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# PASSAFIUME PULLS PLUG ON AYC "OPEN REGATTA"

By Tom Gore Y-2517

Tony Passafiume, with crew Vickie Passafiume, sailed a 1, 1 and a 3 finish to become the winning Y-Flyer at the Atlanta Yacht Club's "Open Regatta".

This year's AYC "Open Regatta" gave starts to four classes of one design yachts including the Y-Flyer, Flying Scot, Snipe and Thistle. The AYC "Open Regatta", sailed on Allatoona Lake, is the first leg of the Helmsman Cup Series. Forty-nine sailboats registered with the Y-Flyer being the largest single fleet with 17 registered boats.

President Passafiume, with his tow car in the shop, passed word he could not make the Open Regatta this year. Carlin Hodges quickly found Anthony a local boat to sail and indicated that if he did not take advantage of this offer, impeachment proceedings could commence. Yes, he did make the event.

There was speculation Saturday that the Open Regatta would be called off. This would have been the first time the Open would be called off in its history that dates back 54 years to 1956. Beginning Friday night, rain, hail, damaging winds and chaos were all forecast and it deluged the club for 24 hours. One sailor complained to me that he had to get up so many times during the night to turn off his weather alert radio he finally just unplugged the darn thing to get some sleep.

Friday evening, not to be detoured by blinding rain and persistent lightning, the Rusty Hanley cabin and the Nile Hatcher cabin hosted a block party to feed the soggy out of town sailors. They tell me the Hatcher's served burgers and fixin's while the high brow Hanley's served up steak.

A delicious Tex-Mex dinner and live DJ helped raise the sailor's spirits and perhaps encouraged them to raise a spirit or two after a wet and soggy Saturday. During the evening Karen Dial, from Columbia Sailing Club, purchased Earl White's Y-Flyer.

Only a sailor would venture out in weather like this. Fortunately Tony Passafiume "pulled the plug" from the water bottle and Sunday dawned clear.

As if by magic, Race Committee Chairman Carl Owens waved his wand...er, um, whistle Sunday morning and everyone awoke to a beautiful spring day with not a cloud in the sky, a temperature of 62 degrees and winds out of the southwest at 6 mph and building with an occasional shifty gust. Carl, a long time Y-Flyer sailor and Regatta PRO set an Olympic course with rolling starts. I was told that during the second race the leeward mark was set about 20 feet in front of and in the middle of the starting line. Several Y-Flyers were trying to reach the mark just as the Snipe class took their start resulting in a classic "cluster ----" ... Well, you know what I mean. Although, with a separate start and finish line the fleets were constantly finishing and starting. This enabled the Race Committee to get in the needed races. It was a perfect sailing morning to fit in 3 races before noon. The Regatta was saved with a 3 race series.

# A•Y•F•Y•R•A

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[www.yflyer.org](http://www.yflyer.org)

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### Change of Address

Please notify the AYFYRA Secretary ASAP.

### Membership

\$35.00 per year

# PRESIDENTIAL POINTS

By Anthony Passafiume III Y-2757



The season has begun and I hope everyone is fired up about racing. I have come to the conclusion that no matter how many races we sail or how long those races are, I am just happy to be able to race. After we count the votes, as far as I am concerned, the issue is laid to rest.

Now on to bigger issues, like the livelihood of our class. It's no secret that attendance is down. Nile and the Hatcher Clan have done a great job with the new Flyer. We are trying to get it out to everyone who has ever owned a Y to spark interest or at least let everyone know what is going on. As I stated in a previous article, grass roots marketing is, in my opinion, going to be the best way to get more boats on the line.

What do I mean by that? It means all of us need to do our part. Talk sailing at work, at the grocery store, or wherever you are. I am not the most creative of people so I am open to any suggestions, and I am not scared to have Paul open up the check book if someone comes up with something we need to spend some cash on.

I know this article is not knocking the socks off of anyone, but growing the class is something we need to take seriously. Let me know of any ideas. See you at the next regatta.

# THE ELECTRONIC FLYER

If Paul Revere were a Y-Flyer sailor, you would hear him yell, "Color pictures are coming! Color pictures are coming!" as he sails through the night on his Y-horse.

I am pleased to announce, effective immediately, a high resolution, color version of the Flyer is now posted to the AYFYRA web site at

Did you want to keep that last issue, but it was mistakenly thrown out by your crew? Well, never fear, starting with November 2009, past editions are also available to be viewed online or printed. You can now cherish those old articles without any of the clutter.

Now with all this electronic stuff going on, we also have the opportunity to do our part for the environment by going green. Yep, green as Doug Kinzer's boat. Beginning with the July edition, we are asking as many members as possible to opt for obtaining the Flyer electronically. Just so you don't miss out, once a new edition is posted, you will receive an e-mail notification of the posting and the web site link so you can start reading the class happenings before the postman can get out of his jeep.

The e-mail notifications will be sent to the e-mail address we have for you on file and that was published in the latest class roster. If you would like to change your e-mail address, we have also added a place on the AYFYRA web site for you to easily update your profile information.

