



IN THE BREEZE

September / October 2011

Pumpkin Cup 2011 Version 2.0

DCYC, Lake Lewisville Oct. 22nd and 23rd

www.ntwr.org for more details

This year's Pumpkin Cup may prove to be one of the best we've had!
We're starting with all the things you are used to in a NTWR Event.

Windsurfing

Racing

Prizes

Camping

Trophies

Here's what we're adding

Friday Nite Horror Movies – Outdoors!

Chili Cook off – (no rules – no holds barred)

Saturday Nite Live Band – ZianarA – Beach music for Beach FUN!

Poolside Beer Can “fashion your own!” Race (AL Schlitz Regatta)

And.....

There's a big boat regatta going on the same weekend so we'll have lots of new folks to enjoy along with some “Great Spectating”!

What a great way to kick off Fall Sailing.....

I'll see you there! Aris

November 15th Club Meeting

We'll be holding our last NTWR club meeting for 2011 at 7:pm at Mariner Sails November 15th. Here's the Hook.....Free Food and Refreshments AND Giveaway Drawing for Great GEAR. All 2011 or 2012 club members will be eligible for Hundreds of Dollars of Goodies for raffle!

It's also going to be a marvelous opportunity to direct some of our resources to charity AND help shape our club's future for 2012. For anyone interested in an Officer Position,

2011 SCHEDULE OF EVENTS

October 1

Swap Meet @ Mariner Sails

10:00 – 2:00 pm

Gear Check in on

Wed. 9/28 – Fri. 9/30

No gear check on Saturday

October 22 & 23

Pumpkin Cup @ DCYC, Lake

Lewisville

November 15

NTWR Club Meeting

Mariner Sails 7:00 pm

December 3

Mariner Christmas Party @

Mariner Sails. Time TBA

this will also be our election meeting. We've had a great year and would love to have your input if you have the inclination towards giving a little back to the sport we all love. As always, our great volunteers are a willing and able resource to help make your visions a reality.

Come and just have fun or come and enjoy refreshments or come and throw your hat into the ring for leadership. All windsurfers are invited to participate in any or all of the festivities!

I'll see you there too! Aris

Mariner Sails Swap Meet July 30, 2011

Consignment gear was a little sparse for this event, but according to Aris, the shop had one of their better swap meet days ever. While the choices may have been somewhat limited, the gear went like hot cakes for the first hour of business and most was gone after the event concluded at 2:00 pm. The next event is on Saturday, Oct. 1, so if you missed out on the last one, don't be late. Literally, the best gear at the best prices is gone in the first 10 minutes. The photos were taken before opening.





LAKE DANGERS

Ken Merten September, 2011

Specifically, I want to talk about shallow water and obstacles, not boat or jet ski risks. Since we are experiencing a drought and the lake levels are at very low levels, things start to emerge from below that we may not have seen before. Running into these things can be dangerous and expensive.

Let's go back a few years when I was an avid boater and water skier. Spending over 25 years on Lake Lewisville searching for smooth water to ski, left me with an intimate knowledge of the shallow and dangerous areas of the lake. What always shocked me was the way many boaters would cruise the lake, sometime with skiers or tubes behind their boats in locations that were filled with trees and stumps, just inches below the surface. They simply didn't know the lake and foolishly assumed that if it can't be seen, it's not there.

Regardless of the lake you sail on, now is the perfect time to investigate the areas where you sail to see where the potentially dangerous obstacles may be lurking. For example, at Windsurf Bay Park on Lake Ray Hubbard, the area around the end of the power plant jetty

is very shallow. When the water is at normal level or one to two feet down, there is little risk as long as you give at least 50 yards of clearance. The lake is now down 5.5 feet and there IS a serious problem. The other day on my formula board, I decided to sail slowly to the point until my fin hit mud. Well, that happened about 150 yards from the point. I jumped off and walked the area for while in knee to thigh deep water. I found two small tree stumps that were just below the surface and one very large stump out of the water away from all the shallow water buoys on the northwest side of the jetty toward the marina. The stumps could cause serious damage to one's body if you fell in that exact spot. I only found three stumps, but I bet there are plenty more. I had always assumed that the water was just shallow and nothing more since I had run aground a few times before with my formula board in this area. In a nut shell, stay well away from the tip of the jetty, at least 150 yards in all directions to be safe with the water at its current level.

