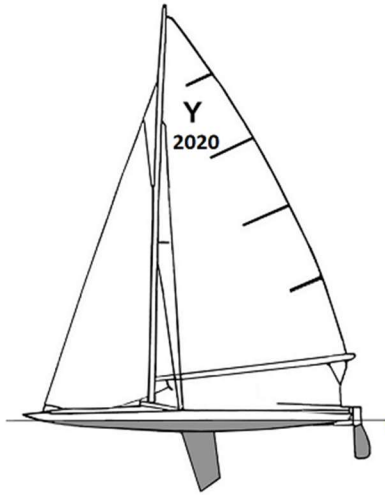


August 2020



The Flyer

Yflyer.org

The Newsletter of the American Y-Flyer Sailing Association

News.....Fleet 65.....Racing News.....Contacts/Officers.....Updated 2020 Race Calendar...."The Flyer" Hall of Fame First Inductee.....Fleet News.....Canadian Corner.....From The President

Cancelations Continue

Last month The Flyer reported on the very successful James Island Regatta. Unfortunately, all subsequent South Carolina regattas have been canceled. These include the Charleston Yacht Club Open, the Hobcaw Regatta, the Carolina Yacht Club (Charleston) Regatta, and the Rockville Regatta. The Savannah Yacht Club Firecracker Regatta also did not happen.

Refer to the updated Racing Calendar later in this edition for the remaining regattas scheduled for 2020.

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Attention: If You Want A Printed Copy of The Flyer sent to your home delivered by the USPS notify Secretary-Treasurer Paul White at yflyer@juno.com





New Fleet Chartered

Y-Flyer Fleet 65 has been chartered and will be sailing out of the James Island Yacht Club in South Carolina. Here is their first fleet report:

By: Ned Goss, Y-2753

This year has been a very difficult year for everyone around the world. Life as we know it has changed forever. What was “normal” will never be normal again and as a result everything in my life and my wife’s life has had to change. Our new “Normal” looks very different. Working from home, teaching sailing online over Zoom, and obeying new protocols to keep people safe are just some of the challenges we had to overcome. For me, change is very hard and this spring was no walk in the park. With the college spring sailing season canceled I started to wonder and worry what our summer sailing and racing would look like. Jess and I are lucky because we do live on Charleston Harbor and we were able to get out on the water and sail and motor around while the world was going on lock down. As spring moved into summer, the James Island YC decided to move forward with their open regatta. They understood that they could not hold their regatta like years past, so they needed to look at every aspect of hosting an event that could have upwards of 120 boats. Here are some of the things that had to change:

- All Registration would be online.
- They canceled all social events associated with the regatta.
- The skippers meeting would be hosted on a Zoom meeting.
- The awards would be mailed out to people.
- We spent 2 days mapping out the property and assigning spots for each boat with 6 feet in between each boat to keep social distancing.

- While masks were not mandatory (like they are now in a lot of places) they were very strongly suggested.
- They took everyone's temp as they entered the property.
- Hand sanitizing stations were installed

All of these precautions led to a safe and successful event. As the event approached, Jeff and Amy Woodward (JIYC members) called me and asked if I could find them a Y-Flyer to sail. I also talked to Joel Bays (who works with me at C of C) and asked him if he would be interested in joining the fleet. Last year the three of us sailed Hobie 20's, but this year we switched gears to sail Y-Flyers. Mary Hankel Skinner wanted to race and with Allen's back still not quite right, she needed a crew or skipper. We found Kyle Fast as her skipper. A recent grad from Conn College Sailing Team, this was his first time in the Y-Flyer. Henry McCray had been putting the word out and we joined his cause. The net result was that we had 6 boats racing and over 1/3 of the fleet were new to the class.

Throughout this regatta, there were several lead changes and there were multiple races where the entire Y-Flyer fleet finished within seconds of each other. It was some really tight racing and after each day we all stood around a Large Circle (Social Distancing) talking about the day and what worked and what didn't. It occurred to me that over the past 3 months of lock down people (including myself) missed other people as much as the spirit of competition. It felt like this was the first real fun Jess and I had enjoyed with other people in a very long time.

After that event we wanted more, but how? The pandemic continued to worsen, the country was starting to open up, but sailing events were being canceled. Since we had success at the JIYC open and JIYC has dingy racing on Thursday nights we started to formulate a plan. We still had the boat Jeff and Amy sailed, and I asked David and Kristen Buckley if they wanted to sail on Thursday nights. They both said yes and on June 25 we had 3 boats on the line. We had so much fun that we needed to find a few Y-Flyers and invite people. With the help of Bob, Wendy, Henry, and Robert we have amassed 8-9 boats and we have had 5 or more boats out on the line every week. It's been great fun!

So far, we have had several different couples and some of the Junior Instructors, all new to the boat, try out the Y-Flyer with great success. Stefan Kuehn (former C

of C Sailing Team Captain) and his wife Julia (first time in the Y-flyer) have come out and expressed interest in the class.

Kevin Jewett (C of C Director of Sailing) and his wife Carolina (Former C of C sailing team member) came out and are looking for more. When I asked Kevin what he thought of the boat.

He said “That was so fun! Reminded me of sailing as a kid at the club I grew up in and it made for a great date night. Hope to do more!” When talking to Jess after racing, Carolina expressed how much fun she had. “It has been a while since I have raced in such close quarters. I didn’t know how much I missed it. When I go out pleasure sailing, I almost don’t know what to do with myself. But tonight, sailing with Kevin and the tight racing within the fleet, I really felt at home.”