Now, before all you old timers like Rusty and Craig get in a huff, we will still print and mail you a hard copy of the Flyer, if that is what you prefer. In order to receive a hard copy, all you have to do is call or send me a note via snail mail, carrier pigeon, or e-mail, and we will gladly continue to mail you a copy for your enjoyment. Also, if you don't have an e-mail address on file or your e-mail starts to bounce, we will add you to the hard copy list until you tell us otherwise.

One of the biggest expenses we have as a class is the production and distribution of the Flyer. By going electronic, not only can you do your part for the environment, the class will save approximately \$1.50 per issue per member. While it is a small number for one, it quickly adds up to monies that can be used to fund other class endeavors. This is a win-win for everyone.

# SPOTLIGHT ON THE CREVE COEUR SAILING ASSOCIATION

By Dan Gill/CCSA

*The Creve Coeur Sailing Association's (CCSA) Y-Flyer fleet is growing...fast.*

The club sails on Creve Coeur Lake, located 30-minutes west of the St. Louis Arch, as its home lake. At ½ mile wide and ¾ mile long, Creve Coeur Lake is just big enough for racing. We believe in fun club racing and it's a great place for beginners to jump into a boat as crew and skippers get a racing fix close to home.

"The lake is small enough you can feel on top of the lake in a Y-Flyer," said Bryan Gill, CCSA Secretary. Bryan has sailed at the lake since he was nine years old and recently finished 4th in the club's fast fleet composed of Y-Flyers, Thistles, Buccaneers and Lasers. One half of the fleet's top 10 sailed Y-Flyers and 11 of the fleet's 23 competitors sail Y-Flyers. Our slower fleet is also very strong, with 27 boats last year, composed of Sunfish, Capri 14.2 and Flying Jrs.



*Creve Coeur Y-Flyer sailors contemplate their downwind tactics to ensure victory.*

Most of our members live within a short drive of the lake making it easy to rig boats and sail three races twice a month on Sundays from April through October. We average 20 boats on the line between the two fleets. Club-sponsored barbeques are well attended giving everyone an opportunity to recount the day's racing.

According to Dennis Bardle, Y-Flyer sailor and CCSA Board Member, the club has sixty members, including fourteen Y-Flyers. Former Y-Flyer sailor, Jeff Adkins, serves as the current Commodore of CCSA. (Jeff traded in his Y-Flyer for an MC Scowl last year.)

After a brief hiatus as CCSA Commodore for three years, Bob Gill will return to competition this season with his Y-Flyer. Valerie Hoven, one of the club's newest members, received a 1960's wood Y-Flyer donated to the club last year. After a little sanding and painting, she plans to race this season.



*In an attempt to avoid arrest and prosecution for perpetrating two crimes, a) selling his Y-Flyer and b) purchasing an MC Scow, Creve Coeur Commodore Jeff Adkins, tries to plead his case to local law enforcement officials.*

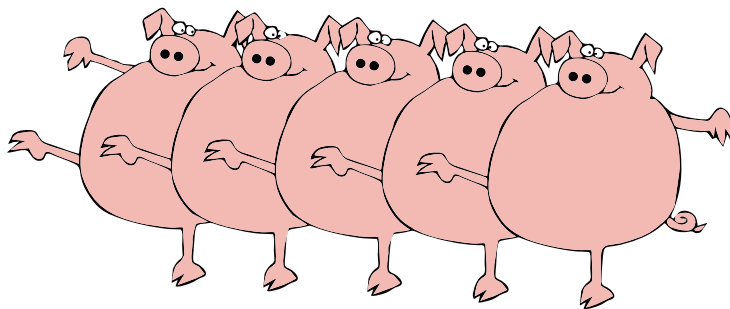
It is believed that Eric Rosenbloom has been sailing a Y-Flyer longer than anyone else at the club. Eric began sailing Y-1108 after his father's passing and has been sailing on and off ever since. Eric wrote via the club's Yahoo Group, "It was a small organization with maybe ten boats forming one miscellaneous fleet. I became commodore of the organization for a few years and disappeared to get married and have kids. The growth and sustainability of the Y-Flyer fleet is largely credited to Bob Gill, Bryan's father. Many club members trace their entry into both the club and the Y-Flyer to Bob.

While finding crew can always be challenging, the CCSA is unique in that being a public lake, there are a lot of curious onlookers willing to give sailing a try. "I would say I sailed half of my races last year with people who had never raced before," said Bryan Gill. He found his crew by walking the path or showing up at the race committee's tent next to the path. The board plans to get a "crew flag" to let skippers know there is crew available on shore.

