

NOVEMBER
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A PUBLICATION of the AMERICAN Y-FLYER YACHT RACING ASSOCIATION

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PASSAFIUME DOMINATES GILBERT BEERS MEMORIAL REGATTA

By: Tom Gore, Y-2517

Pat Passafiume and crew Patrick Passafiume found the wind streaks and dodged the holes to win the 56th annual Gilbert Beers Memorial Regatta. Sailed at the Atlanta Yacht Club on Lake Allatoona, the team sailed to a second, third and a first place finish to take home the winner's trophy.

The winds were blowing out of the NNW at about 6 mph for the start of the first race. The lake was three feet above full pool requiring the race committee to tie balloons to a submerged reef marker in the middle of the race course. With temperatures in the mid 70's, Carl Owens, Race Committee Chairman, set up a Modified Olympic course. Although there were dead air holes, the winds remained fairly steady for the first and second races. A small squall line passed though about 3 pm bringing light rain and stronger winds. Race 3 had to be shortened as the wind slacked off about 4:30pm. Fortunately, the forecasted 80% chance of rain never materialized. All three races were sailed on Saturday. A Sunday morning race was started but the wind went flat, three horns blew, the race was abandoned and the regatta was considered complete.

In the Blue fleet, the brother and sister team of Russ Hanley and Christa Ross completed a 2, 1, 1 series to nail the Blue Fleet trophy. "Not bad, since I haven't sailed a Y in 19 years," said Hanley. This was the first time they had ever sailed together and at times, the team was sailing as high as second place in the Gold Fleet. The brother/sister chatter could be heard all over the race course, and I was told it echoed, as well, all over the golf course during the Friday afternoon golf tournament.

Six boats competed in two races for junior honors with four of those boats containing female skippers. Things like, "Girls Rule and Boys Drool," were heard around the club house as the competitors sized each other up Friday evening. Three of the six skippers made first time voyages as Y-Flyer skippers including Austin Parshall, Juliet Hill and Savannah Hatcher. Kris Andersen sailed his newly refurbished Y-Flyer (2614) for the first time during the competition. Amber Parshall took the junior honors in a tie breaker with Shelby Hatcher. Amber finished with

a 2,1 and Shelby a 1,2. Third place honors went to Austin Parshall with a 3,3. All six juniors were rewarded for their efforts with a monogrammed tee-shirt.

The coveted "For all the Marbles" Trophy is a new perpetual trophy to be given each year in memory of Spike Wilson. Spike grew up racing Y-Flyer sailboats at AYC and won the Beers Trophy in 1962 at age 25. Spike never let a bad race discourage him as the next race would be for "all the marbles". He was one of those "spark plugs" who ignited enthusiasm for Y-Flyer sailing and was instrumental in promoting the Y-Flyer class. Dave Shearlock shook off defeats in the first two races to come back in the third race with a third place finish. For his effort he was awarded the coveted Spike Wilson "For all the Marbles" trophy.

The Bing Owens Trophy, given to the highest placing Atlanta Yacht Club skipper, was won by Shelby Hatcher, who with crew Doug Kinzer, placed second overall. Eighteen gold fleet skippers and three blue fleet skippers competed in the Regatta.

Regatta Chairmen, Craig Wagner and Rusty Hanley, that "Git-R- Done" team, grilled up some fine steaks for the Saturday night dinner. You can really attract a crowd when you have a large cooler of free beer which was donated by Spike Wilson's daughter, Suzanne. Patrick Passafiume, Pat Passafiume's son and crew on his dad's winning Y-Flyer, treated the crowd to a funny, funny stand-up comedy show that was great entertainment. It seems he majored in stand-up comedy but graduated with a degree in economics from the University of Louisville.



Skippers jockey for position at the '09 Beers' start

A•Y•F•Y•R•A

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THE PRESIDENT'S COLUMN

By Anthony Passafume III Y 2757

Holy Cow! I am president of the American Y-flyer Yacht Racing Association. Kind of scary huh... First of all I would like to thank everyone who was crazy enough to believe I could handle such a high powered position. I was a little nervous at first, but then remembered that Ed Bigus held the position and if he didn't sink the class surely I can't. (Just kidding, Ed - you know I have nothing but love for you.) Because the Y class gave me so much growing up, I figured it is time to give back.

For those of you I haven't met, I sailed my first Y-Flyer National Championship Regatta in 1985 at the age of six. I'm pretty sure I fell asleep on every downwind leg, but still remember that regatta like it was yesterday. I grew up crewing for my dad Tony Passafume, whom I'm sure most of you know.

Dad and I sailed together until I was 17 when Vicky Price, now Vicky Passafume, took over my spot. I have been truly blessed to have such a cool dad who pushed me to focus on sailing. He was and still is a great teacher and I owe him a lot. The most important lesson I have retained is to never give up. No matter where you are on the race course, never give up and keep your FOCUS. It's easy to get discouraged, but as soon as you lose focus you are done. This is not just a sailing lesson but a life lesson.

Y-Flyer junior sailing was one of the coolest times of my life, I sailed every Junior National championship Regatta from age of 12 through 18. I had the privilege to have some really great skippers crew for me at all the MAC regattas. Beside my dad as crew, I had the likes of Steve and Howard Roeschlein, Dave Sherlock, Jerry Callahan, Doug Kinzer, Uncle Pat, Drew Daugherty and Chet Turner just to name a few. The cool thing was everyone sails a little different so it was a great learning experience. I really have to thank all you guys for waking up early Saturday morning to sail with the juniors.

Now down to business. As with any leadership role, I needed to come up with an agenda. As the brain storming began, the same couple things kept popping up. How do we get the junior fleet back to where it was in the 80's and 90's, and what steps should we take to grow the Senior fleet?

