



Inside this issue

Contacts, Konigsberg Page 2
Peter Jones on Nationals 3
President's Message 3
Secretary/Treasurer's Report . . . 3
Measurer's Corner 4
Caleb Zimmerman 4
Dan Whelan 5
Simon Bertocci 6
Regatta Reports 7
Nationals Pictures 8

Upcoming events

- Blow Hard Regatta Sept. 15-16**
Packanack Regatta Oct. 7
Halloween Classic Oct. 14-15
Annapolis Frostbiting Nov. April
Cleveland Boat Show Jan. 12-21

Packanack is Back!

After missing a year the Packanack Annual Regatta is back. That's great news as Packanack is one of the nicest small lakes in North Jersey. The club has an awesome dock. The lake is very picturesque in the fall, surrounded by beautiful houses and bright foliage. The club always goes out of its way to host the event with a great breakfast and awards. For lunch you simply tie up at the dock and step off your boat.

This year 10 boats from HSC, Pines Lake and Packanack, participated. We had a little sun then a lot of sun, a little wind and then a lot of wind, sometimes it was cold and then it was a little warm. You get the picture: small lake sailing in October. The on-water battle was fierce with stiff competition from all the clubs. Finishes were very close with Team Brown just edging out Team Bertocci by one point for first place. Charlie Engler and Anita took third place

It was good to see so many Jet 14s back at Packanack.
Doug Brown

Class Officers/Board Members

President:	Dave Michos, Fleet 60 216-261-9922
First VP:	Ted Reshetiloff, Fleet 61 202-498-3126
Second VP:	Charlie Smith, Fleet 51 201-435-3698
Secretary/ Treasurer	Dick Kennedy, Fleet 46 703-379-7260
Chief Measurer:	Marion Zaugg; Fleet 4; 419-295-5555
District I VP:	Charlie Engler, Fleet 51 908-464-5564
District II VP:	Nate Ireland, Fleet 4 614-863-5953
District III VP:	Pete McKenna; Fleet 61; 202-778-0258
District IV VP:	Dave Japikse, Fleet 63 518-475-3550
Jet Blast Edit:	Sue Michos, Fleet 60 216-261-9922
Webmaster	Chris Hennon Jet_1093@yahoo.com

Contacts for Active Fleets

Fleet 3:	Pines Lake SC, Wayne NJ Jim Ungemach 973-839-5197
Fleet 4:	Mohican SC, Mansfield, OH Carol Zaugg 419-295-5555
Fleet 31:	Saratoga SC, Saratoga, NY Al Tedrow 518-371-8765
Fleet 35:	Packanack YC, Wayne NJ Sue Clark 973-838-9358
Fleet 46:	West River SC, Galesville, MD – Randy Bruns 410-544-5571
Fleet 51:	Hunterton SC, Clinton, NJ Charlie Engler 908-464-5564
Fleet 60:	Edgewater YC, Cleveland, OH – Cliff Peshek 440-724-12322
Fleet 61:	Severn SA, Annapolis, MD – Dirk Schwenk 410-263- 4464
Fleet 62:	Annapolis YC, Annapolis, MD – Bob Putnam, Jet 1141 – 202-338-1165
Fleet 63:	Mayfield YC, Mayfield, NY Dave Japikse 518-475-3550



Chefs Carol and Marion Zaugg and Dishwasher Chad Clark at the He-Man Breakfast

2006 Halloween Classic Regatta

The Halloween Classic Regatta was its usual success this year! The weather report all week looked ugly. With highs forecasted in the mid thirties, and winds predicted at 25 to 35 mph, twenty one skippers and crews braved the elements and traveled to the windy city...Mansfield Ohio, for what was sure to be if nothing else, fun!

Fortunately for us the weather report was a bit flawed. Sure it was a little chilly, but it did make it into the low forties. The wind was also not as predicted, but the reporters would have had their bases covered no matter what they said. Did we have gusts over 15? Yes. Did we have gusts under 1? Yes. Therefore the average could not have been better.

I was very pleased at all of the out-of-town boats that traveled a long way to be there. Kate Erklauer and Max Scharrenbroich, as well as James and Chris McKenna made the trek from Annapolis. Visitors to the class Ed and Erin Spengeman, Highlander national champs, made it from Louisville, KY and Brent Barbehenn from New Jersey. It was also good to see all of the boats travel from Cleveland, and enough visitors trying out the Jet-14 to fill all of the spare boats.