We have even reached out to some of the old guard within the class, like Greg Fisher and David Loring. David (a former Y-Flyer national champ and 3 time sunfish world champ) and Margaret Bost (first time in the Y) came out last week and had a blast. Both Greg and Jo Ann Fisher are excited and are hoping to make it out next week.

We have been working hard to make all of this happen because we believe that the Y-Flyer is positioned very well in this new world of Covid. It is a platform perfect for couples and families; a fun, fast boat that is somewhat simple, yet still has a technical side to it. The price is right, as well. When I asked Joel Bays why he likes sailing the boat, he said, “the Y-Flyer is a great boat to learn from. You feel each adjustment you make in the boat, making it really easy to learn from. The fleet encourages each other to go faster and sail smarter, and that is a lot of fun.”

We’ve enjoyed five full weeks of sailing in a world that is still locked down. This activity has sparked a couple of new things. First, we have put in a request for a New Fleet to be formed out of JIYC. We will be Fleet 65. Second, we are planning to host our first regatta as Fleet 65 on September 26-27. We will follow the same protocols as the JIYC Open. NOR and Online registration to follow very soon.

We are very excited to have formed Fleet 65 and are hoping to continue making opportunities for local Y-Flyer sailing and providing opportunities for sailors, old and new, to try out the Y-Flyer and hopefully become as hooked (or re-hooked!)

as all of us are. Hope to see everyone in Charleston in September and in Atlanta in October!

Fleet 65 on the water. photos by **Stefan and Julia Kuehn**





More Fleet 65 pictures at this link:

https://photos.google.com/share/AF1QipN34FBGS-2Kp45w8c_6SBUtELBEhC348MPOVFyXR3IVzP80_03k46rlxgsskTRZw?key=aXo5OVdHUHIHRnB1b1NLSE1zdVRRZi1fNTB4S3dn



Remember: Please give us a virtual “thumbs up” by sending in your dues today! One Design Class membership numbers count. It’s important that we count all Y-Flyers even if you not in a fleet.



Y-Flyer Source List Helping Y-Flyers find the parts and services they need:

- 1.) PFD’s USCG Approved **PFD’s** by Zhik. Call me I can ship. 800-450-7245, 3001 Bill Wiggins
- 2.) Composite Y Flyer **Rudders** kick-up or straight email Andrew Pimental at apimental@aol.com
- 3.) Hull **Repair/Rigging** email Doug at evenkeel2788@gmail.com



Y-Fleet Reports:

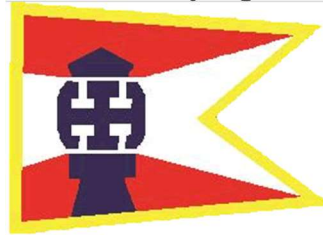


Louisville Sailing Club

We sail (sometimes race) Y-Flyers on Thursday nights. We usually have 3 or 4 Y's on any given Thursday.

We have built our Fleet up to 5 (which is great since we only had 1 just a couple of years ago).

We are all healthy, taking it one day at a time and trying to stay (relatively) sane.



Harbor Island Yacht Club

Harbor Island Yacht Club is located on scenic Old Hickory Lake (a part of the Cumberland River waterway), just to the northeast of Nashville in Wilson County, Tennessee. HIYC was formed in 1961 by a group of sailing enthusiasts. The club has steadily grown and now has a membership of over 125 families including active, junior, and associate members.

HIYC has several fleets including a large cruising fleet, a Vanguard 15 fleet, Y-Flyer fleet, Lightning fleet, Laser fleet, and an Optimist dinghy fleet. We have regular regattas planned for each fleet throughout the year and have many social activities scattered throughout the year.



Saratoga Lake Sailing Club

The club received our New York State Permit and we started club racing as of July 15th. However, the first two Wednesday races were canceled due to weather. We've raced on two Sundays for a total of four races so far this year. Both Sundays had heavy wind and big wave action!

New York State requires all racers including all crew as well as Committee Members fill out COVID Health Assessment forms before racing on every race day. Everyone must also sign-in to race. We are complying. If someone doesn't sign-in or complete the COVID form the boat is disqualified. Heavy penalty, but required for us to stay in compliance and keep our state permit.

Addendum: Last evening we were able to sail a Wednesday evening race in beautiful breezy cool conditions. No motorboat waves and nice wind driven waves you could surf a Y on.

Within 48 hours of the last race of each month we send in a report to New York State. No injuries, no accidents, no reportable incidents for July.



Grande Maumelle Sailing Club

Drew "Bongo" Daugherty is a year older since he had a birthday on July 28th.

The real Little Rock news comes from Elizabeth Parker! As follows:

We have enjoyed several race days with about 7 Y-Flyers, two of whom have youth under 12 years old as their crew. Our skippers' range in age from 20's to 60's. Blake Byrd bought a newer boat, and it is beautiful and fast! With Covid-19 precautions, some of our skippers are single-handing their Y's, and others are enjoying having family aboard.

Our fleet recently purchased a boat for prospective Y-Flyer sailors to borrow and race until they get hooked and buy their own.

Our club also recently got a Y-Flyer for use in our club boat program, which already includes Flying Scots, Sunfish, Lasers, an MC Scow and others. We've had several new members participate in this program and go on to purchase a Flying Scot, so we are excited to get a Y-Flyer in the mix!

