

# THE WINDWORD

## The Newsletter of the Walnut Valley Sailing Club

Website: [www.wvsailing.com](http://www.wvsailing.com)

NOVEMBER 2005

### CALENDAR:

October 30	Daylight Saving Time Ends
October 31	Halloween
<b>November 12</b>	<b>Annual Meeting 5pm at the House of Schwan</b>
November 11	Veterans' Day
November 24	Thanksgiving Day
<b>December 3</b>	<b>Annual Christmas Party</b>

**W**ell sadly, the season is drawing to a close. By the time this letter is published, a lot of the boats that have been in the slips for the sailing season will migrate to the dry storage area for the winter. Although, the sailing season is coming to a close, there are nevertheless several events I would like to personally invite you to attend. The first of those events is the Annual Meeting. The Annual Meeting will be held at the House of Schwan at 5:00 P.M. on November 12th. You should have received a "Notice of Annual Meeting" by now. If by chance you did not, please feel free to call or email me for your invitation. The Annual Meeting is by far one of the most important events of the year. It is your opportunity to observe and /or participate in one element of the governing process of your club as well as to have a great time. I do encourage you to attend as it is in your best interest and that of WVSC. The last event of the calendar year, which has been traditionally been annual Christmas Party, is back by popular demand. We experimented last year by not having a Christmas party and the opinion poll of that decision was not kind. This year the Annual Holiday Party is on December 3rd and will be held at the home of Dave and Marilyn Grisham. Details are on the back cover of this edition of the Windword. Do yourself a favor — be there.

On to other matters and offered as just a reminder. If you rent dry storage space and intend to move your boat to the yard, please ensure you properly park your boat in your assigned storage space. Your trailer tongue should clearly indicate your name. Your boat should also be properly tied to the ground anchors provided in each space. This is for your protection as well as your neighbor's as boats have been known to blow over on their trailers. If you will be leaving your boat in your slip, the following are general reminders. Make sure all of your through hull valves are closed. A ruptured hose, possibly due to the freezing, expansion and subsequent thawing of the hose can sink a boat. Also, check to make sure the cockpit drains are clear. The excessive accumulation of snow and/or rain in the cockpit can also sink a boat. Whether you store your boat in dry storage or leave it in a slip the watchword is to check your boat often and thoroughly. Follow the manufacturer's recommendations in all cases, if those recommendations are available.

Lastly, an open request. If you are like me and have this urge throughout the winter to occasionally come out to the lake "just to check on things", take the opportunity to take a look around for anything out of the ordinary, to take note of situations that might cause damage to either the WVSC facility or to fellow club members boats or property – i.e. kind of a neighborhood watch function. We need to be on the watch during periods when member traffic is down and the facility and private property is most vulnerable. Please keep your eyes open and report any suspicious observation to either a Board member or local law enforcement as most appropriate.

*See you at the lake*

**Clark Chambers, Commodore**

### OFFICERS:

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#### SECRETARY

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# Board Meeting Minutes

WALNUT VALLEY SAILING CLUB BOARD OF GOVERNOR MEETING  
MINUTES SUBJECT TO CORRECTION

THURSDAY, OCTOBER 13, 2005

## CALL TO ORDER

Commodore Clark Chambers called the meeting to order at 7pm at the office of Marilyn Kroupa.

Board Members present were Clark Chambers, Ron White, Marilyn Kroupa Pat Boyarski, Gene Plehal and Mac Carter.

**APPROVAL OF SEPTEMBER MINUTE** The minutes of the September meeting were reviewed for approval. Boyarski made a motion to approve as read that was seconded by Plehal. Motion carried

**APPROVAL OF THE OCTOBER TREASURERS REPORT** Treasurer Kroupa reviewed the financial condition of the club. Following a brief discussion regarding lawn expenses Carter made a motion to approve the report that was seconded by White. Motion Carried

Treasurer Kroupa presented the 2006 preliminary budget that will be a part of the Annual Meeting in November. Several line items were adjusted pursuant to board recommendations and those by committee chairs. The Annual Budget, as adjusted per board recommendation, that includes a reduction in the STEP loan by \$2,000.00 per previous agreement was approved for presentation to the Membership at the Annual Meeting.

**OLD BUSINESS** Commodore Chambers reviewed his planned agenda for the Annual Meeting. The review included mention of the notice requirements to the membership in writing.

