The Windword

Walnut Valley Sailing Club Newsletter, March 2026

Greetings From Your Editor

The days are growing longer and although it doesn't feel like it today the average highs are trending warmer. The dry storage yard is beginning to come to life and it is good to see familiar faces as members take advantage of the warm days to begin preparing their boats for the summer sailing season. We have a fun filled summer ahead so keep a weather eye on the upcoming events section of your windword and mark your calendars! See you at the lake. -Chris Duncan

Club News

I love it when a plan comes together (Part 2)

We had a good turnout at the annual social / sailing activities planning meeting Saturday, between bites of tasty eats the summer events calendar slowly took shape. This sailing season sailing activities will be held on the 2nd Saturday of the month and social events will be held on the 3rd Saturday. Be sure to check out the upcoming events page and keep an eye on your texts.

A new committee is being formed!

The Board of Governors is forming a committee to review and suggest revisions to our current bylaws. Suggested revisions will be presented for approval at the annual meeting in November. If you are interested, please contact the commodore or a board member.

Spring Cleaning! and (mini) big boat splash!

Grab your work gloves sailors! Saturday April 18th will be our annual spring work day! Sunny skies and mild temperatures are expected so come on out and earn those work credits and help get the club grounds ship shape and ready for the season! While not our official season opener, after the work is done there will be help available to launch your boat for the season!

Mowing Parties!

If you are interested in helping out the building and grounds committee with mowing this season, please contact Troy Oberly.

Out On The Race Course

The racing fleet held their annual planning meeting February 7th and laid out the racing schedule for the year. For those interested in racing this season we have 2 more preseason events planned before we head up that first beat to the windward mark.

Saturday April 18th 10:00am
RC boat training and race start procedures. This is open to all club members interested in learning to operate the race committee / rescue boat.

Saturday Aprile 25th 10:00am
Racing Clinic hosted by Preston and Tedd

The first race of the 2026 Season is set for Wednesday May 6th! Skippers meeting at 6:00pm and the racing action starts at 7:00pm!

Upcoming Events!

APRIL

18th -RC / Rescue boat training (10am)
-Spring cleanup and (mini) big boat splash
25th- Racing clinic with Preston and Tedd (10am)

MAY

9th- Water safety and CPR training
16th- Big Boat Splash and cookout (10am)

JUNE

13th- Long Distance Race
20th- Shrimp Boil and sailing jeopardy

JULY

11th- Catalina 14.2 Regatta and watermelon pickup
18th- Ribs and Brisket night! Smoked meats by Troy Oberly and Chris Proudfoot. Music by D and the Deckhands

AUGUST

8th- Keelboat Olympics
15th- Italian night / Singalong

SEPTEMBER

12th- overnight on the water
19th- Steak night! Music by D and the Deckhands

OCTOBER

26th-Oktoberfest / Halloween Party

SOME COMMENTS ON RACING

A multi part series by Dana Herring

It's another really cold day so I'll write some more thoughts on sail trim. Again, I'm not a winner so take these thoughts with that in mind. I'm writing these articles not as the last word in sailing but rather as talking points we can discuss hoping that more experienced sailors will join in with their comments.

In the first article I discussed some aspects of racing that I think can make the biggest difference for some of us who struggle to keep up. I will cover some more here. This article will focus more on how to get the sails to shape up the way we need them to be.

From the first article the sail shapes that we want to obtain were discussed and now I'll talk about how to get them.

As I said before the angle of attack (AOA) of the sail is the most important aspect of sail shape. The easiest way to get close to the desired AOA is to place tale tells on the sail. This can get pretty complex if we want to but I'll take a simple approach. The most important tells are located on the luff and the leech of the sail with the ones on the leeward side being most helpful. If the leeward tells are flowing back the airflow is attached. If they are lift up or out it indicates the flow is separating. We always want attached flow.

The tells at the luff show us if the flow is coming into the sail smoothly. The tells at the leech tell us if the flow is remaining attached to the sail all the way back. Any separation along the sail reduces thrust and increases drag. We want lots of thrust and little drag. Lots of drag can wipe out any thrust we are making. The difference between thrust and drag shows up as boat speed.

Tells about 2 feet above the boom and about ¾ the way up the sail will do the trick for most of us. The trick is to keep them both flowing back all the time. What affects the AOA from the bottom of the sail to the top is the relative wind velocity and the twist of the sail.