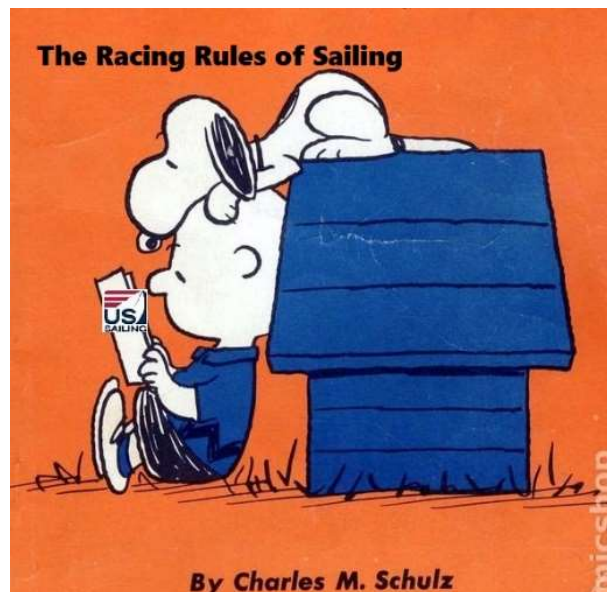
Fleet 30 is doing great, but we miss our regatta friends!



Beaver Lake Sailing Club

Final Race of the Molder Hollow Cup Series was July 25th. More info as it becomes available. A copy of the Y-Flyer schedule at the club:

Monday, May 25, 2020	Y-Flyer Racing	Warm up/Crew familiarization
Saturday, May 30, 2020	SS Race Makeup or Y-Flyer Racing	TBD
Saturday, June 06, 2020	Molder Hollow Cup #1	One Design Racing: Y-Flyer Fleet - 1 pm start
Saturday, June 13, 2020	Founder's Day Regatta Day 1	11 am Skippers' Meeting Required/1 pm start
Sunday, June 14, 2020	Founder's Day Regatta Day 2	11 am Skippers' Meeting Required/1 pm start
Saturday, June 20, 2020	Molder Hollow Cup #2	One Design Racing: Y-Flyer Fleet - 1 pm start
Saturday, July 04, 2020	Arkansas Cup #2	11 am Skippers' Meeting Required, Pursuit Race
Saturday, July 11, 2020	Molder Hollow Cup #3	One Design Racing: Y-Flyer Fleet - 1 pm start
Saturday, July 25, 2020	Molder Hollow Cup #4	One Design Racing: Y-Flyer Fleet - 1 pm start



There is no better boat cover available in the world that can match Y-Flyer Multi Champion Bob Rowland's Sailors' Tailor covers. Rowland Sails have been on championship Y's. You need a cover?...call Bob.

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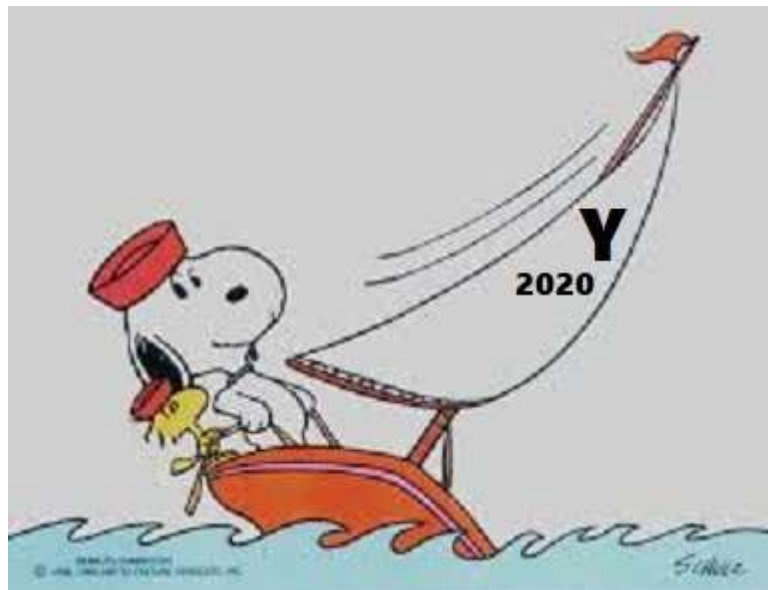
Since 1972, we have developed 170 One Design Class patterns for sailboat covers, so you can count on a custom-fit for your boat. See Bob or Sandy Rowland in Y-2735.

7 Things You Should Insist Upon When Buying A Boat Cover

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For your Y, we make Skirted Mooring, Bottom, Cockpit, Skirted Trailing-Mooring, Padded Rudder Bag, Padded Anchor Bag, & Tie-in Cockpit Bag.

The Sailors' Tailor name is well known nationwide as a maker of premium boat covers for 120 One-Design classes of sailboats. Since 1972, Bob Rowland, his family, and the Sailors' Tailor team have built a reputation for long-lasting, extremely durable, roadworthy products. © Copyright 2018 The Sailors' Tailor Inc. - All Rights Reserved



