



IN THE BREEZE

November / December 2011

2011 Pumpkin Cup at DCYC

October 22 & 23, 2011

7.5 Limited:

1. Bob McCord
2. Jason Chilcote
3. Eddie Lockey
4. Oswaldo Aguilar
5. Bill Czajkowski
6. Pat Trapp

Open:

1. Ken Merten
2. Bruce Moore
3. Eric Bugg
4. Jet Tessman
5. Terry Aldridge

Fun Fleet:

1. Becky Coombs
2. Michel Evans

Formula:

1. Cliff Tudor
2. Mike Blann
3. Rey Cardino
4. Kirk Simmons
5. Guy Miller

Pumpkin Cup -2011

The early arrivals on Friday found calm winds, and a beautiful day for relaxing and sipping a couple of beers. Ten or so hungry sailors (not from sailing) made the usual trip to the Prairie House restaurant for a relaxing dinner on the veranda.

Friday night was uneventful for the campers, and still no wind. However, one of Aris' "fright flicks" kept a few on edge for the 8:00 pm pool side movie session. Garlic, Holy water and some wood stakes kept us all safe for the rest of the night.

Saturday was a bit better with winds south from 5 to 15 mph and four races for all the fleets. After racing, a chili dinner cooked up by the DCYC ladies was a tasty treat for all. Beer and music by Jet Tessman's band Zionaura was enjoyed by everyone that stayed. A few bailed on the camping since the forecast was for some storms after midnight. The forecast was correct but it wasn't long lived and all were greeted with a little sun and clouds on Sunday morning with some light north winds and two races on an out and back course. We had a great awards ceremony with a lot of give-aways thanks to our sponsors (Mariner Sails, Dakine Hawaii, Ezzy Sails, and Chinook Sailing to name a few). The big prize winner waspicking up an Ezzy 6.5 freeride sail. No one left empty handed. The day culminated with a late lunch, again hosted by the DCYC folks with everyone filling up on pasta and beer.

Thanks to the usual gang of Bruce Moore, Charlie Moore, Aris Tsamis, & Terry Aldridge for putting in the time and effort to pull off another successful event. Also, thanks to John Steadman our race director, plus our dedicated committee/rescue boat provider/driver Keith Peterson. And a special thanks for the shirt design by Jet Tessman.

2011 SCHEDULE OF EVENTS

December 3
Mariner Christmas Party @
Mariner Sails, 7:00 pm - ?

We would like to invite you and your friends to our annual Christmas Party! Mariner will provide lots of refreshments and snacking goodies as well as some fun stuff to do for the evening. We have enjoyed another wonderful year and this is one of the ways we like to say Thank You! As always you are welcome to invite your friends! Also please feel free to bring anything you might like to share. It's always amazing how many cool dishes and other things turn up at this Party!

Ho Ho Ho – See you there!

Aris

SPEED – HOW TO GO FAST

Ken Merten, 11/11

Once we begin to plane on our boards, speed starts to become addictive. One thing for sure, it feels like you are going much faster than you might guess, but luckily, windsurfing at “speed” is not too risky, so the thrill factor greatly exceeds the risk factor. The adrenalin rush and excitement of going fast is something that most of us enjoy and the sensation is certainly exhilarating.

Of course, speed is relative. A novice moving at 20 mph on a beginner board will have a smile a mile wide and wonder if they will live to tell the story. The experts may be bored to death if only going 30 mph. Windsurfing is a progressive sport, and with new things to learn on every outing, few will get bored. For inland sailors, tacking, gybing, water starting, jumping, freestyle and speed are our choices.

