



THE MAINSHEET



Vol. 37 No. 3

March, 2008

Cheney Lake, Kansas

From The ~~Commodore~~

Hello fellow sailors. It is March and there is always more going on than March Madness Basketball. We had our BOG meeting last week and there are all kinds of plans for this spring and summer. We had the meeting of all committee chairmen with the board members yesterday at the Afterdeck, followed by the Slip Exchange meeting. It went very well and it appears everybody has been able to get a slip for this season. A special thanks to Allen and Thumper Johnson. They really have the slip exchange process easily monitored. We had the entire meeting over in less than 45 minutes! I hope you all have had time to make up a "stuff to do" list for your boats. I know I have started and it seems like a huge amount of projects just on my boat. After the exchange meeting a few of us were sitting on Renewal (my boat), basking in the sun, remembering some of the fun events from last year and planning a few for this year. I was so happy to share the afternoon with some of my friends. We all seemed to need an injection of a floating boat in March. I hope to see you soon. If you have any questions about upcoming events, call me at my office 773-4800 or on my cell 841-8318.

This Month

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notices:

* **Afterdeck Reservations**

If you are interested in reserving the Afterdeck for NSA activities or renting the facility for a private function, please contact Past Commodore Schoen Fitzgerald via e-mail pastcommodore@minnescah.org or phone 316-682-8477

* **First All-Club Workday**

The first all-club workday will be held Saturday May 17th.

* **Crane Key**

The key switch for the Crane has been repaired and once again requires your key to operate. Please remember to bring your crane key along when you plan to use the crane.

* **Orientation Classes**

On April 19th Patrick will be conducting a Crane Orientation class at 11 am; Committee Boat class at 12 am; and Afterdeck class at 1 pm. If you are not familiar with the operation of these items or would like a refresher, please just show up! No reservations required!

From the Editor:

Please note the deadline schedule:

- Announcements of scheduled events (such as dinners and races), ads, and any items that need to be typed must be received by Thursday, April 3rd.
- Only items on IBM formatted discs or e-mail will be accepted until 6:00 p.m Monday, April 7th.
- Any late material will be published the next month.**
- Bring or mail your material to the Editor, Mark Reeves at 3240 Country Club, Wichita, KS 67208, (316-685-7425), **or E-mail it to: nreeves@cox.net** (E-mail is preferred)
- Commercial advertising rates listed on Classified page.

Board of Governors

Minutes - Board of Governors
Ninnescah Sailing Association - March 6, 2008

BOG members present: Hudson, Woodward, Shull, Graves, Knox, Pierce and Fitzgerald. Others present included Adams, Coulters, Mosley, Olsen, Evans, Fremin, Carter and Hopper.

- The meeting was called to order at 7:10 pm.
- The minutes of the February meeting were approved as published.
- Adams reported the Bureau is discharging water from the lake, the weather station computer glitch has been repaired, the dead tree at the crane has been removed along with some old lights and a new faucet has been installed in the Afterdeck. He advised that the underground electric line replacement project is awaiting Bureau approval and reminds members to get their park stickers before the price increases.
- Woodward informed the BOG that all leases had been returned.
- Hudson presented the monthly financial report which was reviewed, discussed and accepted.
- Knox suggested the BOG consider fees for winter in water storage of boats from November 15 to March 15 in the amount of \$50 without a bubbler and \$100 with a bubbler. The proposal was tabled until later in the year when fees will be reviewed. He advised he had been in contact with area fire departments regarding their SCUBA units using the search for sunken moorings as a search and rescue training exercise. Several departments are considering it. There was a discussion regarding slips going unused for several seasons, but no action was taken.
- Pierce asked if it made economic sense to continue the



Memorial Day Regatta in light of the extremely low participation in the past few years. He also discussed allowing work credit for the Jr. Sailing Regatta. The BOG determined both decisions were within his authority to make.

- A discussion took place among those present about reviving weekend racing with regular starts. The BOG encouraged the club members present to work with the Vice Commodore to build interest and get it reinstated.