I have a couple of ideas that will be shared later in the year, and am open to any and all suggestions. The Y class is really a grass roots organization, and I am a firm believer of grass roots marketing. I think one of the best things we can all do to grow the class is to talk about Y regattas with all your friends and family. Everyone needs to do their part to grow the class by talking up the class. Show pictures to your friends of a Y-Flyer on a plane screaming across the lake, and if that doesn't get someone fired up, check their pulse. Take a co-worker sailing one weekend—whatever it takes we need to do it. My main goal for the next year is raise attendance. We all know the economy excuse, and it is legitimate, but I really don't think it is the main reason for attendance being so low this year. Families have a lot going on these days with kids and other activities besides sailing. I want to do things a little bit different to get people excited about racing the Y again. We had a some good press this year. Paul White was recognized by US Sailing for his contributions to one design sailing. We need to feed off this publicity and continue to get class exposure.

There is no magical bucket of pixy dust to go along with being president that allows me to change the sailing world with a couple abracadabras and the sacrifice of a virgin chicken. It all comes down to every individual doing their part. What I can do is steer the class in the right direction and you/we need to trim the sails and keep this boat moving. I plan on sending our next issue of the Flyer to pretty much everyone who has ever raced a Y-Flyer in their life. We need to get some of the young and old sailors who aren't coming around, back in the boat. If they don't know how competitive and fun the class is because they are out of the loop they won't come out. Well, let's get them back in the loop.

2009 has been a great year, the competition is tougher than ever and I guarantee 2010 will be just as competitive and even more fun. If you would like to contact me call me about anything Y-related call me at (270) 519-3634 or email me at apassafume@surepoint.com.

2009 BEERS RESULTS

GOLD

| | Boat # | Skipper | Crew | 1 | 2 | 3 | T | |
|----|--------|--------------------|--------------------|----|----|-----|-------|----|
| 1 | 2681 | Pat Passafiume | Patrick Passafiume | 2 | 3 | 1 | 5.75 | 1 |
| 2 | 2763 | Shelby Hatcher | Doug Kinzer | 3 | 2 | 6 | 11 | 2 |
| 3 | 2799 | Amanda Hodges | Bonnie Parshall | 8 | 4 | 7 | 19 | 3 |
| 4 | 2757 | Anthony Passafiume | Jenny | 4 | 6 | 11 | 21 | 4 |
| 5 | 2800 | Carlin Hodges | Neecee Coryell | 9 | 8 | 4 | 21 | 5 |
| 6 | 2595 | David Parshall | Amber Parshall | 1 | 13 | 9 | 22.75 | 6 |
| 7 | 3762 | Nile Hatcher | Lauren Kinzer | 10 | 11 | 2 | 23 | 7 |
| 8 | 3752 | Kevin Black | Wanda Black | 6 | 12 | 5 | 23 | 8 |
| 9 | 2632 | John Bright | Andrea Bright | 12 | 1 | 12 | 24.75 | 9 |
| 10 | 3786 | Don Hill | Juliet Hill | 7 | 10 | 8 | 25 | 10 |
| 11 | 2764 | David Sherlock | Carolyn Sherlock | 11 | 17 | 3 | 31 | 11 |
| 12 | 2751 | John Rumsey | Savannah Hatcher | 17 | 5 | 10 | 32 | 12 |
| 13 | 2784 | Dan Haile | Kathy Prayerter | 13 | 7 | 14 | 34 | 13 |
| 14 | 2684 | Alan Thompson | Marie Thompson | 14 | 14 | 13 | 41 | 14 |
| 15 | 2754 | Clayton Dixon | Jessica Fair | 5 | 18 | DNF | 41 | 15 |
| 16 | 2767 | Jason Eberhard | Debbie Eberhard | 18 | 9 | 16 | 43 | 16 |
| 17 | 2739 | Karl Andersen | Kris Andersen | 16 | 16 | 15 | 47 | 17 |
| 18 | 2769 | Dan Eskew | Diane Eskew | 15 | 15 | DNF | 48 | 18 |

| | Boat # | Skipper | Crew | 1 | 2 | 3 | T | |
|---|--------|-----------------|----------------|---|---|-----|------|---|
| 1 | 2593 | Russ Hanley Jr. | Christa Ross | 2 | 1 | 1 | 3.5 | 1 |
| 2 | 2742 | Trey Daniel | Al Daniel | 1 | 2 | DNF | 5.75 | 2 |
| 3 | 2797 | Lyle Miller | Dennis Pickens | 3 | 3 | DNF | 9 | 3 |

BLUE

JUNIOR

| | Sail # | Skipper | Crew | 1 | 2 | T | |
|---|--------|------------------|----------------|---|---|------|---|
| 1 | 2595 | Amber Parshall | David Parshall | 2 | 1 | 2.75 | 1 |
| 2 | 2763 | Shelby Hatcher | Doug Kinzer | 1 | 2 | 2.75 | 2 |
| 3 | 2799 | Austin Parshall | Amanda Hodges | 3 | 3 | 6 | 3 |
| 4 | 2786 | Juliet Hill | Don Hill | 5 | 4 | 9 | 4 |
| 5 | 2751 | Savannah Hatcher | John Rumsey | 4 | 5 | 9 | 5 |
| 6 | 2614 | Kris Andersen | Karl Andersen | 6 | 6 | 12 | 6 |

HELLO, SARATOGA!

By John Smith Y-2707

This past weekend Y-2806 (Terry and Joanne Fraser) and Y-2707 (John and Jackie Smith) participated in the Indian Summer Regatta at Saratoga Sail Club. There were 7 races scheduled for this two day event. Saturday saw 16 open fleet boats registered — A Day Sailor, 3 Ensigns, a Flying Dutchman, 4 Flying Scots, a Hobie 17, a Hobie 21, 2 Kestrels, a MC Scow and 2 Y-Flyers.

