what went on at the March meeting:

I learned that Tom Shirley is retiring on April 29th. Tom has been park manager from the beginning of the park, and therefore the club. I have prepared a card to send to him on behalf of the EMYC to thank him for his support all these years and for taking such good care of the park that we enjoy so much. Let me know if you would like to sign the card. Tom told me that he got the job at Centennial Lakes because he was in charge of a park at one of Colorado's ski resorts where they also had ice skating, and skating was a function they wanted to have at Centennial Lakes. Tom, Laura and staff have always been a pleasure to work with and their support of the club has been very much appreciated.

We learned that Dick Walker is finally on track with the steam powered engine he has been in search of for quite a long time, so we can look forward to the next magnificent creation from his workshop in the future.

Gary Tschautscher has been working with Jess Atkins (the secretary for the ODOM class boats) on an article on ODOM racing in the EMYC. Several of the racers contributed to the information for this article and we will bring you the update when it gets published.

For show and tell we were fortunate to get a look into what has been going on in Tim Crain's shop, and as always Tim has been very busy. Several boats are in the works from his small craft with the amazing accessories to an update on the Calypso build.





Note that there is no helipad on the Calypso, but Tim researched the boat and there was a time when the boat was not set up for a helicopter. I am never at a loss to determine which scale of Tim's boats that I like best because they are all exceptional. The larger boats are impressive on their own, but the details in the smaller boats are at least equally impressive. Love them all.

A follow-up from the February meeting and newsletter is the new sails for the Mighty Mary. I had shown photos of the original 1 oz. mylar sail material on the boat, which is no longer available, and the PX75 material which was recommended by Rod Carr. The PX75 reinforcement is spaced much farther apart than the 1 oz. mylar material and I was concerned how it would look. I didn't need to worry.



The new sails look great and there is a lot of shape built into them. The new main is not as wide as the sail it replaces by about an inch all along the full height of the sail. I brought to Rod's attention. His response:

"I think you will be amazed at the difference the new sails will bring to your boat's performance compared to the old ones.

One tip, don't try to point as high as you used to with the old sails. Let the boat "foot" and she will build up good speed, then either using the sails or a tiny bit of rudder trip, scallop the boat up to weather until her heel angle reduces, than hold her off again and build up speed. The series of swoops will see you got to weather faster through the water, and ultimately work farther to windward than you used to be able to do."

Huh? I understood about half of the "tip" instructions so sent it off to Tony Johnson and Paul Olsen for the complete translation. Fully understanding what Rod was talking about should be helpful even with just "pleasure sailing".

Next I mentioned that we have had four sailboats donated to the club that actually looked really nice but for the layer of dirt that accumulates over everything in the cage. All four boats have made their way from the cage to the Bertelsen boat spa one at a time. Paul Olsen has been helping out a lot when my building skills run out (which happens fairly quickly actually) so that I have been handling the spit and polish, rigging and electronics while Paul is doing the more skillful work. First up was Thor's Hammer from Al Bickford's collection of boats. Things were going really well and I was looking forward to installing the very colorful sails when it fell off the stand and cracked the hull and plastic bulb around the keel weight bulb. Oh-my-gosh!! That is not a good feeling at all. Thank God for Paul who fixed it up like (really better than) new.



Come on now!! That is a fun looking boat!! Note the stand is a new one made by Paul and I think the old one will just get tossed out.

Next boat is a legend in the club, as I have been told by many people. Fred Ferris's Fairwind which I am told had a reputation across the country as Fred never cleaned the boat and would arrive at regattas with a dirty, crusty looking boat, then start spanking other boats in the races! And that is how it looked in the cage, dirty, forgotten and neglected. But guess what?!? When it was cleaned up it is a stunner! Put a stripe along the hull and it looked so good we kept coming out into the garage to look at it:



The sails contain signatures of skippers in a couple of regattas.



So good to see these boats ready to go again. I really like Fairwinds and it seems that no two look alike. This is the early 900 model and it has a lot of differences between it and my later model. Note two side stays each side for the mast compared to my one line each side, deck lid has the line coming out at a different location with a screw/hold down either side of the line through the deck instead of one hold down acorn nut on mine, the main sail foot is secured to the boom where mine is not attached, and other more minor differences.

There are still two boats to go. One I did not intend to resurrect until Terry said she really liked it. It is currently at Paul's for a control upgrade. Last is a basket case Victoria that may not get done until next winter now that warmer weather is here. Update on at least one more boat to come. The boats are all available for sale.