The relative wind velocity is the sum of the boat speed and direction and the wind speed and direction. Up high the wind is flowing free and unimpeded. Down close to the water the wind is slowed down by the friction with the boat and water. Even the crew standing up in light wind can make a significant difference on the wind down low on the sails. Since the boat speed is constant for all the sails, but the wind speed varies with altitude, the relative wind speed and direction changes up the sail. As a result the top of the sail has a greater AOA than the lower part of the sail. To correct this so that all parts have the same AOA we allow the sail to twist. This is accomplished by the downward force on the leech applied by the sheet, this is true for both the main and the jib. In fact we want both the 0main and jib to have the same relative AOA such that the leeches should be parallel to each other. Once set we should not usually change the twist very often.

The other way to set the AOA of the main is to adjust the traveler. This allows the boom to set the AOA for the bottom third of the sail. The top of the sail AOA will fall out from the twist we put in. If we change heading or the wind changes we adjust the traveler to adjust the overall AOA, we don't change the sheet tension because that would mess up the twist we so nicely put into the sail. An exception is on some boats the sheet and traveler interfere with each other in some cases so we have to be careful.

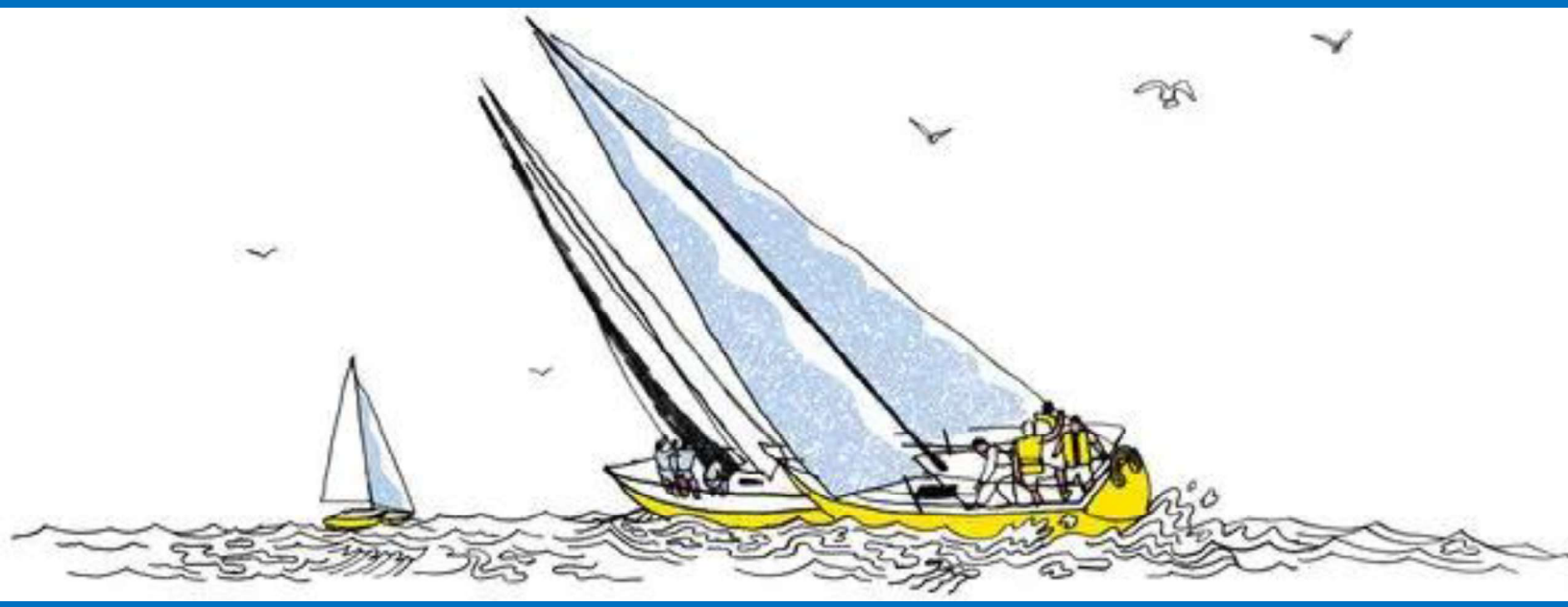
The jib AOA is also set by the sheet putting in twist by adjusting the tension and fairlead location. Also the AOA can be adjusted by the inboard or outboard location of the fairlead. This inboard adjustment is more important in getting the gap between main and jib right. Too tight a gap will collapse the main luff and choke the flow killing the main performance. Too wide a gap will reduce jib/main interaction but is not as bad as choking the flow.