The start was delayed a half hour due to the lack of wind; shades of last year with zero wind. After the delay, the winds started blowing at 10-15. We completed 3 of the 4 scheduled races, the 4th being called due to winds at plus 20. Terry and Joanne were in 1st place at the end of the day with finishes of 2 – 2 – 5.

Sunday was scheduled for 3 races. At the start winds were again 10-15. By the finish of the race the wind was over 20 again. The Flying Dutchman that finished with a 1 – 1 – 14 on Saturday was a full leg ahead of Terry and Joanne and the MC Scow. As they were driving for the line they made their first mistake. Capsized. Terry finished 3rd for the day and won his 1st regatta.

The Mayfield Sail Club from Sacandaga Lake had the Hobie 17 at this regatta. Another lake exposed. There were a lot of questions about the Y from those at the regatta; Terry and Joanne certainly put on a show. I finished 13th, as usual near the back.

I think that getting into more opens at lakes that have not seen the Y is a great idea. Thank you for that Kevin.

Y'S MOVING OFF LAKE NORMAN ENDANGERED ONE-DESIGN LIST

By Lyle Miller, Y-2797

The many sailors at last weekend's Labor Day Regatta at Lake Norman saw an unfamiliar site – nine Y-Flyers on the water, up from six last year. I would like to personally thank those who made the drive to join me, and I would especially like to thank Dan Eskew for his efforts to get this regatta as part of the Helmsman Series.

The weekend was kicked off with the re-opening of a renovated clubhouse, perfect timing as we were back in the familiar surroundings for registration, meals, ping-pong, and bathrooms. Thanks to Merrill Callen for helping with welcoming and registration.

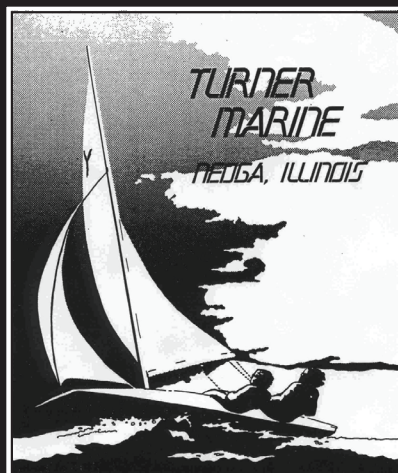
The weather was gorgeous all weekend long with blue skies and both water and air temperatures in the mid to low eighties. In fact the weather was too nice on Saturday, resulting in no wind, and subsequently no races, but none of us let that dash our enthusiasm, and we spent the day playing Hearts, reading books, playing guitars and re-living past Y-Flyer Nationals. We thought we had reached an end to a mild jousting of memories when Nile Hatcher brought out his trusty T-shirt that listed all of the past Nationals by year and sailing club. One could almost hear his body language say "Read it and weep" as he hustled the shirt over from his trunk, only to have the "I'll call it discussion" continue over the shirt's listing of "Greenville" versus Carlin Hodges' correction of "Western Carolina Sailing Club". And so the fun continued throughout Saturday, capped off by a night of dancing to the sounds of Lake Norman's very own "San Juan 21 Band".

Sunday morning brought good winds and the race committee did a good job of getting in two, short races, with the weather mark to the unusual east. Race one resulted in a finishing order right where most of us would have suspected, with David Parshall, Don Hill, and Carlin Hodges finishing 1, 2, 3. Race two was quite unsuspected though as only a couple of us managed to avoid the "group hug" start, and Dan Eskew and I got out to a large early lead. We managed to maintain our leads and finish 1, 2, with Don Hill and Dave Parshall to follow. Dan Eskew's crew was my very own crew's father, Dennis Pickens. Dennis has shown interest in one-design sailing and this was his first ever day of races!

Everyone indicated they had a good time and many offered that they would come back next year, so I am expecting double-digit Y's in 2010.

LAKE NORMAN RESULTS

| Skipper | | Sail # | Race 1 | Race 2 | Points | Place |
|-----------|---------|--------|--------|--------|--------|-------|
| Parshall | David | 2595 | 1 | 4 | 5 | 1 |
| Hill | Don | 2786 | 2 | 3 | 5 | 2 |
| Eskew | Dan | 2769 | 7 | 1 | 8 | 3 |
| Miller | Lyle | 2797 | 6 | 2 | 8 | 4 |
| Hodges | Carlin | 2800 | 3 | 5 | 8 | 5 |
| Streb | Bart | 1521 | 5 | 6 | 11 | 6 |
| Hatcher | Shelby | 2763 | 4 | 9 | 13 | 7 |
| Bouknight | Robert | 417 | 8 | 7 | 15 | 8 |
| Murphy | Charles | Y2678 | 9 | 8 | 17 | 9 |



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HAILE SAILS WHALE WELL

By Jack Klug

Dan Haile, with Kathy Prater crewing, made the Whale of a Sail regatta his own with four bullets. He also was hands-down winner of the Barnett trophy, presented to the best combined score for Beer & Boats and Whale of a Sail for the second year in a row.

Newcomer to the Y fleet but a long time CSA sailor, Glenn Grumman took second. Les Carlson had a great regatta going then had halyard trouble on Sunday and finished third.

Congrats to Duane and Peg Siegfried who grabbed a second in the third race Saturday, also to Mike Janowski from Creve Coeur with a fourth overall finish.

It was announced that top Lightning sailors from CSA, Dan and Tobi Moriarty crewing for Matt Fisher of Ohio, won the World Lightning Championships this week. Then Cal and Bill Guthrie, (5th in the San Juan Nationals this year) opened the Regatta singing the National Anthem. The tone was set for a great weekend. Weather Saturday was sunny, in the 70's with a constant 7-10 mph wind out of the east.