Presenting the first inductee into “The Flyer” Hall of Fame

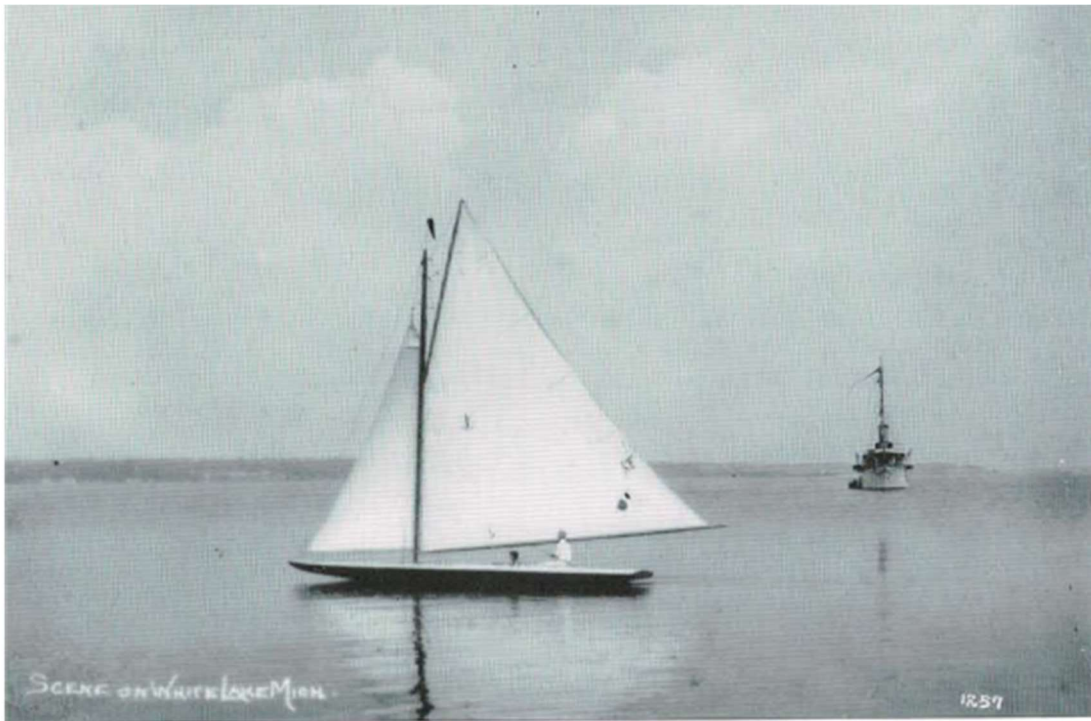
Alvin M Youngquist, Sr

(A life spent messing about in boats)

1891 Born near Whitehall, Michigan

1905-1909 (age 14 -18) Alvin built 3 scows similar to C-scows in the family barn

1910-1915 Youngquist is pictured sailing a B-scow that he owned, "El Capitan I"



El Capitan I, a B Scow owned by Alvin Youngquist, Sr., sailing on White Lake. Circa 1910–1915. (Pedler Collection, MCM Archives)

•
1913 (age 22) graduated from Michigan State Normal College

1914 (age 23) After graduation he became a drafting teacher at a Toledo school

1916 (age 25) Alvin builds an A-scow 36 feet long, not quite as long as a standard A-scow, named "Opitsah." The story is that 36 feet is as long as the Youngquist barn was.

1917 (age 26) merger of White Lake Yacht Club and Golf Club. Alvin was among the charter members in 1917

1925 (age 34) Son born, Alvin M (Sonny) Youngquist, Jr

1926 (age 35) Invented the **Medvid Motor Crib for the backseat of a car to transport babies & young children. The Youngquist family was driving from Toledo to their summer home on White Lake quite frequently and Alvin devised**

the Medvid for Sonny's comfort and safety. It could also be taken from the car and hung between trees or in its own supports.

1930 (age 39) Alvin's A-scow syndicate "Miss Whitehall" won the season championship skippered by Alvin.

1930 (age 39) A share of the Miss Whitehall syndicate was purchased by the Whitehall Tourist Beureau to promote the White Lake area during the Great Depression

1931 (age 40) designed the "Kitten" a sailboat for children:



The Kitten

1932 (age 41) again Younquist's A-scow "Miss Whitehall" syndicate won the season championship skippered by Alvin, Sr.

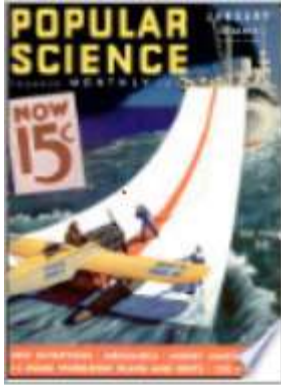
1933 (age 42) Alvin's Ice Boat plans are published in Popular Science Magazine:



A picture of Alvin and Sonny from

Popular Science as they are building the Ice Boat.

Popular Science Jan 1933



1933 to 1935 Became the White Lake Yacht Club Sailing School Supervisor. The oldest sailing school continuously operating in the United States today.

1933 (age 42) Alvin started sailing “Vixen” an E-scow. He built it in his Whitehall barn shop. The wooden A-scows at the White Lake Yacht club were too expensive to maintain in competitive condition and slowly faded from the club.

1935 (age 44) designed the Y-Flyer and built “Y-1” in his barn primarily for his 10 year old son Alvin, Jr.

1938 (age 47) AY started sailing “Vixen II” another E-scow he built.

1938 (age 47) Became the Commodore of the Western Michigan Yacht Association. An association of Yacht Clubs in the area.

1940 (age 49) Alvin M. Youngquist, Toledo, Ohio, designer of the Y-Flyer, gave a cup to the Chippewa Yacht Club, Chippewa Lake, Ohio, in 1940 as a trophy for the Y-Flyer Class.

1940 W. Stephenson AIFYRA of Chippewa won the first Youngquist Trophy for competition primarily between Chippewa Lake and Mohican Lake.

1941 (age 50) “The Rudder” magazine publishes Youngquist’s Y-Flyer plans in a series of 3 articles over 3 monthly issues with pictures and plans. Rudder Magazine Y-Flyer stated Alvin Youngquist wished to build a two-person performance dinghy as a training boat for the larger A-Scow. His instructions were how to build it at home using marine plywood.

Interest in the plans mostly happened after WWII ended. At White Lake Yacht Club the Y-Flyer was a popular junior boat. Other clubs were interested in the

Y-Flyer as a boat for adults. It later caught on as an adult boat at White Lake in the 50's when the fleet numbered from 13-18 Y-Flyers at the club.

