

WINDWORD



January 2018



- 2/1 DUES or CONSEQUENCES
- 2/1 FLEET CAPTAIN/RACER'S MEETING
-Schusterman Benson Library Meeting Room 6:00
- 2/5 BOARD of GOVERNORS MEETING
- 2/24 ANNUAL AWARDS BANQUET

Commodore Report

January 2018

Greetings from the frigid tundra,

This Saturday 1/20/18, the temperature is going to be 50 degrees warmer than Tuesday 1/16/18. If you have not considered sailing, perhaps you should. The lake is quite enjoyable whilst being the only boat on the water; I encourage all to make it out.

We have a busy month of meetings, trying to get all the club events organized. Please help out your fellow members with hosting events (picking up food, cleaning up, collecting money, decorating, bartending, cooking). With our active fleet count down to around 5 fleets, we really need to pull together and organize some committees. We are in need of committees for: Awards Party and Christmas Party. The reason we need committees for these two events is really to cement the traditions and make sure that we are consistent with years prior. We receive a lot of complaints when we change anything from the past. So if you are interested in being part of these committees, please contact the Activities Captain or Commodore. Please get in touch with your fleets to help host the following:

Catalina Brunches & Turkey Fry, Sunfish Cheeseburger in Paradise, MC Fleet- 4th of July, Crawfish Boil, Chili Cook Off, MC Regional Regatta

Fleets Missing in Action:

Flying Scot, Dirty bottom, Keelboat Racing/ Cruising, Centerboard Handicap

If you feel like you are missing out on helping with the club, give me a shout or shoot me a message and I will find a good fit for you.

Fleet Captain's Meeting 2/1 at Schusterman Library, 6 p.m.

Awards Party 2/24 @ LaFortune Community Center 6pm

3/17 for a Saint Patrick's Day Regatta

Chili Cook Off 4/7 4pm

Commodore Ziegler

MC Fleet 32 Winter Meeting



At the home of Harvey and Marsha Baker

Saturday, January 27, 2018, 6:30 pm. 3101 N. Wild Mountain Road

Potluck Dinner, Please bring a dish to share.

On the agenda: Electing a 2018 Fleet Captain, discussions on a MC fleet hosted all Club Party, a silver fleet for 2018, fleet projects around the Club, and improvements to our racing program.

Fleet Captain's Report

January 2018

Yes, the weather outside really is frightful; but take heart that the temperature will rise, the trees will bud, the birds will nest, and Windycrest racing will begin again. So start daydreaming of clean bottoms, tuned rigging, and the new Racing Rules of Sailing 2017-20.

To prime the 2018 racing season, our first event will be a meeting of everyone interested in this year's club racing, both seasoned racers and rookies. The meeting will be February 1 at 6:00 p.m. at the Schusterman-Benson Library at 32nd Place and Harvard Ave. It will be an open forum on how our racing will be conducted this year. Everyone is encouraged to contribute ideas, complaints, recommendations, as well as general thoughts about encouraging participation. Welcome also are your thoughts on:

Handicapping/scoring, sailing instructions and needed revisions, composition of the racing fleets, PRO recruiting/race management, racing schedules, and anything else that seems important

Please be there with your good ideas or just come to listen.

Then in later February, we will reprise the popular and successful Windycrest Sailing and Racing Seminars. Three weekly seminars will cover many important aspects of sailboat racing for both seasoned racers and newbies. There will be useful instructions on the new Racing Rules of Sailing and sportsmanship; tactics and strategy; reading and reacting to the wind; proper race management; boat handling and boat preparation; and boat/equipment maintenance. And especially for new and new-ish racers: How to Really Enjoy Sailboat Racing Without Being Frightened or Intimidated. The exact dates and place will be announced shortly, so watch your in-box. These seminars were always fun and very useful, and we plan to continue the tradition this year.

So stay warm and healthy, drink plenty of liquids, take your vitamins, and get ready to race in only a couple of months.

David Hyman

Fleet Captain

I Don't Want to Race!

We know you don't. BUT, let's talk about it. We've found racing sailboats is one of those things that can be slightly controversial. Odd as it sounds there are some sailors who not only don't like to race in a sailboat, they resent it – it bothers them. "Why would I ever want to sail around a triangle, stressing out, trying to go a half knot faster than someone else who is also white-knuckled and experiencing a bunch of his own stress? I want to relax when I sail – that's why I sail!" Yes, we get it. You left out the part about intentionally trying to cut each other off and scream at one another.

It's true that yacht racing allows for this type of behavior and the goal is definitely trying to get that small edge on your competitors, but put that aside for a minute and be open to a different view on why participating in some races might be a great thing to do.