With over 100 boats at the regatta, they set up three courses. The cabin boats went north and had their races, there was a long distance run

for those so inclined, and the one designs set up the course from CSA toward the dams. It was nice to have a lake to accommodate all three courses.

The one designs had three starting lines. The Y fleet started with a fleet of 470's and a fleet of MC scows so we had a large and crowded start. We had enough wind, 7-10 mph, that we were able to set a long course, over an hour for the winners. Lots of tacking duels and crossing multiple boats. Great sailing fun.

Feeding over 200 sailors who have been racing all day is a challenge, but since the waiting line went around the beer wagon...

On Sunday, in a light to medium rain, we were able to get in one race. The marks were difficult to see, but with the Vipers and E scows out first, most boats just followed them to the windward mark.

The tacking duel between Glenn, Duane, Jack, and a couple MC's in 10+ winds on the second upwind leg Saturday was one of my highlights for the year.

"Believe me, my young friend, there is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats."

Kenneth Grahame
Wind in The Willows

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Nationals
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MEET YOUR 2010 AYFYRA OFFICERS

Not wanting to be out done by the U.S. Supreme Court's First Monday in October gala, The AYFYRA has their very own October tradition, The Changing of the Officers. On October 1, the slate of officers you selected at the 2009 National Membership Meeting began their terms.

This year we have a brand new President, an old Secretary and a combination of old and new Area Vice Presidents.

Please thank your 2009 officers for a superb job and welcome your 2010 officers.

President Kevin Black passed the gavel to Anthony Passafiume. Anthony brings that 30's something perspective that is needed to help grow the class. Paul White will continue in the Secretary/Treasurer role as he has done for 20 some odd years. Paul is the main stay of our class and works tirelessly at making sure we remain on track.

As you have already heard, Nile Hatcher has taken over the pen and printing from Doug Kinzer as the Flyer Editor. While Nile is responsible for producing the Flyer, the content is up to you, so do your part and submit fodder for the publication.

Area 1, (IL, KS, MO, WI) Jack Klug is replacing Jean Bordes. Jack has been involved in hosting many events and promoting Y-Flyer sailing, including the 2007 Nationals at Lake Carlyle.

Area 2 (KY, TN) Pat Passafiume replaces Anthony Passafiume who is our new president. Pat brings 35 years of Y-Flyer experience and has also previously served in this capacity.

Area 3 (NC, SC) Dan Eskew is again serving in this position as he has for the last few years. Dan has been instrumental in reviving the Helmsman Series for Southeastern sailors.

Area 4 (IN, MI, OH, PA) Steve Roeschlein has served many years as area VP and will again in 2010. Steve is an accomplished sailor and has even been seen helping newer sailors perfect their skills.

Area 5 (AR, LA, OK, TX) Mark Barton is replacing Ben Guise for 2010. Mark is an outstanding sailor who loves to travel and campaign his wooden Y-Flyer.

Area 6 (MA, NY, VA) Terry Fraser will once again represent the New England area. Terry has been the Lake Lashaway Fleet president for several years, has helped grow that local fleet, and has been building Y-Flyer interest in Saratoga, NY.

Area 7 (AL, FL, GA) Shelby Hatcher has been appointed by President Passafiume to take over her dad's unfinished term. Shelby brings the enthusiasm and perspective of youth sailing to the board to provide insight on how to attract and retain our junior sailors. Shelby is the reigning Y-Flyer Junior National Champion and Mid America Cup Junior Champion.



LAKE LEMON RESULTS

| RANK | BOAT | SKIPPER & CREW | FLEET | GSB | R 1 | R 2 | R 3 | R 4 | R 5 | TOTAL | RANK | BOAT |
|------|------|---|-------|-----|-----|-----|-----|-----|-----|-------|------|------|
| 1 | 2735 | Bob & Sandy Rowland | 25 | G | 5 | 8 | 2 | 4 | 1 | 19.75 | 1 | 2735 |
| 2 | 2743 | Howard Roeschlein & Nile Hatcher | 8 | | 4 | 7 | 4 | 2 | 3 | 20 | 2 | 2743 |
| 3 | 2752 | Kevin & Wanda Black | 8 | G | 1 | 9 | 1 | 9 | 2 | 21.5 | 3 | 2752 |
| 4 | 2764 | Dave & Carolyn Shearlock | 39 | G | 2 | 10 | 3 | 10 | 4 | 29 | 4 | 2764 |
| 5 | 2681 | Pat Passafiume & Emily Schenkenfelder | 12 | G | 3 | 5 | 9 | 7 | 6 | 30 | 5 | 2681 |
| 6 | 2802 | Dave & Jan Irons | 39 | G | 11 | 4 | 5 | 6 | 5 | 31 | 6 | 2802 |
| 7 | 2755 | Dave Miller & Susan Hanfland | 39 | G | 7 | 11 | 6 | 3 | 8 | 35 | 7 | 2755 |
| 8 | 2670 | Tony & Vicky Passafiume | 12 | G | 8 | 2 | 11 | 11 | 7 | 39 | 8 | 2670 |
| 9 | 2680 | Marty & Kim Schulke | 13 | | 12 | DNF | 7 | 1 | 9 | 43.75 | 9 | 2680 |
| 10 | 2788 | Doug & Lauren Kinzer | 13 | | 9 | 3 | 8 | 8 | DNC | 45 | 10 | 2788 |
| 11 | 2765 | Carol Gebhardt & Paul White | 8 | S | 10 | 12 | 10 | 5 | 11 | 48 | 11 | 2765 |
| 12 | 2763 | Shelby Hatcher & Steve Roeschlein | 1 | B | 6 | 6 | 14 | 13 | 10 | 49 | 12 | 2763 |
| 13 | 2757 | Anthony Passafiume & Greta Schenkenfelder | 12 | G | 13 | 1 | 12 | 12 | 12 | 49.75 | 13 | 2757 |
| 14 | 2379 | Jeff & Amy Becker | 13 | | 14 | 13 | 15 | 14 | 13 | 69 | 14 | 2632 |
| 15 | 2658 | Chuck & Chad Lowell | 39 | B | 15 | 14 | 13 | 15 | 14 | 71 | 15 | 276 |
| 16 | 2547 | Bryan & Duwane Siegfried | 56 | | 16 | DNF | 16 | DNF | DNC | 80 | 16 | 931 |
| 17 | 2795 | Scott & Becki Berner | 25 | | DNC | DNC | DNC | DNC | DNC | 85 | 17 | 2795 |
| | | | | | | | | | | | | |
| | DNC | Did Not Compete | | | 17 | 17 | 17 | 17 | 17 | | | |
| | DNF | Did Not Finish | | | 17 | 15 | 17 | 16 | 15 | | | |