- Graves distributed the work credit committee list and reminded the BOG of the meeting of the committee chairs to be held March 9, at the Afterdeck preceding the slip exchange meeting. The BOG answered a question about the slip exchange process asked by a club member present.

- Graves, reporting for Carlsen, advised the BOG that the underground electric line replacement project is scheduled for late March, or as soon thereafter as Bureau approval is obtained, and indicated volunteers will be necessary to do some of the dirt and conduit work. He reminds members not to leave used oil or batteries at the club, to put names on trailers and to lock the gates.

- Woodward informed the BOG he would be participating on behalf of NSA along with representatives of the Cheney Lake Association in the Legislative Day hosted by the Park Authority in Topeka on March 13, 2008.

- The request to transfer Evans slip to Fremin was approved.
- The BOG reviewed the contract with the accountants. After discussion and clarification, the contract and fees to be charged were approved.
- The meeting adjourned at 8:15 pm.

Next BOG meeting will be at Quincy's April 3, at 7:00 pm.
Monthly BOG breakfast will be March 18, at The Beacon at 7:00 am.

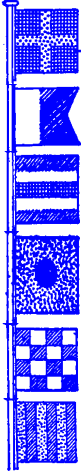
Easter Brunch & Mimosa Hunt

GREAT FOOD!! GREAT FUN!! GREAT FRIENDS!!!!
Mimosa Hunt for the Adults - Easter Egg Hunt for Kids
Activities for the Teens!

When: March 29th - Saturday
Time: 10:00 A.M. - 1:00 P.M.
Where: Afterdeck
Cost: \$17 for Adults, \$15 for Kids

Call Thumper at 719-5757 or
E-mail at Thumperaudio@yahoo.com
for your reservations.

Please let us know the ages of your kids with the reservation.



Racing News

KBRS 2008

Learn more about the friendly competition that takes place on Saturdays and Wednesdays throughout the year. Racing is one of the best ways to improve your sailing abilities. Even if you only want to participate as a crewmember, there are always skippers looking for help.

KBRS Kickoff Meeting - April 20th - 2 p.m. - **The Afterdeck**

For more information, check out the KBRS website at www.kbrs.org. The proposed Schedule will be on the web site.



“Warm weather is coming, so start planning to join the small boat sailors this summer. We’ll be sailing from the cove on Tuesdays and Saturdays and many other days when the wind blows.”

**IS YOUR YARD SPACE
OUT OF CONTROL?**

**Let Jr. Sailing Mow
For You!**



**Annual Contracts Available
\$134 / yard space**

**For More Information
Contact Allen Johnson**

at 729-5757 (Note the corrected number.)

Proceeds benefit NSA Jr. Sailing programs.

N O T I C E

\$\$\$ COST FOR PARK PERMITS \$\$\$ IS INCREASING

Permits may be obtained at the KDWP offices located at the Great Plains Nature Center at 29th St. and Woodlawn.

** Motor Vehicle Fees	Off-Season 1/1/2008 - 3/31/2008 & 10/1/2008 - 12/31/2008	Prime Season 4/1/2008 - 9/30/2008
Daily Vehicle	\$3.70	\$4.20
Annual Vehicle (Temporary available online)	\$19.35	\$24.35
Annual (2nd Vehicle)	\$11.85	\$14.35
*Seniors/Disabled Daily Vehicle (Kansas residents only)	\$2.60	\$2.85
*Seniors/Disabled Annual Vehicle (Kansas residents only)	\$10.75	\$13.25
*Seniors/Disabled Annual (2nd Vehicle) (Kansas residents only)	\$7.00	\$8.25
Duplicate annual vehicle permit (any time)	\$12.15	\$12.15