# HAWG WILD REGATTA

MEMORIAL DAY WEEKEND, MAY 28-30

It's time again for the annual Hawg Wild Regatta. This is one of the biggest parties GMSC puts on all year. As we say, it's a "Big Party on a Big Lake." There are several great things about the Hawg Wild. We have a great versatile place to sail (skill), we put people up with places to stay (cheap), you have an extra day to drive home due to the holidays (convenient), a new tradition that has emerged with late night poetry and literary tricks of astonishing amazement (intellectual prowess), and the annual music festival that coincides with the weekend activities (added entertainment). Skill, Cheap, Convenient, Intellectual Prowess, and Added Entertainment... How can you pass up a regatta that sounds like the perfect girlfriend? (kidding)



This has been a long standing tradition of an amazing group of people that come together to enjoy each other's company and battle it out on the water. We started a new initiative with this regatta last year. We've turned back the clock to make this an old fashioned regatta. We used to always have crazy, off-the-wall, off-the-water competitions to make things more hysterical (done!), we used to have great t-shirts at every regatta (done!), and there was always a sense of mystery and the idea that anything could happen (done, done and get ready!).

The hospitality and friendships have stayed and grown for years, but the little things are what we've pushed to bring back to this regatta. GMSC is very pleased with what we've added and evolved this weekend into. We wish you would all come to see how great it really is and how proud of it we all really are.

And don't forget, come sail at the Hawg Wild and leave your boat for Nationals. When you come back, you won't have to tow the boat or set it up ... just put it in the water and go fast!!

For housing, contact Drew Daugherty at [drew.daugherty@sbcglobal.net](mailto:drew.daugherty@sbcglobal.net). I hope to see everyone there. What better way to try out the lake before Nationals than to do it with such a great event.

Music festival site - <http://www.riverfestarkansas.com/>

## A Blast from the Past...

by Jack McNeary Y-1200



Just for the record, this picture was taken of me on Y-1200 which I still own. It was taken by a news photographer in Charleston, SC in the harbor during one of the races sometime in the 1980's. I recently scanned the old photo and this is the result.

I came in second in the Nationals on two or maybe three times, but close only counts in horse shoes.



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## DERBY DAY AT THE RIVIERA

This year's Riviera Regatta will be held at Lake Mattoon in Neoga, Illinois, the weekend of June 11 to 13. We'll kick things off with a Welcome Aboard party on Friday evening, followed by racing on Saturday and Sunday.

The Kentucky Derby will be the theme this year – so start decorating your hat now! There will be a special competition for the best Derby Hat Saturday evening. Parade to the post (aka starting line) to the strains of "My Old Kentucky Home" while admiring Fleet 39's NEW committee boat.

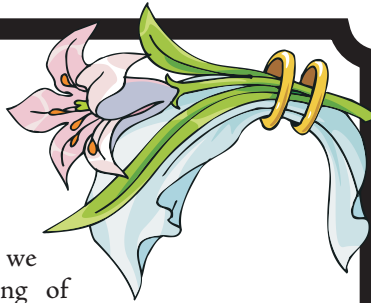
We've kept the cost at \$55 per boat (skipper and crew). This includes the Friday night party, Saturday breakfast, our traditional ham & bean lunch (extra meals \$2.50), cocktail

party and steak dinner (extras \$8.00), Sunday breakfast and lunch (extras \$3.50), plus beer and soft drinks. There's free camping on the club grounds with two hot showers available. (Third person up in the morning, You're SOL! – The Editor) And the one-of-a-kind Riviera bonfire Saturday night and legendary hospitality!

For those who haven't been here before, Lake Mattoon is about 15 miles north of Effingham, Illinois, where I-70 and I-57 intersect. In addition to tent camping on the club grounds, there are many motels in all price ranges available in Effingham. We're a small club, home of Turner Marine, where many of the Y's are built, and home to 9-time National Champion, Chet Turner, who is this year's regatta chairman. It's a small lake, but the racing is always fiercely competitive, with lots of fun ashore. We hope to see lots of our friends here!

A regatta invitation is included with this issue of the Flyer. For more information, contact Chet Turner (regatta chairman) at 217-895-2277 or chetelela@rr1.net or Carolyn Shearlock (publicity) at 217-721-8872 or ygofast@123mail.net.

## KENNETH ELI BIGUS



It is with great sorrow we inform you of the passing of Kenneth Eli Bigus who passed away on March 16, at Kansas City Hospice and Palliative Care, Kansas City, Mo. Kenneth owned Y-481 and was an avid sailor and served as commodore of the Jacomo Sailing Club. He loved to be on the water and taught both his sons, Ed and Larry, to sail.

After graduating from junior college, Kenneth enrolled in law school at Washington University in St. Louis. His schooling was interrupted when he joined the U.S. Army and was stationed overseas fighting in the Hurtgen Forest in Germany. Kenneth was seriously wounded trying to save another soldier under enemy fire and subsequently earned a Purple Heart, the Silver Star and Bronze Medal for bravery.

Kenneth returned to the states, finished law school, returned to Kansas City where he went into law practice. Kenneth spent most of his law career in his own firm; he practiced sixteen years with his son Larry and eight years with his son Ed, finally retiring in 2006.

Survivors include his wife of 58 years, Elma; his sons and daughters-in-law, Larry and Ruth Bigus and Edward and Ellyn Bigus; his grandchildren Alex, Liz and Aaron Bigus and Jacob, Samuel and Julia Max Bigus, and one sister, Harriet Bigus of New York City.