Commodore Chambers noted that he had received committee reports from Public Relations, Safety Training and Education, Government Relations and Security. The

other reports are due to be sent to him via email by the 20th of October so he can incorporate them into the Annual Meeting agenda. He will contact the responsible liaison board member to remind the chairs to get their reports to him.

He indicated the respective committee chairs will be asked to summarize their activities during the year in a verbal report to the membership in a two minute or less presentation.

He also noted outgoing board members will be replaced by approval of the membership as a whole at the Annual Board Meeting.

**NEW BUSINESS** Commodore Chambers noted this is the last official meeting of this board. He asked the Secretary and Treasurer who will both end their terms to attend the November meeting to be held November 17 to review their respective task with the new person. Both agreed.

**MEMBER CONCERNS** None

The next Board Meeting will be held at 7pm on November 17, 2005 at the offices of Marilyn Kroupa. Committee assignments will be made at that time.

There being no further business, a motion to adjourn was made by Carter, seconded by Plehal. Hearing no objections, all members disappeared into the night.

*Respectfully submitted,*

*Mac Carter, Secretary*

## WVSC Annual Meeting

The House of Schwan at 5:00 P.M.

November 12th

## 4-page Racing Section

# Kubin and Rix Claim Club Championships

## Kroupa and Brady bring new faces to top three

The 2005 racing calendar came to its conclusion with a two-day regatta for keelboat and centerboard fleets. Weather caused the regatta to stretch over two week-ends, but in the end, five races were run to determine who gets their names on the club trophies. Continuing long winning streaks, Steve Kubin and Ken Rix sailed to victory in keelboat and centerboard, respectively. In the keelboat fleet, Ed Webb combined his years of race experience with his new Catalina 22 Sport to claim second spot, followed by Arnie Kroupa in his Ideal 18. Among the centerboarders, Kyle Brady combined youthful drive and enthusiasm with a resurrected Flying Scot to claim second, followed in third by James Rix in his trusty Snipe.



Saturday, October 1st, turned out to be a windy and gusty day. While the wind averages of 13 mph in race 1 and 15 mph in race 2 might not seem to be too unwieldy, the frequent and prolonged gusts tested both sailing skills and equipment. Two dumps before the first start were enough to drive Boyarski and Chambers back to the cove before the first start. By the end of the first race, three keelboats had retired because of equipment failures. Ron White snapped his mainsail halyard, Gary Pierce suffered a failure of his mainsheet cam cleat and John McCabe lost the lower half of his rudder.

The keelboats saw Kubin claim two firsts in his Capri 22, with Webb and Kroupa each claiming a second and third. James Rix sailed unopposed to two firsts as the remaining centerboarder, demonstrating his ability to easily handle the wind in his Snipe.



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Steve Mardis and Dave Reynolds in the chase boat looked sad, wet and cold after fighting the wind and waves all afternoon. On the race committee boat, Gene Plehal, Janis Cooper and Marilyn Kroupa stayed a little dryer as they soldiered on through the races.

When the racing was over, Genee Kubin served up a welcome hot meal of sausages cooked with onions and green peppers, along with a side of colorful red cabbage. Dessert was a selection of cupcakes that had more than a few sailors coming back for seconds.

The second day of racing on Sunday, October 2nd, was postponed because the Kansas winds were blowing even harder than the previous day, and the racers were instructed to return the following Sunday, October 9th.



The weather gods were smiling on El Dorado lake as racers convened a week later. Light winds around 10 mph with occasional gusts provided great conditions for the final day of racing. Ken and Mary Ann Rix, having missed the previous weekend because they were at a Snipe regatta in Nebraska, added their boats to the centerboard fleet as did Kyle Brady and his Flying Scot. Unfortunately, James Rix was away on business and could not add to his first day's results.

Three races were scheduled for the afternoon with separate starts for the keelboats and centerboarders. In contrast to the previous weekend, the sailing was concentrated less on survival and more on tactics and going fast.