2008 Social and Special Events Calendar

2/3/08 Sun	Super Bowl Party	8/16/08 Sat	NSA Golf Tourney
3/9/08 Sun	Slip Exchange Meeting	8/31/08 Sun	Labor Day Dinner
3/29/08 Sat	Easter Brunch and Mimosa Hunt	9/20/08 Sat	Picture Party
5/25/08 Sun	Memorial Day Picnic	10/18/08 Sat	Low Country Boil Dinner
6/14/08 Sat	Blessing of the Fleet	11/16/08 Sun	Annual Meeting
7/4/08 Fri	Commodore's Breakfast	12/13/08 Sat	Christmas Party
7/5/08 Sat	DJ and Burgers	12/31/08 Wed	New Year's Eve Party
7/19/08 Sat	Progressive Dinner		

Central States Sailing Association and Ninnescah Sailing Association Sailing Calendar

Summer 2008

April	19 & 20	Dogwood Regatta	Thunderbird SC	Paul Reynolds	(405) 321-7968	S
	26	Grand Cup	Grand Lake SC	Virginia Buoen	(918) 582-1877	O
May	3 (tent.)	Pete's Pier Regatta	Lake Tapawingo, MO			O
	17&18	Hobock/Tillotson Memorial Spring	Windycrest Sailing Club	Ray Adams	(918) 234-7202	S
	31	Hmmmmmmfest	Central Oklahoma Sailing Club	Bob Fink	(405) 720-0667	A
June	7	CSSA Junior Regatta #1	Windycrest Sailing Club	Steve Elliott	(918) 749-9268	J
	21 & 22	Lighthouse Regatta - CB	Oklahoma City BC	Daniel Camp	(405) 262-5769	C
	28 & 29	Lighthouse Regatta - KB	Oklahoma City BC	Daniel Camp	(405) 262-5769	C
	28	CSSA Junior Regatta #2	Weatherby Lake YC			J
July	4	Colussus Cup	Ninnescah SA	Curtis Gibson	(316) 201-1645	O
	12	CSSA Junior Regatta #3	Ninnescah SA	Curtis Gibson	(316) 201-1645	J
	19 & 20	Whitecap Regatta	Ninnescah SA	Curtis Gibson	(316) 201-1645	S
	26	CSSA Junior Regatta #4 and West Marine Fun Regatta	Thunderbird SC	Karen Mellgren	(405) 321-7968	J
August	2&3 (New Date)	CSSA Junior Championship Regatta	Oklahoma City BC	Dolores Aughtry	(405) 348-9161	J
	31 & Sept 1	CORN	Ninnescah SA	Curtis Gibson	(316) 201-1645	A
Sept	20 & 21	Equinox Regatta	Tsa-La-Gi YC	Jim Covey	(918) 948-3449	A
	13-15	Long Distance Classic	Grand Lake SC			O
October	4	Pink Ribbon Regatta (formerly Morton)	Grand Lake SC			C
	4 & 5	Indian Summer	Oklahoma City BC	Daniel Camp	(405) 262-5769	S
November	1	CSSA Annual Meeting	TBD	IV McNamara	(918) 408-1603	O
	2	Hiram Douglas Long Distance	Thunderbird SC	Karen Mellgren	(405) 321-7968	A

Weather Station Update

Most members are aware that we installed a weather station back in November with the weather data accessible on the WWW and displayed on a couple of monitors in the Afterdeck. This was a project funded by donations made to Friends of Cheney Lake and we thank all those that made this possible.

The monitors in the Afterdeck display the weather info in real time. The info on the WWW is updated about every 10 minutes in part because of how the software works, and in part because of bandwidth limitations of our satellite link to the Internet. If you're a regular visitor to that site you probably noticed that it was down for several weeks in January and February. That outage was due to problems with the weather instruments which we returned to the manufacturer for repair. It was down again for about a week just recently, but this time the instruments were working fine—the network card in the computer that pushes the weather data to the WWW went bad and needed to be replaced. Welcome to the world of high-tech!

If you haven't seen our weather data on the web you can get there by clicking the "Weather Conditions" link on the club's home page (www.ninnescah.org), or by going directly to it at www.ninnescah.org/weather/wx.htm.

GUST

Kick-Off Party & Clinic

Saturday, May 31st - Sunday, June 1st

Oklahoma City Boat Club

At the party, come meet our new GUST coach, renew friendships from last year and make new friends! At the clinic, we will split into two groups, one for GUST sailors and one for the GUST racing team.