ROWLAND RALLIES AT LAKE LEMON

By Doug Kinzer, Y-2788

During the party on Saturday night, Bob and Sandy Rowland found themselves in unfamiliar territory: eighth place in a 17-boat regatta. And on Lake Lemon no less, being one of their favorite venues. However, by the end of racing on Sunday, the Rowlands were back on track, having just won the Lake Lemon Regatta by $\frac{1}{4}$ point over Howard Roeschlein and Nile Hatcher.

The Bloomington Yacht Club folks couldn't believe their luck. Early in the week, the weather forecast for the weekend was ugly at best and really ugly at worst. But as the week wore on, the outlook looked better and better. By Friday, there were overcast skies but no rain. Several out-of-towners teamed up with the locals and had a nice cookout on the clubhouse deck. There was more than enough to eat and the subsequent party went fairly late.



Saturday morning arrived with sunny skies and great conditions for the crew rowing regatta that was going on from the Indiana University Aquatic Center: a lake with diminishing winds and very flat water. After lunch and some considerable deliberation, the race committee decided to drag the sailors out to wait for some wind. After an hour or so, during which the wind came from every direction at some point or another, it was time to start.

Race one started in very light wind. Kevin and Wanda Black sailed the race the way everyone wants to: grab the early lead and turn it into a horizon job. Dave and Carolyn Shearlock displayed persistence and took second, followed by Pat Passafume, Howard Roeschlein and Rowland.

The second race started in a tad more breeze. Port tack was favored, and as the gun went off, Doug Kinzer tacked onto port and moved out from the fleet. Roeschlein did the same thing near the committee boat. On the first reach, Kinzer was run down by Anthony Passafume and his uncle Pat. At the leeward mark, Kinzer regained the lead, but the wind shifted to the right, allowing Anthony and his dad Tony to sneak by and take the gun in that order. Kinzer nipped David Irons for third.

Saturday evening's festivities included a great hors d'ouvres bar and a pig roasted and smoked for dinner. Absolutely delicious by unanimous opinion. The beer again flowed into the night, but after Friday's fun and the slow-mo racing of the day, many were pooped and turned in at a reasonable hour.

The wind decided to make an appearance on Sunday morning, threatening to die only for a moment or two. But the breeze built to around 7 or 8 and the sailing was really nice.

Black again got hot for race three as he spent the first portion of the race building a nice lead. He was followed by Rowland, Shearlock, Roeschlein and Irons. Race four saw Marty and Kim Schilke sail a fantastic run to round the leeward mark and win the drag race to the finish. Roeschlein took second, staying near the top of the standings and in contention. Dave Miller, having led early, took third, followed by Rowland. Carol Gebhart with Paul White as crew rounded out the top five.

Things were beginning to get interesting. Pat Passafume, Saturday night's leader, had a 9-7 in the morning's racing which threatened his chances. Rowland and Roeschlein were trading 4's and 2's. Black was trying to win the "Standard Deviation" award with a 1-9-1-9 series, but still within 2 points of the lead. The last race would decide the outcome.

The final race was a battle for a while, but eventually, Rowland made his play and took the lead and the gun. Roeschlein and Black battled for second, but Black took the two and Roeschlein took third. Rowland managed to move up seven places with his Sunday morning consistency to take the regatta win.

This was Rowland's ump-teenth Lake Lemon victory, followed by Howard Roeschlein, Kevin and Wanda Black, and Dave and Carolyn Shearlock. Pat Passafume and Emily Schenkenfelder, the leaders on Saturday night, were the lucky winners of the "Aww-w-w Award".

In 2010, the Bloomington Yacht Club will celebrate the 50th Lake Lemon Regatta (formally known as the Mayor's Cup). I put forth a challenge to everyone to return next year to help us celebrate the milestone and coerce another boat into coming as well so we have a really great turnout.

I was at the first one in 1961. I was three years old.



From the
EDITOR

By Nile Hatcher Y-2762

I am not sure how I got this job, it could have been a weak moment, it might have been I grew weary of president Passafiume's begging, or maybe I thought surely they will never accept my terms. However it happened, I am very happy to hold the position of the Flyer Editor. Lavon, Shelby and Savannah are also thrilled as they know very soon they will be pressed into service.

As with any new endeavor, with change comes change. I will move a few things around and leave others the same, and probably change this and that as we go. Always being a little constructively dissatisfied, change will probably be constant until you tell me I have it right. Please rest assured, my objective is to work to the best of my ability to provide you with a quality product.

The first change we made was to outsource the layout process to HiRize Creative. Owned and operated by Norma Rizer, HiRize Creative will use the latest technology and software packages, and bring 25+ years of publication experience to bear. We will also begin producing PDF copies of the Flyer that can be e-mailed and posted to the AYPYRA web site (yflyer.org). At some point in the near future, we will begin offering you the option of color copies via e-mail and on the web, or black and white copies via the good old USPS. I am very excited to be working with Norma and HiRize Creative.