First, forget about that whole white-knuckle stress thing...it doesn't have to be that way, even if that is a perception. What about this – get some friends together and announce that soon you are interested in losing your first yacht race and that you need their help to ensure you do. Have fun preparing for your imminent loss. Let the crew know that you will be rounding the weather mark and you fully expect them to botch the spinnaker set and will be upset if they don't. Enjoy the experience. Laugh. However, during this horrible first outing on the race course, you will notice that by virtue of being forced to make many turns, set sails often and attempt to sail consciously and well – there is an enormous and accelerated learning experience happening. *Cont'd*



“I didn’t have a great interest in racing when I first started,” said ASA instructor Nik Vale who has raced thousands of miles all over the West Coast. “It was an opportunity to get out on the water in a consistent way. I didn’t have a boat, but I liked to sail – lots of people need crew so I was able to sail every weekend because of racing. During that time, I learned an enormous amount and, in the process, got hooked.”

Not everyone who races is driven by a competitive nature – many just have fun getting together with friends as they learn more about sailing. It’s also cool to enjoy the teamwork aspect of the sport – win or lose. But perhaps most relevant is the idea that racing is a mandated excuse to get out on the water, keep the boat up to snuff (if you’re the owner) and get experience on the fast track.

Many a non-racer has, through a drunken promise at a yacht club or some other circumstance, found themselves competing in a race and finding that it’s actually not what they thought – that it is still, in many ways, a relaxing and enjoyable day on the water.

One last thing to consider is about the offered events in your given location. For those looking to start out easy, explore the variety of races that are out there and pick one that’s more suitable for the novice breed. Some places actually have races designed for first timers, but short of that, ask around and enter one that’s not overly serious.

We say, give it a shot – don’t compete for a trophy, compete for who has the most fun on the boat. If you try that, you just might find the odd race here and there is a cool way to spend the day and get some good learning in. By the way, there’s no way to prove that ‘who has the most fun’ thing, so you’re bound to come out ahead!

Article Courtesy of American Sailing Assoc. and Pat Reynolds

WWW.ASA.COM



AWARDS PARTY 2018

WHEN: Saturday February 24th at 6:00 PM

WHERE: Buddy LaFortune Community Center,
5202 South Hudson Ave. (on the east side of Lafortune Park.)

COST: \$5.00 for Adults
Free for kids 12 and under
Pay at the Door

FOOD: Pizza
Beer & Wine.

RSVP: Reserve your spot by Friday, Feb 23rd
Email to - awards@paramount-law.net
And let us know how many will be in
your party.



Awards

From the Treasurer



Dues and fees are due on or before February 1st, late charges will be applied if your postmark is after February 15th. Please be sure to sign your renewal form and include your full payment. Postmark dates control and remember that using a bank “bill pay” service may take up to 10 days for us to receive payment, we must have your signed renewal form and full payment to process your renewal.

Thanks to the 55 members who have completed their renewal as of January 12th. Only 169 to go.

Please mail your renewal as soon as possible to help the Board of Governors plan for the upcoming sailing season. If you haven't received your renewal form, please contact me at tomprocpa@aol.com.

Tom Proctor



Keystone Dam And Reservoir

- Location: On the Arkansas River at river mile 538.8 (as measured from the Mississippi River), about 15 miles west of Tulsa.
- Cost: \$127 million.
- Length: 4,570 feet. The concrete section is 1,500 feet long and contains the 856-foot-long spillway.
- Contains: 4.3 million cubic yards of dirt and 770,000 cubic yards of concrete.
- Can hold: 625 billion gallons of water before overflowing.
- Covers: 2,500 acres, including the former towns of Mannford, Keystone, Prue, Appalachis and part of Osage and is located in Osage, Pawnee, Creek, Payne and Tulsa counties.
- Deepest point: 73 feet, at the dam.
- Top of dam at the roadway: 771 feet above sea level.
- Top of the spillway gates and flood control pool: 754 feet above sea level.
- Can generate: 63,000 kilowatts of electricity from two generators.

For more information about Keystone Dam, visit the U.S. Army Corps of Engineers Tulsa District Web site at www.swt.usace.army.mil/ or contact the Corps' Keystone Project Office at 865-2621.

History of The Lake

- Key dates in the history of Keystone Dam:
- May 17, 1950 — Flood Control Act approved by Congress authorizes Keystone Dam project.
- January 1957 — Construction begins.
- Nov. 10, 1959 — Bids opened on the spillway portion of the dam, the largest single contract.
- Oct. 15, 1960 — First bucket of concrete poured.
- July 7, 1962 — Theodore Spears becomes the first worker to die during the construction of the dam.
- Sept. 27, 1962 — Last bucket of concrete poured.
- May 16, 1964 — James Stewart died and four others were hospitalized after breathing carbon monoxide while using a gasoline-powered motor during construction at the dam.
- Sept. 11, 1964 — The last bulkhead was installed, closing the dam and allowing water to be captured.
- Nov. 19, 1964 — Flood waters prompt the dam's spillway gates to be opened for the first time.