Steve Kubin and crew continued to post great results with two firsts and a second. Gary Pierce and Gene Nold prevented a Kubin sweep when they sailed their Catalina

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# Fried Chicken Dinner



*"Chicken? Where's the beef?"*



*"Okay, tell us something we didn't already know."*



*"Is there anything stuck in my teeth?"*



*"We're serving fried chicken for dinner—not big hams.."*



*"Bruce, honey, get away from us with that thing."*



*"Can I stop smiling now?"*



**The following ads are from the Walnut Valley Sailing Club - Windword**

**MacGregor 25 - 1986**

- One owner, very good condition. Depth finder, compass, sailcover, trailer and motor. \$5200 OBO. Gary Pierce - 686-8823 or Gene Nold 636-2091

**Want to buy** Old Sunfish or similar boat. Mike Hand. 316 684 9690

**The following ads are from the Ninnnescah Sailing Club - Mainsheet**

**J/24s For Sale.** Many great J/24s' are available for sale both Regionally and Nationally for very reasonable prices. If you are interested, contact Schoen Fitzgerald at 316-685-9225 or Dan Acridge at 316-687-2471. Call us or stop by the slips, we'd be happy to take you out to test drive one of these great one-design racers. J/24 "The Ultimate One-Design"

**Santana 25** - Quarter ton boat and trailer \$5,500 with some extras \$7,000. Great boat for pleasure or racing. Make offer. Boat located at 3416 1/2 W. University, Wichita, KS 316-946-0745.

**16ft. Hobie. 1986** boat in great shape; trailer repainted; new sail tube; full mast; garaged in off season; now at yard space at the club; this is our 2nd boat and sailed too little to keep. \$1000 obo. Call Dan at 316-721-1290 or 706-5345.

**Chrysler Mutineer, 15' 1977** - with good sails and all new lines. Wheel bearings serviced in past two years. New reefing tube. Ready to sail! End of season deal - \$800 obo. 687-9240 25 ft. O-Day and trailer 9.9 electric start Evinrude. Main, Jib, 130 Genoa, Big and roomy 25 ft. Bimini, cockpit cushions, ice box and refrigerator. Call Roger 620-663-5572 \$4000.

**17ft. Venture** - This 1970 Venture 17 is in good shape and has been sailed regularly for the past 2 seasons. It has a cabin that can sleep 2. Running lights and electrical systemwork well. Jibs and main sail are in good shape. The halyards and sheets are in good shape. It has a trailer included and is easy to launch using a ramp in shallower waters. The swing keel draws about 17" when up an 4'9" when down. The Keel has been patched but is in good condition. It has a throw floatation cushion, two oars, self-bailing cockpit and an anchor. I have a 4 hp Mercury outboard motor that is in good working condition that will go with the boat. Asking \$1,350. Damon Martin 316-204-7785 or 316-684-7213.

## From the Chart Room!

October... time for the cold to begin to set in and the leaves to start falling. Fewer sailors at the club, while those that show are doing much less sailing, and more of the hard work associated with pulling and storing the boat. Empty slips abound, and hydrohoists are popping up all over the place. Alas, it's time for us to hibernate for the winter. Well, not quite hibernate... While the water is off, the clubhouse is still an excellent place to meet and visit. Heck, it's not that far from good food (and bathrooms) in El Dorado! And, as the Commodore has effectively mentioned in his letter this month, there are still a number of events to avail yourself of, including a great Christmas party hosted by the wonderful Grishams. As the old saying goes - don't be a stranger!

As we move into November, it seems good to remember that great day that our nation has celebrated for so much of its history. Yes, we have certainly seen our share of problems over the last few years. There has been political controversy and divisiveness, economic downturn, terrorism, war, and unprecedented natural disasters. And yet, in and through it all, our great country continues to bounce back with a stamina rarely seen around the globe. What is it that keeps us going? How do we maintain while so much of the rest of the world struggles to keep up? This editor submits that we have survived - and succeeded - under the watch and keep of a gracious God, the Creator of men and nations. While there is no reason to save our thanks for the end of November, it is a great time to give corporate thanks for the mercy and grace that have both saved and prospered our great country through good times and bad. Let's help each other remember that Thanksgiving is more than just a great turkey dinner accompanied by exciting football games! And let's remember to be thankful for each other as well. God's blessings to you all!

Fair winds and following seas,



*Marshall Nauck, Editor*  
"Hullabaloo"  
mhnauck@sctelcom.net



*Ladies and gentlemen, the one person who's been to Gander Mountain.*

# Club Championships

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22 to a win in the day's second race. Ed Webb added two seconds and a fifth to his results while Arnie Kroupa got progressively better through the afternoon, with a fifth, fourth and third place finishes. Michele Carlini sailed a remarkably consistent regatta with four fourth-places and a third-place finish. Mike Hand and John Aschbrenner were always close to each other throughout the regatta in their evenly matched boats. Ron White in his Mega and John McCabe in his Clipper rounded out the keelboat fleet.