## Y-FLYER INTERNATIONALS TO BE HELD AT LAKE CHIPPEWA

*By Ivan Baker Y-2789*

Sometimes in life there are events that just defy words or descriptions, but you still have to try. The Chippewa Yacht Club, Chippewa Lake, Ohio, is hosting the 2010 Internationals (AKA The International Incident) on July 23-25. You have all heard the stories, but many of you need just that extra little push to come to Ohio and sail on our darling little lake. It promises to be three days of sailing that you can only find at "The Motherland". So hitch up the boat; leave the frowns at home, and come experience Internationals in Chippewa style.

Enclosed you will find the NOR for this magnificent event. You can also find a digital copy on the website so that you can just email it back to me.

A race boat sailed towards a bridge on their way towards the course. One crew member noticed a funeral procession traveling on it. He respectfully removed his hat and stood silently until it passed. Another noticing the action said; "You show a lot of respect for your fellow man." The crewman returning to his job said; "What do you expect, I was married to her for 30 years!"



From the  
**EDITOR**

By Nile Hatcher Y-2762

We made it through that long, cold winter and spring has finally arrived. I figured out it was spring when, upon closer inspection, the quarter-inch of stuff on my deck turned out **not** to be yellow snow, but pollen. Another sure sign of spring is when I stare out my office window, I can no longer see the eight lanes of GA 400 freeway traffic. After a few minutes of staring, I begin to daydream... I am on my Y leading a pack of 143 other boats heading to the finish line. Before I hear the gun, my boss walks in and shakes me on the shoulder. Startled, I gracefully open my eyes and say "amen".

I have just about finalized my calendar with the regattas I plan to attend this year.

I want to remind the regatta/event chairs, fleet reporters, and anyone with a creative hand and a story to tell, don't forget to send me your happenings during the season. If I happen to be at your venue, I can add my two cents, but if I am not there, the only thing I can write is a head line that reads "The (XXX Regatta) was held" and the story will read "This is where we were going to tell you about how great the regatta/event was, but we forgot to send Nile an article."

And for those members who are no longer sailing, you're not off the hook either. I would love to publish your stories about racing, the fleet, the people or anything you would like to share about Y-Flyer sailing, past, present or future. This publication is for the enjoyment of everyone so it will take everyone's help. Pictures are always a plus. Thanks to Jack McNeary for his Blast from the Past contribution to this month's edition.

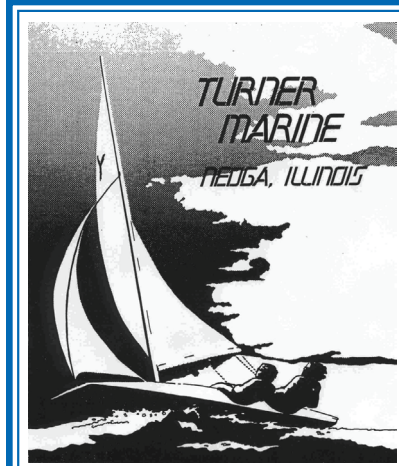
Don't be afraid to send in your story because you think you can't write. Have no fear! My staff always checks for grammar and spelling. We'll make sure you look good in print. After all, if you look good, we look good. Heck, you know my staff has to be great, because I am a product of the Arkansas Public School System and they even make me look good.



*"My wife got mad because I had my boat's name tattooed on me, and not hers. Can you add her initials?"*

Skipper	Crew	Club	Sail #	Order of Finish			Total Points	Standing
				Race 1	Race 2	Race 3		
Tony Pasafume	Vickie Pasafume	Louisville, KY	2670	1	1	3	5	1
Carlin Hodges	Neecee Coryell	Atlanta, GA	2800	2	3	2	7	2
John Bright	Andrea Bright	Louisville, KY	2632	6	2	1	9	3
Karen Dial	Diana Wrisley	Columbia, SC	2762	4	4	7	15	4
Amanda Hodges	Mindy Sherry	Atlanta, GA	2799	8	5	6	19	5
Pat Pasafume	Savannah Hatcher	Louisville, KY	2681	7	7	8	22	6
John Dotterer	Rebecca Dotterer	Columbia, SC	2791	5	11	9	25	7
Anthony Pasafume	Len Wertz	Louisville, KY	2754	14	6	5	25	8
Rusty Hanley	Russ Hanley	Atlanta, GA	2593	13	10	4	27	9
Dan Eskew	Karl Andersen	Seneca, SC	2769	11	8	12	31	10
Alan Thompson	Nick Haile	Atlanta, GA	2684	9	12	11	32	11
David Parshall	Austin Parshall	Columbia, SC	2595	3	13	DNF	34	12
Nile Hatcher	Brad Beebe	Atlanta, GA	2763	10	14	10	34	13
Jason Eberhard	Paul Eberhard	Atlanta, GA	2767	12	9	13	34	14
Karl Andersen	Clark Rempter	Atlanta, GA	2739	DNS	DNS	DNS	54	15
Terry Tyner	Kelly Tyner	Columbia, SC	2521	DNS	DNS	DNS	54	16
Debbie Eberhard	Stephanie Eberhard	Atlanta, GA	2767	DNS	DNS	DNS	54	17

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# PARSHALLS WIN KEOWEE CUP

By Dan Eskew Y-2769

Wouldn't you know it? After a week of fine sailing weather, on Friday night the clouds rolled in and the wind stopped. While sailors rigged their boats, the postpone flag went up.