Sports Trainer Hayden Cowie will work with both groups on fitness training for sailing.

GUST SAILORS: Our GUST coach will work the GUST sailors to "dust off the cobwebs" and work on sailing skills.

RACING TEAM: Nationally recognized coaches Mattia D'Errico and Ryan Minth will work on advanced racing skills with Optis, Lasers and 420s.

FEES:

GUST Sailors: No cost for GUST members. \$50 for non-members.

Racing Team: \$100 for GUST Racing Team members. \$150 for non-members.

Racing Team fees due **APRIL 30, 2008**

Saturday

9:00 – 4:00 GUST Clinic & Racing Team Clinic

6:00 GUST Kick-off Party

Sunday

9:00 – 4:00 GUST Clinic & Racing Team Clinic

Participant's registration form due by **April 30, 2008**.

Name _____ Age _____

Address _____

Phone _____ E-mail _____

GUST Sailor GUST Racing Team (Advanced Clinics) **Class:** OPTI Laser 420

Mail registration form to: Dolores Aughtry
2305 Colchester Drive
Edmond, OK 73034

Work Credit Committees for 2008

* Committee Chair

Board-Commodore:
Board-Commodore Elect:
 Property Manager:

Andy Woodward
 Graves, John & Heather
 Patrick Adams
 Olsen, Tom & Jody

Board-Past Commodore:
 Afterdeck Operations:
 Afterdeck Building:
 Public Relations:

Fitzgerald, Schoen & Nancy
 Frederick, Mike & Charli
 * Mason, Mike & Rochelle
 * Mosley, John & Kathy

Board-Vice Commodore:
 Club Boats:

Pierce, Jim & Marlys
 * Fremin, Justin & Jacquelyn
 Middleton, Nick
 * Acridge, Dan & Geri
 * Vic Carter

Race Equipment:
 Junior Sailing:

Barkman, Irene & Rick
 Gerken, Jeff & Nancy
 Graham, Mike & Lori
 Henderson, Ken
 Garrett, Jim & Magda
 Randle, Bill & Texie
 Randle, Scott & Charlene
 Randle, Steve
 * Curtis Gibson

Regatta:

Anderson, Barney & Jean
 Archer, Allen & Joy
 Beddow, Paul
 Cornett, John
 Couch, Frank & Theresa
 Findley, Kevin & Lisa
 Kinnane, Ronald & Debora
 Leonard, Jeff & Ronnie
 Riff, Jim & Kelsey
 Scuka, Tony & Janet
 Swart, Jon
 Davis, John
 Ireland, Eric
 Sawnson, Melanie

Board-Yardmaster:
 Electrician:
 Landscape:

Carlsen, Neil & Gavin
 * Carlisle, Jim & Ann
 * Rick Graves
 Baker, Jerry & Cathy
 Fresh, Rob & Nancy
 Schneidewind, Larry & Deanna
 Thibault, Delmer & Flossie
 Kramer, Jack & Doris
 Coker, Rod & Jill
 Myers, Richard & Kim
 Grendahl, Brad & Alex
 McClaren, Fred & Cheryl

Yards:

Board-Harbormaster:

Crane:
 Docks:

Moorings:

Wetslips:

Board-Operations:

Mainsheet:
 Merchandise:

New Member:

Social:

Special Events:

Website:
 RCH Communication:
 Yearbook:

Board-Secretary:
Board-Treasurer:
Administration:

* Goodwin, Dave & Sharon
 Guant, John & Diane
 Knapp, Phil & Debbie
 Stwalley, Dave
 Wade, James & Connie

Knox, Ed & Laura
 * Keller, Ray & Helen
 * Lamb, Allyn & Naomi
 Carter, Kent
 Gronniger, Dale & Deborah
 McManamey, Tim
 * Peppard, Scott
 Vetter, Gary
 *A= Rogers, Bill & Karen
 *B= Peppard, Tim
 *C= Hopper, Frank & Martha
 *D= Honeyman, Jim & Chrysa
 *E= Stansfield, John & Linda
 Bittle, David & Darla
 Carroll, Max
 Cheatum, Gary & Viki
 Douthit, Doug & Denise
 Hatton, Bill & Judy
 Kennedy, Dale & Sheri
 Mack, Stuart & Linda
 Shepard, Gary & Rhonda