1943 (age 52) Alvin was too old for WWII. There was minimal racing activity at White Lake Yacht Club. Alvin began match racing E-scows against Howard Baxter from a nearby Michigan club. Howard won in 1943 but Alvin won the next three years.

1943 Alvin, Jr (Sonny) (age 18) sailing Y-1 on White Lake in Michigan.



Sonny soon became a Radio Technician as a Chief Petty Officer in the Navy during World War II.

1946-1947 (age 55, 56) Alvin, Sr wins an unspecified trophy (it's a martini shaker with his name etched on it) for the 2nd and 3rd time. Tradition was that once a skipper won a trophy three times the skipper was allowed to keep it. This trophy now has been re-purposed as the Merrill Callen Memorial Trophy. It is awarded to the highest placing Y-Flyer at the Midwinters with a skipper over the age of 50 but not winning the Midwinters. Merrill Callen hosted the Y-Midwinters at the Lake Norman Yacht Club near Charlotte, North Carolina for at least 20 years. This trophy was first awarded in 2016. Tara Smith Whitworth

found and obtained this treasure on eBay and then donated it to the Y-Class.



The Merrill Callen Trophy

1947 (age 56) Alvin, Sr's sister, Livia Youngquist Peterson, writes a book about a youngster who builds and races his own sailboat to victory. The book is called "Fair Wind." Most likely based on Alvin's exploits.



1948 (age 57) Alvin, working with Ray Green, designed the **Rebel** sailboat to be built from fiberglass. The first One-Design sailboat to be constructed from fiberglass.

1948 (age 57) At a meeting of the Board of Directors of June 23rd, 1948 Alvin Youngquist was made Honorary Life Member of the White Lake Yacht Club

1953 (age 62) Became the Western Michigan Yacht Association Commodore for a second time.

1953 (age 62) Alvin retires. What follows is an entry in the Michigan State Normal College, Alumni Newsletter, May 1953 (Now known as Eastern Michigan University):

. . . . Retirement for Alvin M. Youngquist ('13) will mean more time in his boat business in Toledo, Ohio. Between sailboat races, the position of Commodore of the Western Michigan Yachting Association, participation in a comedy quartet, and his business, he shouldn't have to worry about keeping busy.

.....comedy quartet???

1954 (age 63) An article appears about Alvin, Sr's relationship with Dick Gibbs. Dick Gibbs and future partner Rod Macalpine-Downie went on to design many boats for the Gibbs Company, MFG, and Chrysler Marine to include the Buccaneer and the Mutineer.

Sailboat development in Michigan in the 1950s took advantage of the new, lightweight materials, as well as the older wooden forms. A few Michigan firms pushed new types of small one-design boats, including the Gibbs Boat Company of LaSalle (and later Erie), near the Ohio border. Dick Gibbs formed the company in about 1954, starting with the Y-Flyer, designed by Alvin M. Youngquist, Gibbs's mentor in boat construction.

1957 (age 66) Y-Flyer Regatta at White Lake:



Two major Y-Flyer Regattas have been held at White Lake: the Fourth Annual Y-Flyer Regatta in 1954 and the International Y-Flyer Regatta (pictured here) in 1957. (Berwin Johnson Postcard, WLYC Collection)

Promotional post card from White Lake Tourism:



1960 (age 69) at the Indianapolis National Y-Flyer Regatta with wife, Elsie:



1964 (age 73) Re-wrote the instruction manual for the White Lake Yacht Club Sailing school:

White Lake Y.C., always well represented at the WMYA regattas, is launching its renowned sailing school for another season. Since the start of the school, about 1600 diplomas have been awarded to those completing the various boating courses offered. Past Commodore **Alvin M. Youngquist** rewrote the instruction manual used by the classes. Officers for White Lake Y.C. in 1964 are: commodore, Chas. J. Kushell, Jr.; vice commodore, Robt. A. Carr, Jr.; and rear commodore, Neil Manny.

1966 (age 75) Voted a Western Michigan Yacht Association Life Member.

1979 (died 87 or 88 years old) Buried in the Youngquist Family plot at Oakhurst Cemetery, Whitehall, Michigan.

Other members of the Youngquist family in the family plot:

Father, Abraham Youngquist (1848- 1922)

Mother, Amelie Youngquist (1859-1922)

Wife, Elsie Youngquist (1889-1982)

Son, Alvin (Sonny) M Youngquist, Jr (1925-1998)

Sonny's wife, Judith Jacket Youngquist (1937-2007).

Sister, Livia Youngquist Peterson (1887-1950)

Sister, Martha Youngquist Hahn (1889-1954)

1981 White Lake Yacht Club built a steel pier and dedicated it in the name of Alvin Youngquist, Sr.

Interesting Note: Sonny Youngquist along with his wife Judith Jacket Youngquist owned and published Banker's Monthly Magazine in Chicago until they retired back to White Lake for their final years.



Action On The Water Shane and Jake Ghere at the 2018 Nationals at Harbor Island





The Canadian Corner:

This month the Wandering Wondering Y Reporter ends up in Alberta, Canada. Here is the WWWR interview with Richard Quinlan:

The Wandering Wondering Y Reporter would like an interview

What is your name: Richard Quinlan

What is your nickname: Quincy

What is your Y-Flyer's name and number: Alberta Clipper Y 1085

Who built your boat...and who was the previous owner (if you know): This was one of the last wooden John Booth boats. He built about a hundred Y Flyers in Edmonton, Alberta, Canada from about 1956 to about 1974. The previous owner was at Edmonton Yacht Club and I'm forgetting his name right now.

What is your favorite thing about your boat? Very well built and pretty to look at.

Where do you live: Lethbridge, Alberta, in western Canada.