There are several "shallow water" buoys in the vicinity, and all are on the "deep water" side (east). However, a shallow bar now extends at least 150 yards directly east or perpendicular to the end of the jetty where I always thought it was pretty deep, plus it is also shallow 150 yards directly off (north) the tip of the jetty. I now sail well away (north) of the buoy directly off the point as well as gybing much sooner when approaching the tip of the jetty from the west side. If you have a long fin, stay at least 50 yards away from ALL buoys.

In addition, there is another potentially dangerous obstacle that is currently high and dry at Windsurf Bay Park, but it is submerged and out of sight when the lake is full. It's a concrete slab about 4' square with a galvanized pipe sticking up and through the center of the slab. If you fell on it, it could possibly kill you. It's located just off the point and a little south from the south end of the parking lot. It's pretty close to shore and it's not likely that anyone would come that close to the shoreline to gybe, but someone may decide to sail up to the shoreline to drop off and take a rest. Make a mental note and remember to stay away when the lake is full.

Also at Lakeview Park on lake Grapevine, there are some large rocks (suit case and trunk size) just 20 yards north of the launch area. Sailing near shore and gybing in this location when the water is up and covering the rocks could be bad news.

Every lake can be dangerous for windsurfers if you aren't familiar with the hidden obstacles, so take advantage of the low water levels and search out the areas you should avoid. If you are sailing and think you may be nearing a shallow, slow down, slog for a while and then carefully jump off to check it out. Don't be a dumb boater and zip across the lake assuming that if you can't see it, it isn't there.

FRONT FOOT FIRST OR BACK FOOT FIRST (FFF OR BFF)

Ken Merten September, 2011

Recently on the iWindsurf.com forum, a question was posed by a novice sailor wanting to know which foot to place in the straps first. Front or back foot. That question kicked off a lengthy and heated debate on the subject with a lot of differing opinions. I don't want to duplicate all the lines of thinking here, so if you are interested in looking into the subject, check out the three web sites below. The first one is pretty lengthy, but interesting. What immediately follows is my last post on the subject, trying to defend my thoughts on the issue regarding a novice learning to use the straps.

“As with any debate, there are always two sides and sometimes there is never an absolute answer. I decided to post the same question on two other windsurfing forums to expand the base for additional opinions. I posed the question without any bias to avoid taking sides.

However, there does seem to be a consensus that FFF is the choice for most freeriding sailors on flat water or slalom sailing/racing. Many do offer that at times they do BFF in windy conditions on smaller boards to prevent getting tossed or pulled over the nose.

I think for most of the windsurfing world on inland lakes (not surf, not Gorge sailing, not freestyle) go for the FFF in most situations. The vast majority of the time, we are just hoping to get on plane to avoid slogging. I believe that for most of us, FFF helps us to accelerate and maintain the plane before going for the back foot. Sure there is a small risk of getting pulled over the nose should we NOT sheet out or let go of the boom, but foot or ankle injuries in this situation are almost non-existent from my observations.

In 2010, 66% of my windsurfing (55 of 79 days) was on either my iSonic 111 or Formula 160 using sails from 6.6 to 11.0. My equipment is not typical, but my point is that bigger boards and sails are most often the choice if you want more days on the water (in Dallas, TX). Since we are confronted with marginal winds most of the time, getting on plane is the most common challenge and FFF is no doubt the best way to get going as efficiently as possible.

Take a look at the posts on the Maui Sails and Starboard forums and make your own decision. There is a place and time for both FFF and BFF, but **IN MY OPINION**, for novices on big boards, on flat water in marginal planing conditions learning to use the straps, go FFF without hooking in.”

<http://www.iwindsurf.com/forums/viewtopic.php?t=23207&postdays=0&postorder=asc&start=0>

<http://www.star-board.com/forum/forumdisplay.php?f=9>

<http://www.mauisails.com/forum/viewtopic.php?id=3499>

Get ready for the 2011 Pumpkin Cup at DCYC on October 22 & 23



Photos from at the 2010 Pumpkin Cup @ DCYC



2011 Pumpkin Cup at DCYC

The Pumpkin Cup Registration form is included with this issue (as an attachment), or you can register online at <http://ntwrpc2011.eventbrite.com/>