Seven years ago, my wife gave me a Garmin GPS, which initiated a quest for speed. However, what I found out is that it's pretty hard to go “real fast”. What I define as “real fast” is breaking 35 knots (40.2 mph). If you visit –

<http://www.gps-speedsurfing.com/default.aspx?mnu=rankings&Year=-&Gender=0&Tab=0&WeightClass=0&AgeClass=0&SpeedType=0&StartRow=2500>

you will see that there have been 567 sailors that have broken this barrier. What this means is that each of these windsurfers have made five 10 second runs, then averaged the top speed on each run to get to their submitted speed. Knowing how hard it is to go “real fast”, these results are amazing to me.

So the question is – how do you go fast? I will outline some of the basics below and if you want to begin your quest, this information may help you get started.

In a nut shell: skill, equipment, venue and wind pretty much determine how fast you can/will go.

Skill – the more hours on the water, pressing your comfort level in moderate to strong winds will allow you to gain confidence (with fewer wipeouts) while sailing “on the edge”. If you are comfortable, you aren't progressing. There is no secret formula here other than forcing yourself to push to the next level. Carving gybes occur consistently after you have tried it a 1000 times and are carrying enough speed to make it happen.

Equipment – there is a lot to this category so I won't go into too much detail. For a board to go fast, it has to have as little wetted surface as possible to minimize friction between the board and the water. This means a short, skinny board with a flat rocker. It also needs “sharp rails” for clean water release. A small fin is essential, with a small foil (the thickness of the fin), swept back somewhat and pretty sizable cord length near the base (distance from the leading edge to the trailing edge at the base). The idea is to minimize drag, but to keep the board from spinning out. Next is the rig (sail, mast, etc.). You need the largest sail you can manage, one that is stable when overpowered (race sails with cambers are best) along with a carbon mast and boom (not critical, but helpful). Board and rig weight is an issue, but body weight isn't. Bigger, heavier sailors can hang on to larger sails and can go faster than the little guys. Even the heavy weights will wear weight jackets to increase their ability to hold down bigger sails.

Venue – Strong winds mean choppy water which isn't good for speed. Ideally, a 40-50 knot wind with 1-5 inch chop would be ideal for a record attempt, but only a select few will ever access the few sites around the world that offer this possibility. There is one where Antonie Albeau set the World Record of 49.09 knots (56.5 mph) in 2010. Check out:

http://www.boardseekermag.com/special_features/speed/windsurfing-speed-record_061.htm

He is using a 4.8 m sail in winds over 40 knots. His speed is an average for 500 meters. Any place that has good wind and is protected from chop is a good venue. Unfortunately, these sites are far and few between.

Wind – We do get wind, but at most of our sailing sites, we also get chop and waves so it's a real challenge to find wind and smooth water. On the other hand, there are times when we may find a smooth stretch in a good gust of wind where we can bear off (120 degrees) to gain maximum speed so our GPS's can capture a few seconds of speed.

I am not suggesting that we should be trying to set records every time we head out, but when the opportunity is available, why not make a run or two to see what you can achieve, assuming you have a GPS. Personally, I have found where my limit is, at least at the venues I have tried. I have hit between 35.2 and 35.7 mph on 7 occasions on two different boards and four different sails, but breaking 36 mph (31.3 knots) seems to be a wall for me. Also, I only record my best speed of the day and not every run, so I have probably hit 35 mph many more times. Venue is of course an issue, but I don't have what most would consider a speed board or fin, plus I am somewhat of a lightweight so sail size also limits my potential. I think breaking 35 knots is impossible for me with the equipment that I have. However, I never tire of trying to go a little faster so I still record my top speed, average speed, distance and time on the water for every windsurfing outing. Side note: Currently I have seven years of data for more than 450 days of windsurfing.

CHOP HOPPING 101

Ken Merten 11/11

First, I am not an expert, but somewhere between a novice and intermediate when it comes to jumping. On the other hand, I think I know the basic process that can get you and your board into the air. My conservatism (body damage wise) seems to keep me from going for the big air. OK, call me chicken, but it comes with maturity.