In the last edition, Doug said it best when he stated "...this is your publication...". I can't do this without your input, articles, pictures and contributions. If you have an idea for an article or column, let me know, but don't be surprised if I ask you to coordinate the undertaking, as this is a community publication and you are part of the community. Please feel free to send me your fodder and ideas to nile2762@hotmail.com.

I would like to take this opportunity to thank Doug Kinzer for his lifetime devotion to the Y-flyer Class and especially for being

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the Flyer Editor for the last 8 or so years. I only hope I can do as good a job as Doug. I would be remiss if I didn't thank Lauren and Erin Kinzer as well for their help with the distribution process. This is a big time commitment, so please remember to thank Doug, Lauren and Erin when your paths cross.

Finally, I have also hired a Public Relations firm to handle any complaints. Helen Waite will be staffing the phones should you need to express dissatisfaction. So remember, if you have a complaint, go to Helen Waite.



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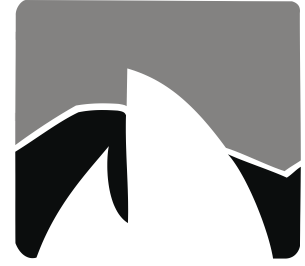
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HAPPY BIRTHDAY, GRANDE MAUMELLE!

By Nile Hatcher



GRANDE MAUMELLE
SAILING CLUB

On September 19, the Grande Maumelle Sailing Club (GMSC) in Little Rock, Arkansas, celebrated its 50th anniversary by hosting a reunion for all past and current members. The founding club members were mainly Y-Flyer sailors and the three remaining founding members, Jim Hatcher, Bettye Jane Daugherty and Lloyd Stanley were all in attendance. GMSC is home to Y-Flyer Fleet # 30.

The celebration began Saturday afternoon with a sail and raft-up party using several club members' keel boats. Many current and former club members came out to help celebrate and renew old friendships. Being one of the kids who grew up at the club, it was great to see several old friends with whom I had raced sunfish, but had not seen in years.

The Arkansas Arts Center was the venue for Saturday night's gathering. A cocktail party, followed by an academy award winning video presentation of the club's history was the agenda for the evening program. Sherri Jo McLemore, Y-2787, was instrumental in putting the entire event and video presentation together. From a former member who came home for this event, Sherri Jo's effort made it well worth the trip.

Being at this celebration with my father, Jim Hatcher, was a special evening for me. One, because I got to see my dad who lives in Denver, so we don't get to visit often enough, but more importantly watching the pride GMSC members have in their club. Throughout the days' events, I watched Jim and Bettye Jane on more than one occasion shed a joyful tear or two thinking back at how a few determined people built and nurtured a club that has sustained for 50 years.

Below is an excerpt from the GMSC Web Site (www.gmsc.org):

From 1956 to 1958, the original nucleus of the Club—Hal and Betty Jane Daugherty, Gaines Houston, Bill Graham and others—were launching their home-built Y-Flyers and Lightnings at Lake Norrell and at Brady Mountain Marina on Lake Ouachita, where they raced on an informal and difficult basis. Then, in late March of 1959, Lake Maumelle—just west of Little Rock, Arkansas—was completed. This beautiful lake proved to be a perfect spot for these landlocked sailors. Jim's Landing was opened and the original group was joined by Perry Griffin, Jim Hatcher, Russell Brown, Lloyd Stanley and others. Max Mehlburger, although not a member at the time, made the first racing buoys used by the club. In early 1960, Holly and Clark Gillespie, Frank Gordon, Wassell Turner, Tom Grey and others joined, and an organized racing program was started. In those early days most members trailered their boats out from Little Rock, rigged and launched, then reversed the process all for a day's racing!

Hal Daugherty was elected the first Commodore and presided over the first awards banquet. It was a milestone for the club when, in 1964 under Commodore Clark Gillespie, the Little Rock Water Works granted GMSC's request to sublease land from Jim's Landing so there could be a site expressly for the club's activities.

Commodore Gillespie committed the club to host the Y-Flyer National Championship in 1968, causing much excitement as the club had decided to move to its present location due to space limitations and leasing difficulties. A road was cut, a small parking lot was built and graveled, and a launch ramp and dock, T-dock, and pavilion were constructed. This was also the time that the decision was made to build the clubhouse.

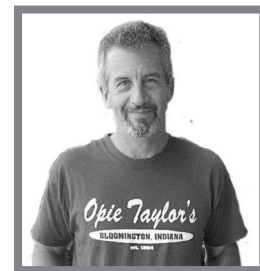
Since the late 1960s, many improvements have been added, the membership continues to grow and the sailing programs have broadened to include year-round racing, educational programs for adults and juniors, extensive out-of-town regatta participation, and novelty sailing occasions.



*GMSC Founders reunite for an evening of celebration and reminiscing. (l. to r.)
Lloyd Stanley Y-830; Jim Hatcher Y-579; Bettye Jane Daugherty Y-849*

By Doug Kinzer

THOSE WHO CAN, DO. THOSE WHO CAN'T...



The old adage “Those who can, do. Those who can’t, teach” is occasionally true. We run across people who seem to know a lot about a subject or a skill, but they just can’t

seem to do the thing for which they seem imminently qualified. We probably wonder if that is sometimes true of ourselves.

At the 2009 Beers Regatta, I had the unique opportunity to put this to the test on myself. I had the pleasure, privilege and honor to crew for Shelby Hatcher. For those of you who may not remember, Shelby is our current Junior National Champion and she is not only a pretty good sailor at 15 years old, but she is also very eager to learn new things that will help her advance her sailboat racing skills and help her achieve future success.

In spite of all of that, she wanted me to crew for her. We had a great weekend sailing together and our results were very good. Thus, for this column, I thought I would share my thoughts about the experience in a summary letter to Shelby. So here we go:

Dear Shelby,

Thanks again for letting me crew for you this past weekend at the Beers. I had a great time and, while not totally surprised at the result, I’m still really psyched that we got second. That is so cool and I’m still smiling about it.