Seems like that has been happening at a lot of regattas lately, and that is what happened at the 2010 Keowee Cup.

Seven Y-Flyers came to compete: Amber and David Parshall, Lyle and Drew Miller, Don and Juliette Hill, Dan Eskew and Nathan McGarity, and Carlin, Amanda, and Kate Hodges with Kate's three college roommates as crew, one on each of the Hodges boats. None of the three roommates had ever been in a sailboat before. Out of the 50 boats at the regatta, clearly the Y-Flyers had the most fun!

Saturday we did go out on the water in a light rain, but no races were to be had for lack of wind. Sunday morning the weather cleared and there was a hint of a breeze. There were two short light air races. In the first, Kate edged in ahead of Carlin, with Amber close behind. In the second race, Amber was in front with Carlin second. For the regatta, Amber won the tie-breaker for first place, Carlin took second, and Kate came in third.

As we left the race course, right on schedule, the wind started building. By mid-afternoon, we had a beautiful, sunny, warm, day with a vigorous breeze, just in time to pack up and go home!



KEOWEE	Skipper	Crew	Club	Sail #	Order of Finish		Total Points	Standing
					Race 1	Race 2		
	Amber Parshall	David Parshall	Columbia, SC	2595	3	1	4	1
	Carlin Hodges	Roommate #1	Atlanta, GA	2800	2	2	4	2
	Kate Hodges	Roommate #2	Atlanta, GA	2799	1	5	6	3
	Don Hill	Juliet Hill	Charleston, SC	2786	4	4	8	4
	Lyle Miller	Drew Miller	Charlotte, NC	2797	7	3	10	6
	Amanda Hodges	Roommate #3	Atlanta, GA	2754	5	7	12	7
	Dan Eskew	Nathan McGarity	Seneca, SC	2769	6	6	12	8

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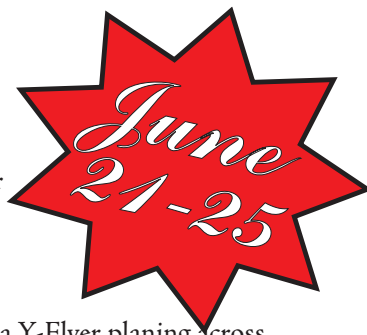


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# 2010 JUNIOR & SENIOR NATIONAL CHAMPIONSHIP REGATTA



The countdown is officially on... GMSC would like to invite everyone to join us June 21st - 25th for a battle of wit and skill. Club Members have come together in an amazing way preparing for this event. We've made sure this is going to be a first class event, at a first class venue, for a first class fleet that continues to rise in popularity and strength.

As the wind tears through the trees outside of my office window, all I can think of is an image of a Y-Flyer planing across the scenic landscape of Lake Maumelle. Days like today are what build the anticipation, wonder, and excitement of what is competitive sailing. We surround a heated battle among friends, drenched in years of skill and tutelage, with an amazing atmosphere of camaraderie and jovial celebration. This is an event that cannot be missed!

The week will kick off on Sunday June 20th, with a chance to compete in the local GMSC club races. This provides you with a great opportunity to try the venue and intimidate the local competition.

On Monday, the Junior National Championship will commence as well as the annual Golf Tournament (please sign up now). On Tuesday, we will determine who is the new Junior National Champion as well as conduct the Senior National Championship practice race. We will finish with a bang as Greg Bradley wows us with his world famous and award winning Cajun cuisine. You never know, there may be some Zydeco music, hurricanes, and bead tossing.

Wednesday will begin with the Senior Nationals, instructional mentoring courses to improve or refresh abilities, and conclude with the Annual Meeting (don't worry there's plenty of beer). Racing will continue Thursday and Friday, ending Friday night with a banquet in Downtown Little Rock.

I personally promise a good time. We will all have on our party hats and are ready to show everyone the time of their lives. The competition will be heated on all levels from the water, to the golf course, to Anthony still trying to keep up with the party rivalry. Please come and enjoy our hospitality!!

Reminders...

- In order to participate in the Senior Championship Regatta or the Challenger Series Regatta, you must be an Active Member of the AYFYRA by May 23, 2010. (That Means Sign Up Now!!)
- Also, please sign up for the Golf Tournament and check the website for a full detailed account of the week
- Finally, sign up on the "Who's Coming" page to give us an idea of who we will be privileged to see at <http://www.yflyer2010.com/>

**Hosted by the Grande Maumelle Sailing Club (GMSC), Little Rock, Arkansas**

<http://www.yflyer2010.com/>



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# AMERICAN Y-FLYER YACHT RACING ASSOCIATION, INC.