Risk wise, I don't think there is much to get overly concerned about, since you can injure yourself on just about any windsurfing maneuver, but overall, you shouldn't be too paranoid. Remember, chop hopping doesn't mean wave jumping like you see in the videos where the experts are getting really BIG air.



I am talking about anything from just getting your fin out of the water to some really nice air seen in the photo of Mike Howell at Windsurf Bay Park on Lake Ray Hubbard.



You will need two things. First is a wave or ramp to project you into the air, plus enough speed to take advantage of the ramp. You have to be planing with at least 20-25 mph of board speed. The more speed, the higher you go. The bigger the wave/ramp, the easier it is to lift off and the higher you will get. One additional element is your angle to the ramp. It seems that lake sailing never allows the wind to be perpendicular to the waves, so we typically see one tack favored over the other. This means that if your board is on a beam reach (perpendicular to the wind), the waves are actually coming at you at a 70-80 degree angle rather than 90 degrees. This is good because you don't have to turn very much into the wave to head up the ramp. The down side is that many of us have a favorite tack for jumping. For me, it's port with my left foot forward. Starboard jumping for me just seems awkward. Work on both tacks, it will give you many more opportunities to jump.

Even if the waves are approaching you a little from the front, you will still have to turn upwind a bit to improve the angle of attack. Ideally, you should approach directly into the wave, but that rarely happens. Now you have a ramp, good speed and? I forgot something – a few additional things that will help you get air. A medium to small board (80-120 liters), on the light and wide side. Slalom boards are not good options since the foot straps tend to be on the outside edge of the board. The more the straps are located inboard the better it will be, because this keeps you centered on the board, not on the edge. A 6.5 m or smaller sail without cams will be helpful. This suggests that you need winds in the 18 knot plus range to provide enough speed (and waves) to get air. Less body weight is also a plus factor.

Now you are moving with 20-25 mph of board speed and looking for a nice wave to jump. When you find it, unhook and begin to head up when you are about 30' away, but don't turn too sharply or you will lose too much speed. Just before you hit the wave (10' away), crouch down a little so that you can extend your legs sharply as the board hits the wave. This gives you some added lift which you will need on the smaller waves around 18" to 30". Bigger waves provide enough ramp length that pushing off isn't as necessary.

As you leave the water, immediately pull your knees up and extend your front foot out, so you are in a “squatting” position with one leg front and one back. This does two things, it helps keep the board flat (rather than the nose sticking straight up), plus it naturally turns the board off the wind while you are in the air. The benefit here is that when you land, the board lands perpendicular to the wind rather than into the wind. If you land into the wind, you will spin out and stall and will likely fall back into the water. If you land perpendicular to or off the wind a little, you maintain your forward momentum and won’t spin out.

There is a tendency, at least for me, to lean back when I take off. This forces the nose of the board to go straight up and you most likely will land on your butt. Pulling the knees up helps eliminate this.

In the beginning, you won’t have time to think about anything while you are in the air, so the lift off pretty much determines what will occur during the rest of the flight. Typically, the sail ends up parallel to the water and works like a wing for a longer hang time.

One issue for which I don’t have a cause or solution is a nose first landing. It has happened to me and it isn’t necessarily bad, but that all depends on your angle of descent. Too steep of a descent (nose down) and the sudden impact will not be fun. I guess I will have to do some research on this and write Chop Hopping 201.

So, start small with slower speeds and build up. Little jumps where just the front of the board gets air is just fine. The more you do, the more comfortable you become, and you will soon be looking for bigger ramps and faster speeds.

Here is a short video from boardseeker.com on chop hopping (not wave jumping) that may give you another perspective on how to get air. In addition, there are lots of videos on this site that may help you with some of your other windsurfing challenges.

<http://www.boardseekermag.com/technique/jem-hall-chop-hop-095.html>

When you do get a few feet of air, it will be an exhilarating feeling and you no doubt will want more. Good sailing.

**The 2012 NTWR Membership Form
is an attachment to this email. Please copy and mail in your form today.**