Ken Rix took over from son James and recorded three first place finishes, enough to claim the centerboard championship. Sailing brilliantly was Kyle Rix in his Flying Scot, beating Ken to the finish line in the first race by a minute but correcting to second after handicaps were applied. Kyle added another second and a third, showing that he will be a sailor to contend with next year. Despite missing the last three races, James claimed third overall, followed by Pat Boyarski and Mary Ann Rix.



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After Don Chism tallied all of the results, awards were presented to all of the participating skippers. Thanks to Gary Pierce, who donated the trophies and plaques. Many thanks to John McCabe, who was race chairman, and all of the people who helped to stage the regatta. It was a great way to end the racing season. As with all of the good things at our club, this year's races would not have been possible without the volunteers who pitch in and make it happen.

A special word of thanks to Bruce Ward for all of the wonderful pictures that he took of races throughout the season and shared with us on the web.

All the regatta results can be found on the WVSC website. Racers, get your boats cleaned up and fixed up over the winter, and we will see you next year for another season of racing!

***Pat Boyarski, for the Racing Committee***





# Tips from the Rear: HEAVY AIR STORY

We attended the Snipe Nationals at lake Carlisle Illinois in the late 80's. About 80 boats were divided into two fleets. The top fleet (Heinzerling) consisted of about 30 boats representing some of the best sailors in the country. I crewed for my dad in the consolation fleet (Wells) fleet named after our very own Ted Wells. The Heinzerling fleet got their pick of the best course, which was farther out in the lake than ours. The racing conditions were close to ideal with winds around 10 mph. During one of the races, a small black cloud appeared from the west. We paid little attention to it, as it was a partly cloudy day and there were many other clouds passing by.

Before we knew what hit us, that cloud turned into a menacing front that suddenly increased the wind to 25+ mph. We took turns at the helm so we could both get our life-jackets on. The front hit so fast that the race committee didn't need to officially abandon the race; everyone was well aware of the approaching storm and was scrambling to get back to the dock anyway.

The wind continued to climb as we were heading back in. When puffs (blasts) of 40+ were hitting us, we'd have to let all the sails luff just to keep from tipping over. Boats were capsizing all around. As we entered the cove, the wind had built to around 50mph. Many boats were forced onto the beach on the other side of the cove from the docks. Somehow, we managed to get to the dock. The boat next to us rounded into the wind too early while approaching the dock, and the wind quickly pushed him backwards; he promptly capsized. Mary Ann made it to the dock shortly after. Later we figured we had to jibe to get to the dock, but none of us remember doing one or could even imagine how one could be performed in that wind. Adrenalin lets you do amazing things sometimes.

The noise of luffing sails was so deafening you could barely hear someone shouting right next to you. We finally got the sails down and secured as the wind continued to build. Waves were crashing over the docks as we tried to catch others coming in. Someone was trying to pull his boat out with the hoist; but in the commotion, he got the hoist cable to jump off the shiv at the top, so he was stuck half way up and couldn't go either way. The wind was still building and it started to rain which really stung in the wind so we headed to our car for shelter.

The wind peaked around 70 mph and every boat in the Heinzerling fleet had capsized along with dozens of boats in the Well's fleet. The few rescue boats were inconsequential in such chaos and even feared for their own safety. Fortunately it was over about as fast as it hit and many of the capsized boats righted and sailed themselves back on their own. A headcount was conducted to insure everyone was accounted for. Surprisingly, everyone was alright. There was just a lot of broken equipment left in the aftermath. A few boats had their masts jump out of the step and then punch through the bottom of the boat. The boat stuck half way up the hoist was beaten up pretty bad. And there were a lot of bent or broken masts, broken rudders, and torn sails.

That evening we had a mast straightening party. There were a lot of stories being shared that night and following days. Events like this one get burned pretty deeply into the memory. The more you sail, the more likely you'll have similar memorable stories to share. Just beware of little black clouds coming from the west.

**James Rix, Rear Commodore**





P.O. Box 20076  
Wichita, KS 67208-1076



# Christmas Celebration

December 3 • 7-10pm

Fiber Studio • 418 S. Commerce

1/2 block south of Waterman, 1/2 block east of St. Francis

**Dress: Casual Elegance**

**Couple: \$25.00**

**Single: \$12.50**

A relaxing evening with a delicious buffet and acoustic guitar music by Victor Rose. BYOB. Set-ups, soft drinks and coffee provided. Deadline for reservations: November 20, 2005.

Contact Dave or Marilyn Grisham with any questions.