Garvey, Sondy
 * Reeves, Mark & Nancy
 * Niernberger, John & Tamy
 Zender, Jon & Bette
 * Coulter, Pat & Heather
 Boldenow, John
 * Roger & Joan Gibson
 Kearbey, Wayne & Mary
 Quadlander, Barbara
 Curfman, John & Joan
 Stucky, David
 Garrett, Robert & Jody
 Sundberg, Eric & Leslie
 Wood, Phillip & Cathy
 Arnold, Adam & Connie
 * Thumper Johnson
 Born, Sheryl & Bob
 * Holley, Shannon & Jennifer
 Fox, Ray & Shelia
 * Chase, Stan & Melanie
 McCormick, Guy

Shull, Rich & Carla
 Hudson, Patty & Ralph
 * Johnson, Allen
 Hobbs, Doug & Dana

“AHOY SHIPMATES”

submitted by:

Lt Col John Stansfield
“Merlin”
Catalina 25

Ahoy shipmates and greetings from the far side of the world,

If you’ve been out to the club lately you might have noticed something missing, the club flag. No worries mate, it’s with me on the far side of the world, about as far from Kansas as you can get without getting closer again. We’re in a lovely little vacation spot by the name of Al Udeid Air Base, just outside Doha, Qatar. By the time you read this we’ll have flown enough combat missions over Iraq to qualify for at least one, maybe even two, Air Medals.



I’ll save you the trouble of running down below to the navigator’s station and pulling out the charts. Qatar is a tiny country located entirely on a peninsula on the western side of the Persian Gulf, anchored on its southern border to the mainland of Saudi Arabia. It’s more or less what you’d expect of a desert country, sand, dust, rocks and more sand. Try to imagine a demolition site where they’ve raked out the rubble and you’ll have a pretty fair picture. Throw in a dead bush for color.

When I’m not sailing, which sadly is most of the time, I fly KC-135 tankers for the Air Force. Our primary mission is to haul 30,000 gallons of jet fuel around the sky and pump it into other airborne aircraft, “passing gas” as it were. We’re something of a flying Quick Trip minus the snacks and Slurpees.

My crew and I left Wichita on 12 January and set the auto-pilot (self-steering vane?) for an en-route stop at Mildenhall, England. We flew northeast, over the Great Lakes, Canada and Greenland to about 58 degrees north or so and then back down. It’s the shortest route actually. Take a look at a globe if you need to convince yourself.

The first time I crossed the Atlantic was on a frigate in 1992 when I was in the Navy. That took two weeks since the Navy limits its ships to fourteen knots. So far I haven’t crossed on a sailboat and I can’t help star-



ing out my window at all that water and wondering what it must be like to inch along at six or seven knots, especially when my ground speed readout is showing 540 knots. It only takes the tanker about four and a half hours to cross the pond after coasting out from Greenland, depending on the winds aloft. That’s significantly faster than most civilian jetliners. Not bad for a 50 year old airplane.

When I say fifty years old I’m not exaggerating or referring to the aircraft design. The particular airframe we flew here was assembled in 1957. To put that in perspective, try to think of something you have around the house that’s 50 years old and you use on a regular basis, other than your spouse.

Our overnight stop in England featured an evening at “The Bird In Hand” pub. The crew dined on the inevitable fish and chips washed down with large quantities of Guinness, several varieties of cask ales and a few Irish Car Bombs. An Irish Car Bomb? Well, you drop a shot glass of Bailey’s Irish Cream into half a pint of Guinness and then chug the whole thing. (Caution, don’t swallow the shot glass.) In the Navy this is done with whiskey and is known as a “Depth Charge”. The festivities at the pub were followed by joyous singing on the stagger walk back to the base. Ah, to be a sailor ashore! At this point I should mention that none of



my crew violated the Air Force’s rule of no drinking within twelve hours of flying and we were all fit for duty the next morning. The Brits have a somewhat different rule. No drinking within 75 feet of the aircraft.