The article "Shifting Sands of Time", appeared in the Tulsa World on February 15, 1998. For whatever reason I saved it and found it a few days ago. It is now almost exactly 20 years old. Some of you might remember it, and hopefully everyone will enjoy reading it.

Danny Ziegler

- May 22, 1965 — Keystone Dam was dedicated.
- Oct. 9, 1965 — The road over the dam, Oklahoma 48, was reopened after being closed for a year during construction of the dam's powerhouse.
- Oct. 27, 1967 — Amos Crowles and James Doyle Smith died during a construction accident at the dam.
- May 2, 1968 — The No. 2 generating unit became operational.
- May 21, 1968 — The No. 1 generating unit became operational.
- Nov. 18, 1974 — At the time, record high-water mark of 754.86 feet above sea level set, 28 feet above normal.
- Sept. 29 to Oct. 21, 1986 — The largest flood of record had a volume of 4,444,000 acre feet, which is equivalent to 3.73 inches of runoff. The peak inflow to the lake was 344,000 cubic feet of water per second. The high water mark was set at 755.85 feet above sea level.
- May 14, 1993 — Current all-time-high water level was measured at 756.49 feet above sea level, 30 feet above normal.

Sources: World Library, U.S. Army Corps of Engineers

Shift Lake Bottom

By Rik Espinosa
World Staff Writer

Grain by tiny grain, the hourglass is slowly filling, and time is running out for this lake called "The Jewel of the Prairie."

Fifteen miles west of Tulsa, the Keystone Dam began stopping water from the Arkansas and Cimarron rivers in 1964, and since then sand and sediment have been filling the lake, which when built could contain 1.8 million acre feet of water.

In 58 years, the U.S. Army Corps of Engineers, which operates the Keystone Dam and controls Lake Keystone, estimates that the effects of silt will begin to cause problems with flood control.

Silting is already causing problems with some recreational activities.

According to a summary of the lake's life span by the corps, it is estimated that "all storage in the lake will be filled with sediment" in the year 2181.

While the problem of lessened flood control is six decades in the future, coming up with a solution is going to require a great deal of study.

It took more than 40 years to get the dam operational from the time it was first proposed.

The idea to dam the Arkansas River began taking hold in the 1920s, records show.

The problem of silting and the life span of the dam were not big issues when the project was in the planning stages.

U.S. Rep. Tom Steed, D-Shawnee, said in a Jan. 13, 1950, article that he opposed the building of the Keystone Dam because "... he was in-stone the reservoir would collect silt rapidly."

Steed was in favor of three

as
be smaller flood-control projects
he planned for the old Mannford,
sig Blackburn and Taft areas.

he He was not alone in his opposition to the proposal.

ee, In fact, the seventh item on a
sat 1946 petition protesting the construction of the dam said, "The lake, if built, will in no way prevent the silting and loss of top soil from our remaining farm lands ..."

ee The petition was quoted in a

March 1, 1946, Tulsa World article headlined "Opponents Open Fight Against Keystone Dam."

**Silting is Affecting
Some Recreation Areas**
Keystone Lake and Dam Manager Jeff London, who is employed by the Corps of Engineers, said silting already is affecting some recreational activities.

"The silt is coming down the riv-

er; there's no doubt about that. You can see that very evident at Old Mannford Pawnee Cove area on the Cimarron (River) and up around the city of Cleveland on the Arkansas River, London said. "You're going to see a movement from a relatively deep lake to a, maybe, shallower lake."

At Westport Marina, near Mannford, the lake bottom is rising because of the accumulation of silt, London said.

Chuck Farmer, general manager of the Pier 81 Marina near where the Cimarron River meets the Arkansas River, said some people using his facilities think the silting problem could become severe within the next 10 to 15 years.

He said observers noticed how much silt the lake contained last September when the lake's water level was significantly dropped to do some work on the dam.

"A lot of the shoreline area was exposed, which really showed up how much more of the ground is filling in," Farmer said.

Silting is Actually Lower Than Projections

London said all lakes fill with silt and that Lake Keystone is actually far behind earlier silt-level projections.

The lake and dam project was initially designed to have a 50-year economic life — the term used by the corps to define the useful time-line the lake, according to information provided by the corps.

"That means the benefits provided by the lake would repay the cost of construction within a 50-year period of operations," the corps said.

The project is in its 33rd year of operation, and sediment surveys conducted since 1969 show that the

See Silt on A-21

...Silt

Continued from A-17

rate of material filling the lake is at only 55 percent of what was expected — expanding the lake's economic life to 100 years, according to corps.