What is your Club, Fleet, and Lake: St. Mary's Sailing Club



At what age were you first on a sailboat:5

What was the kind of sailboat: Y-248

How did you end up as a Y-Flyer sailor: Ran in the family

When did you get your first Y-Flyer: after Y 248 rotted in the 1980s I sailed Fireball and then Laser, and finally found my current boat in 2014. Her first regatta was the International Regatta at Saratoga Lake Sailing Club!

How often do you get to sail your Y: Only a few times each year due to lack of crew nearby.

Do you prefer to travel to a regatta or stay home to race: Regatta!

Have you considered offering to be an officer of your club or your Y-Association: I'm western rep for CYFYRA.

Are you already an officer of either one:

Can you tell us a story about your sailing experiences: when I was 5 my Dad threw me in our Y with 3 older sisters and we got caught in a thunderstorm on Pigeon Lake, Alberta. A squall line came through and somehow we didn't capsize. Lightning was going into the water nearby. I was terrified, and refused to sail again until I was 10. When I finally did get back into the boat I fell in love with the sport and it's been a big part of my life ever since.

Any other opinions you have and want to tell us about: I love to single hand a wooden Y Flyer in a moderate breeze with lazy whitecaps. It's one of the greatest sailing experiences!

Rank these from 1 to 5...1 being the most important....when you go to a regatta or race at home:

5. Winning or a good finish
1. Safety of myself and other competitors
4. Competitors following and enforcing the rules
3. Race Committee setting a good courses and running good races
2. The onshore party and after race activities

Final question. If there is an on-the-water incident and you think you were in the right but the other sailor disagrees would you:

I'd yell protest, but not file it and hopefully settle over beer.

- A) **Would you do penalty turns to protect yourself** maybe
- B) **Or would you go to a Protest Committee?** No

Thank you!

"Alberta Clipper" at the Belwood, Ontario Internationals:



Check out this link to the CYFYRA <http://y-flyer.ca/Articles#WhyistheY-FlyerFastBoat>



Mr. President, Bob Turner

Just following up on my last article regarding my experience with Jack Helms and his contribution to the Y Flyer class in its early years of development.

Just a bit over 50 years ago, I found myself standing inside the boat building facility of the Jack A Helms Co on Pepper Street in Northeast Columbia, unwittingly starting a half century in the marine industry.

The facility was a not impressive in its structure or layout. What was most obvious, was the amount of activity generated by 5 employees hard at work with the various aspects of producing what was considered extraordinary quality small one design sailboats.

John Helms, Jack's son, had met me in the office and we both started an intro walk-thru of the operation. As eyes adjusted to the interior lighting, I saw three or four Y-Flyers nearing completion and staged near the overhead door with final details addressed before these were to be delivered to new owners.

Since the reason I was standing there that morning was directly related to a "less than optimum" rudder design that Mr Youngquist had fashioned, the rudders being fitted to this group of boats caught my eye. They were long tapered blades set in pivoting head fittings. John explained that these were the last of a group of boats that were going to a fleet in New York where grass was a considerable problem. The rudders were not the official rudders of the class but were considered a necessary variation given the local conditions. He then showed me a new design that had been recently introduced. The first one had just been pulled from the two part mold and was much higher aspect ratio slightly wider at the bottom... the rudder we still use today.

We walked by an old guy (at least 60 LOL) who was putting mast tracks on the aft section of three wooden Lighting masts. Yes...it was that long ago. We then walked over to another side of the fitting out shop where another new boat was sitting on a low dolly. The boat with blue trimmed deck was John's own boat that they had just built. Hull no. 2150. His previous boat, an out of sequence number 2200, had just been sold to a Biology professor at the University of South Carolina, Lenny Lundquist, who was the USC Sailing Team faculty advisor....another story, another time. A bright orange Fireball had just been assembled hull to deck and remained to be fitted out. In a separate section was the glass production area of the 10,000 square foot Pepper Street building. Three employees were working on a Lighting hull still in the mold with final laminates underway. Day one was quite impressive.

Jack Helm's love for woodworking was well known and had started building furniture after his brief professional football career in the fledgling AFL. His size and stature (6'7/260lbs +/-) had found success on the college gridiron, however, it is likely that the intensity of pro football did not suit his quiet demeanor. Walking thru the shop that first day, the love of fine wooden furniture was obvious as numerous patterns could be found collecting dust in the shop loft area. Table top patterns, ornate dining seat backs and turned legs remained. This love of woodworking led him to build his first wooden Y-flyer.

The "legend" goes that the first boat was nearing completion when a friend stopped by to see Jack. That friend fell in love with the Y-flyer and bought it before the final coats of varnish had been applied. Jack started another one.

Similar story....similar ending. Furniture became secondary as production turned to building more wooden Y-flyers. The same furniture craftsmen that worked with Jack early on, transitioned to building wooden Penguins and Y-flyers. The quality of workmanship followed.

John took me over to the rigging side of the shop adjacent to the office access entry. This was where my first hands on experience was to unfold. An hour later, I was hard at work installing hardware and rigging on the three masts headed to NY.