The next day found us crossing the English Channel into France, over the Alps, Bulgaria, the Black Sea, Turkey, Iraq, the Persian Gulf and finally Qatar. Let the games begin! First stop, Qatari Customs. Let’s see, no porn which includes things like car/bikini magazines, fitness magazines, Men’s Health, Ladies Home Journal etc, no poker chips, and of course-no alcohol. Fortunately they didn’t question my extra large bottle of mouth wash. It’s my own formula of blue food coloring, a drop of peppermint oil and grain alcohol. Makes a great morning eye opener. Off to our next stop, In-Processing for paperwork, the first of many briefings, and more paperwork. Naturally, the briefings are anything but brief. The Air Force takes an hour and a half of information and compresses it into two days. The information is repetitive, mostly irrelevant and often times contradictory. For example, General Order Number One states that personnel are forbidden to enter the rooms of persons of the opposite sex (this includes the married couples that are here). Okay, “No friggin’ in the riggin’”, I can



understand that. Then the next briefer mentions that free condoms are available at the clinic. Hmm...maybe that explains why the bomb shelters are known as the “Love Bunkers”. After all, what you do in the privacy of your bunker is up to you.

At last, we were given our room keys and trucked off to our trailers. Al Udeid is Middle East trailer park living at its best. The only draw back is having to walk to the latrine trailer or Cadillac, Caddy for short. Of course, dehydration is always an issue in the desert so we’re constantly guzzling Gatorade or water with the predictable result. So then it’s off to the Caddy, sweating the whole way there and back. Naturally, these vital fluids must be replaced so it’s more Gatorade. You get the picture.

After our two days of briefings we finally pull our first mission. This one is to Iraq although we also fly to Afghanistan. I

can't tell you exactly what we did or I'd have to kill you. Then again, I could give you a hint and just beat the crap out of you. Our missions go something like this: we show up at Tanker Operations-radio call sign "Caddyshack"- three hours prior to take-off time for...you guessed it, more briefings. We get briefed on what airplane we'll be flying



that day, the operations we'll be supporting and the latest enemy intelligence. We also get to see gun camera video from the aircraft we've refueled. Typically it's night vision video showing a vehicle or building with a cross hair on it. A second or two later there will be a big POOF. No more building. It will also have the call sign of the aircraft that dropped and the supporting tanker. Since most of our missions are flown at 20,000 feet or higher, we don't actually see the results of the work we do. Even though the tanker may not be the "tip of the spear"- we're more like "the shaft"- it's good to see that we're actually helping to put bombs on target or supporting our the guys on the ground.

After a pre-flight inspection we start engines, taxi out to the runway and take-off. We work with controllers from Qatar, Bahrain, and Kuwait on the flight up to Iraq. At the border we "go tactical" switching to military controllers. Once on-station in our re-fueling track we open for business. Fighters will begin swarming around us, all thirsty for fuel. They join up on the port side wing to await their turn at the refueling boom. When a fighter finishes refueling, he slides from the boom to the starboard wing to await his wing man. Once complete they peel off and drop back down to their assigned airspace. Often times on their second or third refueling, they'll have bombs missing from their wings. Time permitting they'll tell us over the boom interphone what they did, took out a couple of terrorist planting roadside bombs or drove off some bad guys shooting at our soldiers. Occasionally when they are supporting a TIC (Troops In Contact) they will "yo-yo". One will come up to the tanker while the other remains low flying cover over our troops. Then they'll swap, never leaving our soldiers unsupported. With a tanker

overhead we can keep this up for hours, keeping the pressure on the enemy.