"We will always have flood-control capabilities. Even if you had a flat lake out there full of silt, you would have the area above it to hold a flood," London said.

"You will probably always have a river channel there with some (deeper water), and you

will probably see a conversion to a more wetlands environment," he said.

Corps spokesman Ross Adkins said flood control will continue to be the No. 1 priority of the dam, with an estimated \$519 million in flood damage averted since it was built.

In addition, figures provided by the corps said the lake provides more than \$39 million since it was built in benefits through hydroelectric power, the economic impact of recreational

activities and prevented flood damage.

The current operation and maintenance costs to run the lake and dam are \$3.6 million per year, the corps said.

The lake and dam are named for the town of Keystone, which is now covered by the lake's waters.

The Future of Lake Keystone

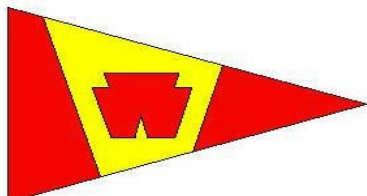
What to do about the gradual silting of Keystone Lake seems

to be left to generations yet born.

"What they could do is just leave Keystone alone and put another (dam) in, either above or below it," Adkins suggested.

Dredging the lake "is not considered a viable option at this time" because of environmental problems due to the "heavy metals" in the silt, London said.

"That's a whole different bucket of worms. Sometimes you're best, as they say, to leave a sleeping dog lie."



WSC Board Minutes January 8, 2018

The Windword

The official publication of Windycrest
Sailing Club

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Barbara & Warren Graham

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Barend & Claudia Meiling 918-749-3722

Sunfish/+95 Fleet

Skeeter Chilton 918-346-9518

Call Meeting to order: Drew Ziegler (Commodore), Bryan Wutzke (Vice Commodore), Jason Williams (Rear Commodore), David Hyman (Fleet Captain), Cathy Casad-Absent (Secretary), Tom Proctor (Treasurer), Victor Wandres (Activities Chairman) and IV McNamara (Past Commodore)

Guests present:

John Eccles applied for membership. Motion was made and approved.

Secretary comments:

The previous month's minutes were approved.

Windword editor comments: Windword deadline is Sunday, January 14.

Treasurer report:

Tom Proctor distributed the financial report. The 2018 budget was discussed and approved. A discussion occurred about adding \$10,000 to the club reserve and it was approved.

Vice Commodore report:

Bryan Wutzke no report.

Facility Manager report:

RC boat needs new floor cover. Volunteers needed to replace floor covering.

Activities Captain report:

Victor Wandres reported the Awards Ceremony will be held on February 24th at 6pm. Food and Drinks will be provided. (Soft drinks, Beer and Wine)

Fleet Captain report:

David Hyman reported sign up for PRO is underway.

Rear Commodore report:

Jason Williams reported class plans are underway.

Planning week long camp for kids

Weeknight activities for adults

Commodore report:

Drew Ziegler no report:

Meeting was adjourned 8:45 p.m. The next meeting will be on **February 5, 2018**, at the Case Community Center at 6:30 p.m.

Respectfully yours,
Cathy Casad
Windycrest Secretary



Notice of Series

Carol Williams Pond

1. Event: The Greater Tulsa Model Yacht Club will conduct the Winter Series beginning Sunday November 19th at Carol Williams Pond in Tulsa Oklahoma. The Series Ends March 18th
 2. Rules: The series will be governed by the rules as defined in The Racing Rules of Sailing (RRS), except as any of these are changed by the sailing instructions, and by rules of the authority governing the waters on which the event is sailed. Sailing instructions will be available online at <http://www.gtmyc.org>
 3. Eligibility & Entries: Eligible boats are remote control wind powered CR914 Class sailing boats.
 4. Schedule:
1:15 Race course set up
2:00 Start of Race 1
Races 2+ to follow
- ***No Racing December 24th***
5. Weather: If at Noon of the race day the temperature is colder than 40F or wind gusts are greater than 20 mph, racing for that day will be cancelled. If the pond surface is frozen, racing that day is cancelled. The Fleet Captain will notify of cancellations via text message.
 6. Notices to Competitors: Notices to competitors will be made orally prior to racing that day. Notices may also be emailed to participants or sent via text message using info supplied by the participant during registration.
 7. Changes to the Rules: The sailing instructions may modify the rules.
 8. Prizes: Bragging rights are available.
 9. Scoring: The regatta will be scored using the Low Point system of Appendix A, except as modified by the sailing instructions.

Questions: Contact IV McNamara s20sailor@gmail.com 918.978.4232

Spectators are welcome!

If you are interested in RC sailing and want to give it a try, please contact IV McNamara to use our loaner boat.