## EXECUTIVE COMMITTEE MEETING MINUTES

March 25, 2010

### ATTENDANCE

#### OFFICERS AND CHAIRS

President Anthony Passafiume  
Executive VP & National Regatta Chair Linda Moore  
Secretary Paul White  
FLYER Editor Nile Hatcher

#### AREA VICE PRESIDENTS AND OTHERS

Mark Barton  
Terry Fraser  
Steve Roeschlein  
Shelby Hatcher  
Pat Passafiume

Meeting called to order at 8 pm by President Anthony Passafiume. This Executive Committee meeting is a conference phone call between all present.

The meeting was called to order by President Passafiume to discuss a proposed change to Article 20 of the Class By Laws that was approved by the Executive Committee at the February 18, 2010 meeting. That proposed change replaced the National Regatta racing limit of no more than 3 races per day with a daily schedule determined by a committee of 5 people who will meet daily and act in accordance with a new Appendix B to the By Laws.

Steve Roeschlein moved that the daily schedule of National Regatta racing by a committee of 5 people in accordance with Appendix B be replaced by no more than 4 races sailed per day and with no more than 3 races sailed back to back without a shore break. Paul White seconded this motion.

Discussion of this motion related that the maximum of 4 races per day, with no more than 3 races back to back is contained in the Y-Flyer International By Laws.

Being no further discussion, President Passafiume called for the question. The 9 Executive Committee members all voted in favor of the motion. Motion passed.

Secretary White related that the Appendix B that was created by the previous change, now no longer exists. He further related that this proposed change to Article 20 of The Class By Laws will be sent to the Active (boat) Class members for their approval or rejection via a mail response vote card. If 2/3 of those responding with the mail vote card are in favor of this change, it will be incorporated into the By Laws. The mailing of the vote card to the Class will be in time for application to the 2010 National Regatta, if approved.

Being no further business, the meeting was adjourned.

Paul C. White

### May 5, 2010 - Results of the Mail Vote

All of the recommended changes passed the recent Class voting. The National Regatta at Little Rock this June, with conditions permitting, will be able to sail four races per day with no more than three back to back without a shore back.

One hundred forty-eight cards were sent with sixty-one being returned and recorded. Based upon the number of responses, forty-one or more ACCEPT votes were required to pass the change.

Results are as follows:

- 1 - 50 ACCEPT 4 Senior National races per day
- 2 - 61 ACCEPT replacing reference to International Yacht Racing Assn with reference to International Sailing Federation (ISAF)
- 3 - 61 ACCEPT replacing reference to United States Sailing Assn with reference to US Sailing
- 4 - 60 ACCEPT replacing reference to Racing Rules with reference to Sailing Instructions
- 5 - 50 ACCEPT excluding use of RRS Rule 87 in sanctioned events
- 6 - 59 ACCEPT removing duplicate tie breaking statement
- 7 - 60 ACCEPT removing control of changes to the Articles of Incorporation from By Law Article 21

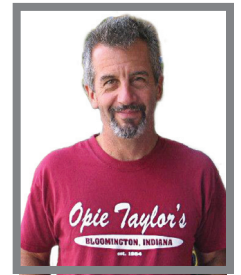
All changes will be incorporated into the Class By Laws with new amended date of May 1, 2010.

Paul White

"No matter how important a man at sea may consider himself, unless he is fundamentally worthy the sea will someday find him out."  
*Felix Riesenberg*

By Doug Kinzer Y2788

# DECIPHERING THE GOBBLEDY-GOOK



I really enjoy teaching my land-lubber friends and family how to sail and also helping less experienced sailors how to become more competent at the sport that we all love. The usual misperception of sailing is that it is very complicated and technical. I'm always reminded of the line from the movie Pearl Harbor: "Are you guys pilots?" "Hm-m-m. I don't know. Awful lot of switches and stuff!" The same goes with sailing: "What're all the ropes for?" "Don't know. They came with it!" I'll make an attempt here to apply my meanings to all them ropes and stuff.

The most important thing to remember starting out is that there are only three key controls on the average Y-Flyer. Mainsheet, jib sheet and rudder. The rest is just details.

When I was sailing as a child, my first Y had a rudimentary outhaul and downhaul (main Cunningham), no jib luff control, no barber haulers and a 80 lb. steel centerboard with 3:1 to haul it up. All of these controls were a bitch to operate, so I set 'em and used the three basics to get around the course. To this day, when I'm having a lousy race, I always come back to that.

However, racing success is about the details, so I'll see if I can alleviate any confusion you might have about the other gobbledygook... perhaps in order of importance.