After several hours on-station and with our fuel running low we head back to the ranch. Last night we arrived during of one of the Middle East's frequent dust storms. High winds had kicked up the dust reducing visibility to the minimum required to make an approach. As we descended down the glide slope my co-pilot and boom operator strained to pick out the runway lights while I concentrated on the flying the aircraft on instruments. At the bottom of the approach, only 200 feet above the desert floor, the co called "field in sight" and we continue to a baby soft, "are we on the ground yet?" touchdown. Well, it might have been a little firmer and anyway, I think the co-pilot looks good with his new white hair. So what do you do to unwind after a hard day of fighting for democracy? Why, you head over to the Desert Eagle Lounge (DEL) for your beer ration of course. Now, don't confuse "ration" with "issue". As the old



saying goes, there's no such thing as a free beer. It still has to be purchased and there is a limit of three a day per person. Fortunately for the sailors among us, there are enough non-drinkers around who seriously underutilize their daily ration cards. Not surprisingly, using someone else's beer card is against regs but most seem willing to run the risk for the chocolate bars and nylons. After punishing the liver at the DEL it's off to the gym where the rest of the body is punished for no particular reason. I generally push myself to do at least six and a half minutes on the tread mill completing a minimum of thirty yards. Grueling, I know. Completely spent, I'll relax under the Bra to recover my strength. To fully appreciate the Bra (see photo) one must spend a few months here and refrain from using the Love Bunkers.

Before concluding, I'd like to tell you a bit about my boom operator, a guy by the name of Diver Dan. He won't tell us why he is known as Diver Dan but I suspect it has something to do with how long he can hold his breath, or perhaps how long he can make those around him hold theirs, I'm not

sure. Dan, you see, suffers from what medical professionals refer to as "terminal gas". Just who is likely to die is equally unclear. Dan may just be the Air Force's idea of organic chemical warfare. Mustard gas and nerve gas are child's play compared to Dan's gas. In his defense though, he is the only crew dog I know that flies with his own can of air freshener. Frequently during a flight the scent of wild flowers will waft up into the cockpit. This is immediately followed by the aroma of high tide at the dairy farm. I am not exaggerating when I say that more than once my co-pilot and I have gone on emergency oxygen to escape the deadly fumes. I'll also tell you that in spite of his noxious exhaust there is not a finer boom operator in the Air Force or anyone else I would rather deploy with. Dan is not just a brother in arms, but a brother.

In closing I'd like to say "thank you" for sticking with me this far and also "get a real life". I hope to have the club flag back home sometime in late March. Then again you can never be quite sure when you use "Uncle Sam's Overseas Tours and Travel". Next time you're at the club stop by E-19 for a little rum and sea story or two. Or, if it happens to be a Wednesday race night just look way to the back of the fleet for the very last boat. That'll be me. Make sure you look way, way back.

Fair Winds and Following Seas Shipmates,
Lt Col John Stansfield
"Merlin"
Catalina 25

P.S. In the time it has taken be to write this, the club flag and I have flown 26 missions over Iraq and Afghanistan which is good enough for one Air Medal.



THE MAINSHEET Classifieds



J/24's For Sale. Many great J/24's 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"

Cal 9.2 (30ft). NEW PRICE \$21,000. FOR SALE BY OWNER: 1982. Looking for a nice big boat with trailer? Check this out: New main and Jib in 2000. Spinnaker and Flexible Furler. Universal Diesel. New running rigging. Bimini and cockpit cushions, refrigerated icebox. CD player. Custom road trailer. To see this boat, call Patrick at 540.3674

24' Bruce Roberts design hand-crafted wooden sloop. Inboard Volvo diesel 7.5 hp saildrive, trailer, Murray winches, winter cover. Lovingly built by the owner. Can be seen in the West boatyard. Call Patrick at 316-540-3674 to check this boat out and make an offer.

Oday 25 — 1975. Ready to sail; good condition; swing keel; 9.9 Evinrude; full set of sails; nice cabin; trailer; anchor; two-way VHF marine radio; port-a-potty; life jackets; refrigerator; CD player. Includes slip at NSA (per Board approval). \$4,500. Call Doug at 316.773.0246 or 316.305.4091.