I thought I’d write to summarize my thoughts about the racing in hopes that it would help you...and me...to learn from the experience and apply the good and the bad to our future sailing efforts.

First, you have an important thing going for you. You sure seem eager to get better and learn how this game is played. You asked questions and when I had something to contribute, you were not only a good listener, but you actually acted on your own impulses as well. Lots of people in your shoes would have relented to their experienced crew through the whole thing. But not you. If you wanted to make a move, away we went. That’s what learning is about. If we ever get to do this again, I fully expect to hear some disagreement! After all, you were the one with the stick in your hand.

You are very lucky to have a really good boat. I was fortunate enough to sail it to victory last year in the Beers, so I was pretty aware of the boat’s potential. I was glad to be able to do some work on it for you to clean up the gel coat, fix the damage and polish it up so it was white again. Several people told me that whatever I did to the thing, I made it faster. (Why I didn’t exploit this for further financial gain, I don’t know. 😊). I did nothing to make it faster. It was already fast. So you have that variable out of the way.

Before the regatta started, you told me that you wanted to become a better helmsman. Or helmsperson; whatever, blah blah... You did that in grand fashion, trust me. In that third race, while I was scratching my head trying to figure out what to suggest about our sorry position on the first reach, you were steering the boat to the mark. You were keeping the tiller straight and not killing our speed by jerking it around. And we were starting to pass boats. So I stopped scratching my head and you just went with it. At that big mess at the leeward mark, you got us around there on the OUTSIDE of the wheel and we knocked off about 8-10 boats all at once. So we went from around 18th to 6th in that race because you kept your head and didn’t beat up on the rudder (or your crew!). And I’m sure you were a little nervous as we sailed that race, being as we had the two-race regatta lead at that time! 😊 Just remember to work on your tacks. Even if you make the wrong move, commit to the tack. (Sound familiar? I think I used that phrase all weekend!).

We had a couple of rules-related skirmishes as we both well remember. The one at the start of race 2 (I think) was when we were the bologna between two pieces of bread. There should have been protests and there weren’t, but you handled it with relative calm and kept the boat going. We finished 2nd in that race, so no harm. But we could have been protested, much as we could have protested one of the others as well. Lesson learned. The one right after the start of Sunday’s race: I take full responsibility. I told you that you should tack in the “header.” You did, and we fouled at least the one boat and probably two. My bad.

The good thing about that race is that we spent the race (up until the abandonment) getting better and better. We were passing boats in the drifting conditions and I was impressed that you did that so well. I think we were both glad that they fired the guns, but we were doing good things.

I strongly feel that you accomplished your mission to improve your helming skills. We never got around to working on the roll-tack thing, but we did it anyhow. At least pretty well. But like I told you yesterday before I left: You now know what you’re capable of. Just go out and remember what you did well and work on what you didn’t do so well.

As for me, I’m always going to remember how you dealt with things and let that be an inspiration to me. I’m not known for my patience, but you taught me what a calm demeanor can get you.

I’m guessing that you now have the respect of your fellow sailors. Like I said at the trophies: Though you be but small, you are feared.

But don’t get all full of yourself. Next time, I’ll be in MY boat and then you’ll be in trouble, my young Jedi! Bwa-ha-ha-ha-ha!!

Most sincerely,
Mr. K

HOW I GOT TO BE SO GOOD

Catchy title, eh? Anyhow, here's how it happened. Years ago Doc Stuart Walker told us there are three conditions in which we race: 1. Winds constant in speed and direction 2. Winds varying in speed and direction 3. None of the above. Having some trouble with that last one, (winds neither constant nor varying), I decided there must be conditions other than those three and came up with the following:

CONDITION 4: WINDS ISSUING FROM COMPETITORS' BOATS

Years ago at Lake Carlyle I was approaching the final downwind mark when Jerry Callahan hailed me from close behind... "Dave, did I ever show you how to hank a line?" "Yeah Jerry, right before the start of the second race in the Nationals last summer." "But Dave, do you have trouble getting your kids to eat their breakfast before school?" He had my attention there. "Every morning, Jerry. Why won't my kids eat their breakfast?" We were now sailing side-by-side, so I could hear every word he said... "It's the cereal. To keep it crunchy in milk it's coated with the same resin that's in your sails, and the kids can't hear Scooby Doo on TV over the chewing noise." By then Jerry was rounding the leeward mark in front of me, so I had to holler, "Should I turn off the TV?" "No", he answered, as he came up close-hauled, forcing me to jibe away, "just add some solvent to the milk." Then looking back at me he shouted, "But I wouldn't use acetone."

CONDITION 5: WINDS IN YOUR WILDEST DREAMS

On the beat to the finish line at the Rivera Regatta I kept a tight cover on Chet and beat him across for the first time in my life. When the RC called his number, I yelled to them, "I know I was across at least six feet ahead of him." "Yes you were," they agreed, "but he doesn't have two more legs to sail, and you do."