The next five years of my association with Jack and Jesse Helms was going to be an intense learning process. What I learned, usually by idle conversations with the core employees is that Jack was a consummate business man, engineer with no boundaries on evolution of building techniques, hardware design, manufacturing and cutting edge spar design and construction. By the late 60's he had earned a reputation among E-scow fleets, Comet fleets, Lightning fleets and Y-flyer fleets for producing quality, cutting edge (for the time) boats. He had been given permission from the National Class E-scow Association to build and test aluminum tapered mast sections to replace the wooden box construction that was standard equipment. The three wooden lightning masts were to be the last wooden masts he provided for his products. Working with Buddy Melges, Bob Sidelman, Chet Kenyon, Skip Moorehouse and the Oberg brothers from New Jersey, he had developed generation one tapered aluminum lighting masts and had provided H-2 sections to the Comet sailing Oberg brothers. Though the yellow Y 2200 was equipped with a prototype tapered H2 section, that option was not going to be available for another year as a replacement for the rotating H 1 masts. For the above sections, Jack had developed extrusion dies and given them to an aluminum extruding facility located in Tifton Ga. Along with the developed extrusion, Jack had elected to produce 90% of the hardware involved in rigging the masts and sail handling hardware found on the boats produced in his shop. A small section of his shop was set aside as the "machine shop" where a 50 ton, 20 ton and 10 ton press was located along with a Bridgeport vertical mill, small hand punch presses and two lathes. With exception of the Fico sliding goosenecks and Fico jib tracks, all other mast and deck hardware was produced in that shop.

In the 60's, much of the hardware available was of phenolic resin infused linen cloth (the brown brittle hardware occasionally found on old rigs and decks.) Jack produced a single die to extrude the aluminum cams found on most of his boats built in the 70's. All the necessary milling was done to the individual cams to accept the springs, pawls and fastenings. After milling, they were all stamped HELMS and sent to the anodizers for finishing. Boom bales, single and single with becket blocks were stamped from sheet stainless and electropolished before the final assembly. Fico plastic sheaves were ordered by the hundreds. For the H1 sections, the double diamond brackets, jib stay hound collars, spreaders and castings were all produced in house or farmed out to casting houses. The phenolic mast heads common on H1 sections were produced in house. Though the upper swage jaw fittings were from Loos Company, Jack fabricated his own turnbuckles from scratch. Any welding necessary, including the mast tapers for H2 and Lightning sections, was done by Jack himself who was accomplished at TIG welding.

After initially working in the rigging and outfitting department, Jack introduced me to the machine shop section where the hardware was built. Often production runs of halyard shackles (the ones with the twist key lock configuration) boom bales, blocks, etc would be in the hundreds to keep up with the volume of boats leaving the shop.

Along with spar and hardware development, Jack also helped transform the construction techniques commonly found with Balsa or Plywood coring in hulls and decks. The 1970's products had eliminated the Balsa coring and replaced it with a structural foam roughly equivalent in characteristics to Divinacell foam common today. Jack called it Iso Foam and it was shipped in two 55 gallon drum containers. He poured his own foam in 2 cubic foot, six sided forms. After curing was complete the foam blocks were re-sawn into half inch for Lightnings, Y flyers, and Comets, or 3/8" for Penguins and Fireballs. Seven pounds of part A, seven pounds of part B. It was mixed then poured into the forms producing two cubic foot blocks at 7 lbs/sqft.

In the first year I was at Helms Co., he was asked to produce 7 Lightnings to be used in the USYRU Mallory Cup. Each boat was weighed with all weights coming within 3 lbs of class minimum!



Our Class Officers

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Area 8 VP (OR, WA, CA, ID, AK)	Kevin Black	317-446-9925	kblack2752@gmail.com



2020 Regatta Schedule

DATE	REGATTA	LOCATION	
Mar 21-22	Midw ^Y inters	Atlanta Yacht Club, Acworth, GA	POSTPONED to Oct 10-11
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Apr 4-5	Schultz Hospice	Harbor Island Yacht Club, Nashville, TN	POSTPONED
http://www.hiyc.org/home/index https://www.facebook.com/groups/173933446119295/			
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Apr 25-26	AYC Open	Atlanta Yacht Club, Acworth, GA	CANCELED
https://atlantayachtclub.org/ https://www.facebook.com/groups/699149633481635/			
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May 2-3	Keowee Cup Open	Keowee Sailing Club, Seneca, SC	CANCELED
https://www.keoweesailingclub.com/			

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May 16-17 **Animal Cracker** Browns Creek Sailing Assn, Guntersville, AL **CANCELED**

<http://brownscreeksailingassociation.org/about-us.html>

<https://www.facebook.com/groups/345228505841660/>

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May 23-24 **Hawg Wild** Grande Maumelle Sailing Club, Little Rock, AR **CANCELED**

<https://www.gmsc.org/>

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Jun 6-7 **Riviera** Lake Mattoon Sailing Association, Neoga, IL **CANCELED**

<https://www.facebook.com/LakeMattoonSailing/>

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Jun 20-21 **James Island** James Island Yacht Club, Charleston, South Carolina

<http://www.jiyc.org/wp-content/uploads/2020/05/JIYC-Notice-of-Race-2020.pdf>

Won by Henry McRay/Stephanie Lea

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Jul 10-12 **58th HYC Open** and Junior Champ Series Hobcaw Yacht Club, Mt Pleasant, South Carolina **CANCELED**

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

https://www.regattanetwork.com/event/19774#_home

<https://www.facebook.com/groups/1736160630010315/>

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Jul 13-17 **Y-Nationals** Saratoga Lake Sailing Club, Ballston Spa, NY **CANCELED**

<http://www.sailsaratoga.org/>

https://www.facebook.com/groups/496417387418935/?ref=br_rs

<https://www.facebook.com/groups/199975476707125/>

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July 18-19 **Firecracker/Leukemia Cup One Design** Savannah Yacht Club **CANCELED**

https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=20912

https://www.facebook.com/SavYachtClub/?ref=br_rs

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July 17-19 **Charleston Open** Charleston Yacht Club **CANCELED**

<https://sayra-sailing.membershiptoolkit.com/calendar/event/9775843>

<https://www.facebook.com/groups/1736160630010315/>

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Jul 25 **Carolina Open** Carolina Yacht Club, Charleston, South Carolina **CANCELED**