Secondary is the sail airfoil shape, the camber and placement of the maximum depth. On the lower part of the sail the camber is set by the outhaul. The camber should be about 10 inches for high speed sailing and 16 inches for low speed acceleration. These are rough number. You will have to determine your correct ones. The location of maximum depth should be 25% for very high winds and when accelerating and 50% for high speed cruising. That is set by tensioning the luff either using the halyard or cunningham. For my boat the cunnigham is better because the sail track slugs jam when pulled sideways making the halyard be very stiff. So tightening the luff will pull the pocket forward, tightening the leech will pull it aft.

Another consideration is the angle of the leech. If the leech is pulled tight it will cup into the wind causing the leech sail cloth to face aft so that the aft part of the sail is actually pulling the boat back. This effect will also happen when yhe depth of the sail is deep. A flatter sail is faster.

A flat sail will stall more easily than a full, deep sail. So steering the boat is more sensitive when set flat for speed. A good result is it will also stall if hit by a high wind. Now, with a high wind you may need to travel the boom out to reduce the side heeling moment to keep the boat upright. Most boats are slower when heeled much more than 10 degrees because of the hull shape. In general most boats should not heel more than 10 degrees.

There's more to be said but this is a good start. As I said at the beginning, USE AT YOUR OWN RISK. Happy sailing.



Winter got you down? Fear not fellow sailors….

Club Contact Information

COMMODORE

Paul Schye

316 617 1373

VICE COMMODORE

Bill Allman

785 224 4918

TREASURER

Brenda Welch

620 331 9320

SECRETARY

Melissa Funk

620 382 4475

BOARD MEMBERS:

Chris Duncan

316 209 5641

Blaine Van Dam

316 218 9200

Mike Reynolds

316 365 3006

Michael Shepperd

843 304 6273

Robert Fusco

316 687 9403

WEBMASTER

Charlie Volk

316 347 1771

NEWSLETTER EDITOR

Chris Duncan

316 209 5641

Committees

Committee	Liaison	Chair
Long Range Planning	Bill Allman	Blaine Van Dam
Powerboats	Blaine Van Dam	Bart Peace
Harbor	Mike Reynolds	Charlie Volk
Activity Center	Blaine Van Dam	Troy Oberly
Membership	Brenda Welch	Kate Brammer
Sail Training	Bill Allman	Stuart Funk
Archivist	Melissa Funk	Melissa Funk
Public Relations	Chris Duncan	Charlie Volk
Finance	Brenda Welch	Greg Rincker
Dry Storage	Troy Oberly	Stuart Funk
Buildings & Grounds	Troy Oberly	Mike Shepperd
Calling/texting	Chris Duncan	Julie Barth
Racing Activities	Blaine Van Dam	Blaine Van Dam
Socials	Paul Schye	Julie Barth
Government Relations	Robert Fusco	Gene Nold
Security	Mike Shepperd	Mike Shepperd
Sailing Activities	Blaine Van Dam	Troy Oberly

BOATS AND GEAR FOR SAIL

It's official. We reciprocate with the Ninnescah Yacht Club at Cheney

List your boat or sailing gear here!

contact: rcpilotcd@sbcglobal.net for the WVSC or Angela: editor@ninnescah.org for the NSA to place your free ad:

Clipper Marine Corp 26

with trailer Main plus CDI FF2 roller furling, Nissan NSF4A2 outboard, 4-stroke, 4 HP, jib, new running rigging, GPS, depth finder, anchors, cushion covers replaced in 2020 - currently in dry storage at WVSC. $2,800 OBO

Billy Nicholson 316-816-5730

1980 O'day 23

Shore-lander tandem axle trailer with keel roller launch/retrieve & 1979 7.5 HP Electric Start Mercury Outboard (old but runs well). Sails: Main, Jib, Genoa, Storm Jib. Has shoal draft keel (24" draft with C/B up) In Yard Space 618 at Ninnescah Sailing Association, Cheney Lake

Hull #XDYT0514M79G

$6000 OBO Photo above

Contact Jim Steck (316-737-9010) or Jason Kaufman (316-393-9691)