The centerboard. Outside of the main and jib sheets, the centerboard has the biggest impact on the boat's performance and efficiency. You know the basics: board down for upwind and up for downwind. But how much? It depends on how the boat feels to you. (Feels? More on this at another time). Downwind, the further off you go, the higher the board should be. On a dead run, the board should be all the way up. However, if there's a lot of chop, or if the boat feels a little "loose" for your comfort, let the board down a couple of inches. Reaches usually see the board up mid-range, but for planing conditions, more up-ness is best. For upwind, the board should always be all the way down unless the wind is really cranking. In that case, you could raise the board a few inches to help eliminate weather helm. Of course, that's after you've adjusted...

...the mast rake. If the wind is blowing hard, the mast should be raked back. Most boats are equipped with some sort of jib halyard adjustment system (drum, block-and-tackle, magic box). Combined with the fairly-typical shock corded forestay, the jib halyard has an "effect" on mast rake. [An aside here: technically it is against the rules to adjust mast rake while racing, but it isn't illegal to adjust your jib halyard. Since the latter affects the former, rationalize this however you like.] So ease the halyard to rake the mast back. This will open the slot between the sails and spill more wind. It will also increase weather helm, so be careful here. You want the boat to head up in the puffs, but not uncontrollably. For lighter air, the mast rake should be reduced or moved more forward. This will increase lee helm which helps the boat sail "bow down" or in footing mode. This is faster in medium and light wind. You might sacrifice a little pointing ability, but in light air, boat speed talks and bull@!#% walks. Next on my list of really effective controls is...

...the traveler. Next to the mainsheet, the traveler is the big tool for the mainsail. Make sure your traveler works easily and is rigged well. In breeze and up-and-down conditions, the traveler helps to depower quickly and easily. You can play the traveler just like a mainsheet. The sail goes in and out like a door without changing the basic shape of the sail. You travel down to dump enough wind to stay in control and then travel up again to rebuild speed. If you watch me sail in the two-on-the-high-side conditions, I'll use my traveler sooner than most. The boat just feels better and you don't have to hike yourself to death. When the big puffs hit (survival), you can let the traveler go, but get it back up about half-way as soon as possible so the boat is easier to control. Otherwise, you'll stall the sails by closing the slot too much and then you're wrestling to get to speed again. In light and medium conditions, you can pull the traveler to windward a little bit to keep the boom on the centerline. Either good crew work or some creative rigging can facilitate this. This can work really well because you can have your mainsail in good light-air mode but increase your pointing ability substantially.

Okay, I've avoided it long enough, so now, on to the boom vang. I'm not big on the boom vang, but some people are. Basically, I use the boom vang in big breeze to help flatten the mainsail via more mast bend. This helps with weather helm, too. Additionally, with the vang on, the boom won't "sky" when you have to pop the sheet. Some people like to "vang sheet": when puffs hit, pull the vang on hard and when they subside, ease it again. This requires a lot of practice to get it right. For downwind, the vang will keep the boom down so you don't spill too much wind. But don't pull it too tight; you don't want to close the leech of the sail. In light air, ignore the vang. Leave it loose and give your crew some room.

Now we delve into the more nuanced stuff which, after 45 years of doing this, can still puzzle me. These controls serve the purpose of, as Chet Turner told me many years ago, "making the sails look good."

The cunningham. The main and jib cunningham (luffs, cloth controls, whatever...) apply tension to the luff of the sail. This moves the draft of the sail forward and aft. More tension brings the draft forward (and opens the leech) while less moves it aft. Depending on what you're looking for (more pointing, more speed), use the luffs accordingly. I like my leech more open (for boat speed, in my opinion) so you might notice my main luff a little tighter than some. This is also because my ugly speed wrinkles are really ugly and it bothers me. Hopefully I can solve some of this the next time I buy sails. My jib luff will be a bit wrinkly which makes for more power toward the bow and more pointing ability, at least in the jib. Wrinkles also indicate a fuller sail which is good for power when you need it, such as in choppy conditions.

A note about "speed" wrinkles. These are the wrinkles along the mast that run aft and down toward the boom. As a general rule, the wrinkles shouldn't extend too much above the spreaders nor longer aft than a foot or so. If they extend aft too much, then your mast may have too much bend and your sail is outside of its designed optimum. This is good in a big blow (over bend wrinkles), but not in our most common conditions.

Outhauls, anyone? Your outhaul on the mainsail is the "fat adjuster" for the lower part of the sail. The foot of the main has wrinkles, too. You can use the wrinkles to consistently figure out where you want the outhaul set. Again, as the wind picks up, the tighter the outhaul will go (unless the waves are huge). This helps with acceleration by letting the wind through a little easier. A looser outhaul and a fatter sail causes the wind to bend through the sail more. This is good for pointing and power, but if you want to accelerate, you'll need to pull it on again. In a drifter, the outhaul should be fairly tight so the wind doesn't have to work too hard. Again, acceleration is the key. A good rule of thumb: pull the outhaul until the wrinkles just disappear.