CONDITION 6: WINDS BLOWING OFF THE COURTHOUSE LAWN

I was in Kansas City when Ed Bigus protested me. At the protest meeting I said I couldn't avoid him because I was out of control. Edie said that since I was out of control from the time I got on the boat until I got off, that defense wouldn't work. Then he began using legal words in Latin, like *cave canem, e pluribus unum, que sera sera*, and *shalom*. The jury agreed with him, threw me out of the race, made me do twenty push-ups and awarded Edie two-thirds ownership of my boat. I hollered, "That's not fair". So then they gave Edie another two-thirds interest in my boat. "But that's impossible; that's four-thirds," I contended. "Miller," smiled Edie, "you're a whiz at math, but you don't really know much about the law." And he strolled away singing:

*My friends at the Club call me Sea Lawyer Ed.
My right eye is green and the left one is red.
I've got the whole rule book down pat in my head
'Cause I make Ellen read it to me in our bed.*

Pontifications From Past Presidents

By Dave Miller



CONDITION 7: WINDS THAT BLEW THE HORSE'S TAIL INTO THE PUNCH BOWL

It was at the Prince Of Wales Cup regatta that I first met Stu and my great friend Lord Muchmore Worthwhile Sterling, IV. (It was "Muchie's" pony that was too close to the punch bowl — Stuart had given up playing polo because he couldn't keep his pipe lit during matches.) But no matter, I was about to tell you how to sail in an ill wind that blows no good. On starboard and approaching the leeward mark, set conveniently at the end of the downwind leg, I chanced to look around and saw a converging boat on port jibe, steered by a fellow whom I admired for the lovely tattoo of his neighbor's wife on his chest and for his habit of trailing his boat to regattas behind his Harley. So I paid close attention as he sang the following:

*The folks in the Fleet call me Steroid Jack,
I carry my Y slung over my back.
I named that boat "Mother", and painted it black,
And when I'm on port it's the right-of-way tack.*

So I jibed to port, sailed along with him, and sang the chorus in harmony

*I call my crew Carnivorous Mary,
Her jaw is square, and her chest is quite hairy.
I keep her in the woods by the seminary,
And feed her on roasted missionary.*

Finishing behind Jack was better than not finishing at all, and to be a good sport he later brought me a glass of his favorite drink,; eight ounces of Old Silo Drippings whisky and three ounces of crankcase oil (used). Soon we were in such a good mood that he didn't even get angry when I asked him to put on a shirt at the banquet.

CONDITION 8: NONE OF THE ABOVE

PETER'S HUMOROUS SAILING & BOATING DEFINITIONS from *Bluewater Sailing*

BOOM 1) Laterally mounted pole to which a sail is fastened. Often used during jibing to shift crewmembers to a fixed, horizontal position. 2) Loud noise made during a surprise jibe sometimes quieted by a grinder before swimming. 3) Called for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.' 4) Sound produced when an alcohol stove is used to convert a boat into a liquid asset.

Y-2611

I have a West System Y (2611) built in 1983 that was sailed for 3 years and stored indoors for 19. I commissioned the boat in 2007 with new sails and I find myself in a situation where I may never sail the boat again and wish to find it a good home. It is cedar and 1/4" construction grade ply with 1/8" cedar strip laminated to finish. Originally bright, now the deck has 1 oz. fiberglass awlgriped white. The bottom is graphite impregnated resin intended to dry sail. Running gear is Harken, aluminum rudder and CB are the design of the era. The rig is a Helms 5 stay with a roller furling jib and 10 part magic box forestay tensioner. She carries a spinnaker and a complete complement of sail control (a true spaghetti pot on a short course). I never put floorboards in the boat and although I believe her weight to be close to if not under class rules, I cannot confirm. It is cradled on a light duty utility trailer not intended for regular long hauls but in good shape. The boat is a true pleasure to sail and if I could recover 25 cents on the dollar of initial investment I request \$1,500.00 to send her off (negotiable dependent on the quality of home she will go to).

Dev Trepp 231-342-0344
Email brmnc@chartermi.net

Y-2521

1977 Turner \$1,700 firm. 515 lbs and is really firm. All white floorboard model. Has not been sailed in last 10+ years. Boat, reasonable sails, trailer, and cover. Have many pictures.

Paul White 317 849-7588
Email yflyer@juno.com

Wood Y-flyer

Beautiful 1975 Classic Y-Flyer and teen trailer. Varnished Mahogany floorboards and stern. Teak splash rail. Extra rudders Crispy Main sail and Jib. Bonus spare Jib Custom made boom and mainsail bag Custom made tiller cover Padded rudder cover Both jibs have sail bags Aluminum boom and mast I purchased this beautiful boat to sail with my son but he is more interested in girls than boats now a days. My loss your gain. \$2800

Belynda
Email bhrutledge@comcast.net

Y-2672

Price reduced includes 50% of 2009 CSA dues. Race ready. It has been reconditioned by fleet 56 and is owned by the fleet. We are building our fleet and price is conditional on sailing with us at CSA. You get a whole fleet with this boat. Races every Sunday, all summer. Boat is fully rigged, you can be sailing in 30 minutes! 2 sets of sails, new lines, good trailer, magic box, extras. We even have the history of this boat. \$2500

Jack 314-839-8650
Dan 636-528-0356
Preston 314-409-6935



Y-2615

Y-2615, racing sailboat, 1977 Fiberglass y-flyer made by Turner, It comes with two sets of sails , a spinnaker, trailer with new tires, freshly painted, boat and trailer are in good condition, Boat is located just outside of Baton Rouge, LA.in Ventress, LA. Boat is yellow and white and is fully rigged and ready to race. You won't find a better boat for the price. \$2000

Phone (225) 937-8521
Email rorynettles@yahoo.com

Y-2594

Y-Flyer 2594 for Sale. Good condition, very clean, competitive boat. Boat is rigged for a spinnaker. \$2800 or best offer. Includes main sail, jib and spinnaker, "ready to sail". \$2800

Jolene 636-219-3966
Email jolenemobrien@yahoo.com

Y-838

1961 wood hull, always stored indoors and drysailed, white, DP-1 five stay mast, trailer with spare tire, top and bottom covers, 2 alum center boards, one new style and one old style, all new blocks,lines and traveler, etc, 3 sets of sails, one good set of Rowland one old set of Rowland one old set (can't remember the name), 2 booms, mast float, long whisker pole, lifting harness, flotation bags, we haven't actively sailed her in 10 yrs and probably only 3-4 times since. \$1500

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the FLYER

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