From the Northern Lights club newsletter I noted a fun sailing set of quizzes. There are quiz sets for a variety of subjects related to sailing: tattoos, types of boats, sail trim, what is it?, navigation and more. Interesting and fun. Go to:
<https://asa.com/news/2021/01/28/ten-sailing-quizzes-to-keep-you-busy>.

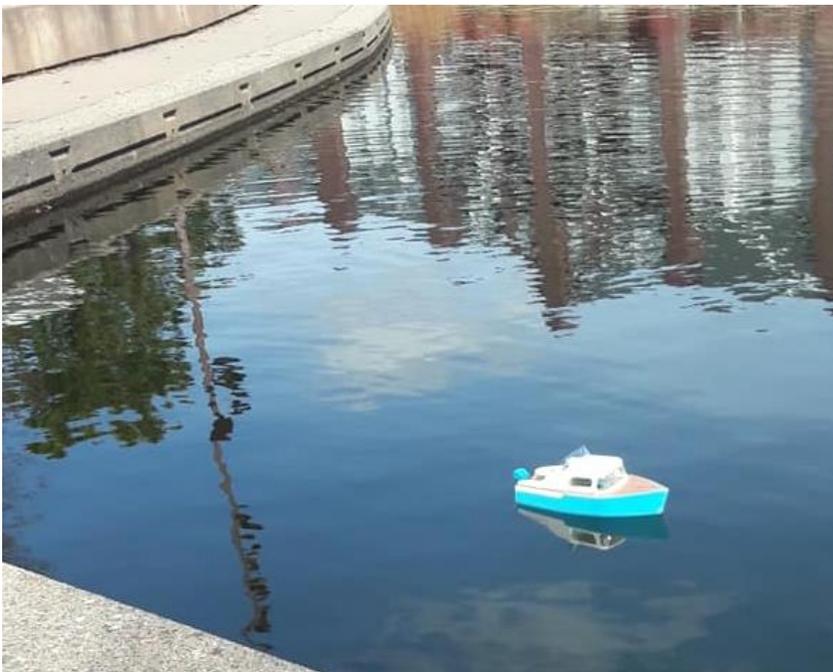
Other things going on include Harvey Freeman completed his DF 65, his first time rigging a boat and he did an excellent job! I looked it over for him and made a few suggestions on the rigging but that was it. He really did a nice job! Harvey purchased the package deal with the Flysky FS i6 radio. I have one of these radios that came with a boat I purchased from a club member but have not played with it much. I like it because of the reduced size and weight from the Spektrum radios. The instructions for the Flysky are nonexistent so you have to rely on youtube and online forums, but the Chinese are famous at copying other peoples work so that the adjustments/settings are similar to Spektrum. We were adjusting the limits of operation on the sail servo which is accomplished just like for Spektrum, but, the available adjustment on the Flysky unit is more like the trim adjustment on a Spektrum, very minimal, and it was really crude. A little adjustment to a setting resulted in no adjustment to the servo, a little more and still nothing from the servo, then a little more and big movement from the servo. If you have had better success with the Flysky I would appreciate hearing about

it so we can pass it along to everyone. Also, could not figure out how to save the settings once made. Could use some help on that one also.

Activity on facebook includes Tanner Becken posted a kit that needs a new home:



David Petrich had his latest small craft on the water at Centennial Lakes:



Other postings indicate Centennial Lakes ponds are completely open and the ODOM forum is very busy with the racing season starting up!!! This weekend (April 3 and 4) look to be the perfect opening weekend for the season! I hope to see you there on Sunday!

John Bertelsen
Commodore
Edina Model Yacht Club



- First is a reminder that on Saturday, April 10th at 10:00 am we will be cleaning up the Pelican boat to sell and doing a general cleanup of the cage storage area. Every couple of years or so we need to take a look at the items in storage in the cage to see what can be eliminated. The last time we did this was February 2018 so we are due for a cleaning. There are some miscellaneous boat projects, building materials, electric motors, servos, left over shop items that have been donated to the club, other long term storage items:



- John Kosa has a Thunder Tiger Victoria that needs some rigging assistance. Do you have one of these boats fully rigged so that you can help John out? You can reach him at rtmzde@gmail.com.
- To thank Tom Shirley for all his support over the years a fund has been suggested and started by one of our members to present a gift card to Tom on the occasion of his retirement. Let me know if you would like to contribute and we will purchase the gift card on behalf of the club.

John Bertelsen

Commodore, EMYC