Barber haulers. My life improved greatly when I got my first boat with barber haulers. These are the jib enhancement tool for reaching and running. Basically, you use barber haulers to project the jib sheet further outboard away from the mainsail. The leeches of the sails can remain parallel and the air flow through the rig is most efficient. How much do you adjust them? The simple explanation is: the more you bear off, the more barber haul you use. But how much is right? It is easier to be shown, but the idea is to keep the leech of the jib as uniform as possible up until it is whisker pole time. The top of the leech should twist off while the clew of the sail is not hooking in. Trust me; you'll know it when you see it and you will smile when you get it right.

Leech line. Huh? Okay, I use Rowland sails and they come with a leech line. I use the leech line to pucker up the mainsail on the run and broad reach. I leave it off if I go any higher than that. This helps to trap wind in the sail longer when running. My understanding of the theory is that a big wad of wind in the sail is faster. But here's the bug-a-boo. If you forget to release it before heading upwind, then you'll have a big wad of wind in the sail that you don't want...and you'll stop. If you have a leech line and dementia, it is best to leave the leech line alone!

How should all of this junk be rigged? However you want, within the rules. A Turner Y out of the box is rigged so the crew does most of the adjustments. Other boat owners rig in other ways according to personal taste. I have my four top priorities rigged so I can do them (mainsheet, centerboard, traveler, drum). These things affect the feel of the boat and having to say "when" doesn't work for me. Lauren can do everything else from her spot. The best way to figure it out is just walk the parking lot at the regattas and look at boats. I still do this all the time. I'm never too big to recognize a better idea.

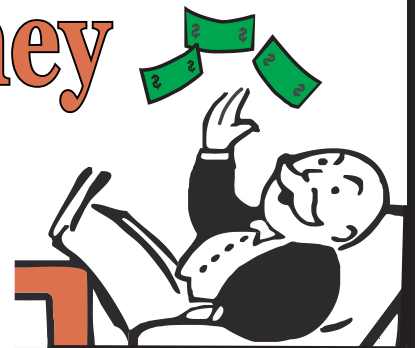
It is not hard to understand why sailing has the "stigma" of being "complicated." Too many ropes, too much physics, too much time, and sometimes too little money stand in the way. That is why it is important to remember the basics: Mainsheet, jib sheet and rudder are what will get you around the course. And, of course, your wits. Keep it simple. The rest is just gobbledygook. Learn to use the gobbledygook correctly and you'll find yourself moving up in the fleet.

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# 2010 REGATTAS

March 6 - 7	Midwinter Championship	Columbia Sailing Club	Columbia, SC	Mark Barton & Jill Barton
April 24 - 25	AYC Open *	Atlanta Yacht Club	Acworth, GA	Tony & Vicki Passafiume
May 1 - 2	Keowee Cup Open *	Keowee Sailing Club	Seneca, SC	Amber and David Parshall
May 22 - 23	Governors Cup †	Kentucky Lake	Kentucky Lake, KY	
May 29 - 30	Hawg Wild †	Grande Maumelle Sailing Club	Little Rock, AR	
June 12 - 13	Riveria †	Lake Mattoon Sailing Association	Mattoon, IL	
June 19 - 20	James Island Yacht Club Regatta	James Island Yacht Club	Charleston, SC	
June 21 - 22	2010 Junior Nationals June 21 - 22	Grande Maumelle Sailing Club	Little Rock, AR	
June 23 - 25	2010 Senior Nationals June 23 - 25	Grande Maumelle Sailing Club	Little Rock, AR	
June 23 - 25	2010 National Challenger Fleet Series	Grande Maumelle Sailing Club	Little Rock, AR	
July 17 - 18	Charleston Yacht Club Regatta *	Charleston Yacht Club	Charleston, SC	
July 23 - 25	2010 International Regatta	Chippewa Yacht Club	Medina, OH	
July 31 - Aug 1	Kenyon Cup	Lake Lashaway Sailing Club	East Brookfield, MA	
Aug. 7 - 8	Rockville Regatta	Rockville Yacht Club	Charleston, SC	
Aug. 7 - 8	Beer and Boats †	Carlyle Sailing Association	Carlyle, IL	
Sept. 4 - 5	Lake Norman Labor Day Open *	Lake Norman Yacht Club	Mooreville, NC	
Sept 11 - 12	Indy Outty †	Indianapolis Sailing Club	Indianapolis, IN	
Sept. 18 - 19	Whale of a Sail Open	Carlyle Sailing Association	Carlyle, IL	
Sept. 25 - 26	Lake Lemon Open †	Bloomington Yacht Club	Bloomington, IN	
Oct. 9 - 10	Gilbert Beers Memorial	Atlanta Yacht Club	Acworth, GA	
Oct. 23 - 24	Hospice Regatta *	Western Carolina Yacht Club	Hartwell, SC	
Nov. 6 - 7	Midlands Open *	Columbia Sailing Club	Columbia, SC	

\* Helmsman Cup Series

† Mid America Cup Series

A sailor, after running aground on a sand bar, paid a passing fisherman fifty dollars to pull him off with his boat. After he was off the bar, he said to the fisherman, "At those prices, I should think you could make a real living pulling people off night and day." "Can't," replied the fisherman. "At night I haul sand for the bar."



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