Hobie Outback SUV Kayak – 2006 - with TrailEx aluminum trailer. The boat with options cost \$2000, the Trailer \$800. Asking \$1800 for both. The Kayak includes beach wheels, sail kit, and outriggers. This is the sit-upon kayak with peddles, paddle, and sail. Go to Hobie.com to see a movie about the peddle feature, it is remarkable. Call or email, Frank Hopper, 316-641-6136, fhopper@cox.net.

South Coast 23 – *STARDUST* - Original Carl Alberg design. 1969. Completely rebuilt in 2002. Original red gelcoat hull. New teak. New Schaeffer roller furler and 130% genoa. New mainsail cover. Lazy jacks. Spinnaker & pole on deck chocks. New Harken traveler and mainsheet. New

Harken boom vang. Two halyard winches on mast. All new running rigging. New rubber rub strip. Automatic bilge pump. Three anchors, new rode and chain on each. Marine head. 5hp Seagull Silver Century+ F/N/R outboard. Tandem axle trailer. Full cabin & cockpit cushions in good shape. Also includes two sets of foul weather gear. Hand held marine band VHF radio, hand held Magellen GPS and several good quality life jackets. \$6000.00 FOB Wichita, Kansas (316) 722-8983

COLUMBIA 26 Mk II w/trailer - WENDIGO III. Fully restored in 2006. All new halyards, lines, Stays & electrics. New gauges (Wind Apparent/Speed, Knotmeter, Depth Finder & Compass). All new interior & exterior cushions. Sails w/ bags - 2 Mains, 4 Jibs & a 4 color Spinnaker. AM/FM CD & Aux MP3 jack stereo w/ interior & cockpit speakers. 6 hp Johnson outboard or new 2007, 6 hp Nissan 4 stroke for additional \$2000. Asking \$8000 for boat, trailer & Johnson motor. OBOCall 316-619-0003

Dinghy trailer with mast crutch. \$300 or \$250. You decide. Jon Zehnder. 620-245-1776

Old Town tandem kayak-2003 -T-160. Rudder, paddles and TrailEx aluminum trailer with spare tire. Great shape. Used very little. \$900 or \$850. You decide. Jon Zehnder. 620-245-1776

Hobie 20. 1998 .Excellent Condition, 2007 Main and Jib, Full trailerable cover \$5900, icsammis@yahoo.com, 316-371-7809

Bottom Paint - One gallon, Red, Interlux Bottomkote with Irgarol Ablative bottom paint \$100. Approximately one and one-half gallons of, blue, Interlux Micron CSC Antifouling Paint \$250. Contact Tony @ 316-942-1990 or n0cur@yahoo.com .

Want to Buy - Dock Boxes. Call Roger & Joan Gibson 620-663-5572.

MAINSHEET

Classified Advertising Policy:

Members are invited to use this service at no charge. Call or mail your ad copy to the Editor at 3240 Country Club, Wichita, KS 67208, (316) 685-7425. mainsheet@ninnescah.org
Your item will appear in two consecutive issues unless you advise otherwise. Please let the editor know if the item is sold or if you want your ad discontinued after the first insertion. Items advertised must be boat related.

Non-members wishing to advertise a boat related item may do so using paid advertising with the following per issue fees: \$25 per ad, 50 word maximum. Payment in full and copy must be received prior to placing ad. Send your ad copy and a check to Ninnescah Sailing Assn. PO Box 1587, Wichita, KS 67201. Members of any organized sailing association who offer us reciprocal free classified advertising in their publication will not be charged.

Commercial Advertising Policy

Size	Price
Business card size	\$50
1/4 page	\$100
1/2 page	\$200
Full page	\$400

20% discount if the same exact ad with no changes is run for six consecutive months.

San Juan 21, Mark I, with trailer. Boat has mid-boom sheeting with traveler. Good Main and Jib sails with red and Blue spinnaker. Has both whisker pole and spinnaker pole. Boat is Dark blue hull with white topside. Retractable engine mount with 1998 Mercury 5 hp motor. Asking \$2200.00 with motor. Contact: j2kbrady@aol.com





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