<https://www.carolinayachtclubsc.org/club/scripts/section/section.asp?NS=PW>

<https://www.facebook.com/groups/1736160630010315/>

Aug 1-2 **Rockville Regatta** Sea Island Yacht Club, SC

CANCELED

<https://www.facebook.com/pages/Sea-Island-Yacht-Club/447763388728848>

Sep 5-6 **Bluegrass, Bourbon and Boats** Louisville Sailing Club, KY

<https://lsc.sailloouisville.org/>

<https://www.facebook.com/LouisvilleSailing/>

Sep 5-6 **Labor Day Regatta** Lake Norman YC, Mooresville, NC

<https://www.lakenormanyc.org/>

Sep 12-13 **Beer & Boats** Carlyle Sailing Association, Carlyle, IL

<https://csa-sailing.org/>

Sep 12-13 **Hospice Regatta** Lake Norman Yacht Club, Mooresville, NC

<https://www.lakenormanyc.org/>

Sep 19-20 **Fall DinghyFest** Rush Creek Yacht Club, Heath, TX

<http://www.rcyc.org/>

<https://www.facebook.com/RushCreek>

Sep 26-27 **Lake Lemon** Bloomington Yacht Club, Bloomington, IN

<https://bloomingtonyachtclub.org/>

<https://www.facebook.com/bloomingtonyachtclub/>

Sept 26-27 **James Island Y-Fleet 65 Regatta** James Island Yacht Club, Charleston, SC

More Info to follow: contact Ned Goss [gossep@cofc.edu](mailto:gossepe@cofc.edu) 843-270-2172

Oct 10-11 **Beers Memorial** Atlanta Yacht Club, Acworth, GA

Oct 10-11 **Midw **Y**nters 2.0** Atlanta Yacht Club, Acworth, GA

<https://atlantayachtclub.org/>

<https://www.facebook.com/groups/699149633481635/>

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Oct 24 – 25 **McDougall Open** Harbor Island Yacht Club, Nashville, TN

<http://www.hiyc.org/home/index>

<https://www.facebook.com/groups/173933446119295/>

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Nov 7-8 **Midlands Open** Columbia Sailing Club, Columbia SC

www.columbiasailingclub.org

https://www.facebook.com/groups/columbiasailingclub/?ref=br_rs

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Y-Flyer Classifieds

Got a **Y or **Y** parts or anything else **Y** you want to sell? You want to buy something? Send your information to the **Y**-editor at:**

Elfraser51@gmail.com

Y-Flyer Covers:

Purchased about 2015 and never taken from the shipping box, Marilyn Williams has a Y trilinging and an inside fuzzy bottom cover, both made by Sailors' Tailor. The trilinging cover was made for wooden Y-2557 and does not have

the cover pocket for the traveler, but can easily be added. Marilyn is asking \$800 for both covers. Marilyn Williams 704-664-069

rgwilli@msn.com

Y-Flyer 2786

Contact: Todd McBee - (270) 519-5586 - mcbeemail@gmail.com

Asking \$12,500 - Offers Encouraged - Delivery Available

I. The Boat

- A. 2005 Turner built Y-Flyer, hull number 2786
- B. Red hull, white deck, brilliant glossy finish (like new)
- C. Stored indoors dry and crispy
- D. 500.2 pounds without corrector weights
- E. Aluminum centerboard
- F. Full fiberglass liner and floor pan with Elvstrom bailers that do not leak. Boat comes out of the water without a drop of water in the cockpit or hull



II. Spars and Rigging

- A. DP-2 mast
- B. Fully adjustable Selden spreaders with barrel adjusters for sweep angle
- C. STA-Master adjusters on both upper and lower shrouds
- D. Quick throw lever forestay with microblock swaged for bungee tensioner
- E. Drum jib halyard adjuster lead to duo cam mainsheet system on centerboard trunk
- F. 2:1 single control line barber haulers with ultra light weight Harken low-friction rings



- G. Underdeck cooler retractor
- H. Original W-2 boom fully rigged with 10:1 vang and retractor, 4:1 outhaul with retractor, Harken Carbo mainsheet blocks, and gybing leash
- I. Second boom brand new Super Spars ultralight section fully rigged with Ronstan 40mm Orbit tie blocks, 12:1 vang and retractor, 4:1 outhaul with retractor, and gybing leash, a plug and play light-air weapon, never used and still in shrink wrap
- J. Harken anniversary edition red anodized ratcheting jib cars
- K. Harken flip-flop main cunningham
- L. Running Rigging: Amsteel main halyard, Salsa light and heavy air main sheets
- M. Max length whisker pole



III. Trailer

- A. 2017 Nichols Boat Works

- C. Mooring/tent cover in grey top-gun fabric by Sailors Tailor
- D. Mast cover in grey top-gun fabric by Sailors Tailor
- E. Padded rudder bag
- F. Padded anchor bag

VI. Extras

- A. Tacktick micro electronic compass in box, unmounted
- B. "Marriage Saver" gunnel lift device for easy bottom cover installation
- C. Anchor rode, bailing bucket, paddle, and boom crutch
- D. Custom rear mast crutch that fits in rudder gudgeons
- E. Custom spliced Amsteel lifting bridle
GALVANIZED trailer will never rust or need repainting
- B. LED light kit
- C. PVC guide posts with LED side marker lights
- D. Spare tire with cover
- E. Integrated mast crutch



IV. Sails

- A. 2017 North in excellent condition
- B. 2014 North in very good condition

V. Covers

- A. Bottom cover in grey top-gun fabric by Sailors Tailor
- B. Top cover in grey top-gun fabric by Sailors Tailor