The first race proved to be taxing on both mind and body. The wind was shifting all over, and with 21 boats crammed on the line, a good start was at a premium. Mike and Jon Chambers were up to the challenge as they opened up a sizeable lead. No one was willing to give up easily as the other boats were flipping places like one of Marion's He-Man flapjacks. Brent Barbehenn and crew Ben Stock were not crowned national champs for nothing as they whittled down the Chambers and took the lead with about thirty feet to the finish line. In third place was team Michos with Kent Kristensen in 180 and Bridget Ireland in 120 shortly behind to round out the top five.

The second race was much like the first with the exception of Adam Dunki-Jacobs and James McKenna jumping up to top five finishes. I started seeing a trend as after the third race the top three teams were very consistent followed by the rest of the pack shuffled like a deck of cards.

Saturday night was full of controversy as taste buds were sifting over the interesting flavors of the chili cook-off. All of the entrants were up to the challenge and it was sure to be close scoring. As usual Marion's chili won, but there were murmurs of potential ballot stuffing. After talking to Marion he assured me that Jimmy Carter himself helped count the votes.



A frosty morning at Charles Mill Reservoir, home of Mohican Sailing Club

Barb thought she had special apples that could not be bobbed, but Brent pulled one out on the first attempt. It seems that they neglected to take the stems off. Not to be outdone, Joe Miner, crew of Bridget Ireland, inhaled by far the biggest apple in the barrel despite having his head held underwater by Mike Gemperline. Sunday morning everyone awoke to ice in the bottom of their boats and their sheets frozen in coil. After thawing, the race started...and went...and went...and went...slowly with little to no wind. Kate Erklauer finally got in the groove after not sailing the first day after dropping their boat off the trailer. She managed to win a trophy! The coveted foot long piece of high tech rope. Other prizes included a recycled trophy, can cozies, cups, and magic marked towels. A special thanks to Denny Dieball and the race committee, the he-man breakfast and dinner crew, and to all who came. We look forward to seeing everyone next year!

Nate Ireland #1134

Full results at Jet14.com

Konisberg Regatta

This year's Konisberg was thankfully a change from the last few. We have had a spate of no wind or too much wind caused by hurricane events. Some of the Konisberg's momentum has been lost. Only a few years ago we had lots of folks at Pirate's Cove and all of the heavy hitters and past-National champs on the water. This year was much more about new and different crews, and (we now know) the end of an era at the West River Sailing Club. Team Schwenk was 50% Connor Schwenk (he and I are getting pretty good with me driving upwind and him driving downwind). Not good enough, however, to do much damage against James McKenna who was very fast sailing with two different crews. Going into the last race, all he had to do was beat Connor and I – but the wind died. We caught the best of what remained.

Looking ahead, it appears there is a strong likelihood that we will sail Konisberg 2007 on the Potomac – a blast from the past that goes back beyond my memories. I have heard tell of strange currents, airliner back eddies and other strange things, but my “good old days” only go back as far as West River circa 1995.

Dirk Schwenk, #1137

Full results at Jet14.com

President's Message

The Jet 14 Class has great news! Allen Boat Co., America's top Lightning builder -- in BOTH performance and numbers -- will now build Jet 14s. Besides quality and results, Allen is reputed for dependable delivery and customer satisfaction. Allen's facility in Buffalo, NY, brings new Jets closer to the entire Class. Vice President Ted Reshetiloff is designing a marketing plan for the boats. Look for several top Jet 14 sailors in Allen Jets.

More Good News! Past class officers Sean DeFusco and Joy Shipman completed bylaws changes. Measurer Marion Zaugg completed revised line drawings.

2007 will be a watershed year for the Jet 14 Class. Our Executive Board has firmly established realistic goals to keep expanding the Class. The Class has committed to buying a new boat, when necessary, to keep new boat production rolling and keep boats available. Ted Reshetiloff is extending the Find A Jet 14 Campaign to another successful season. The racing schedule includes the Nationals at Island Heights, NJ, August 8-11.

More Jet News! This winter, Sue and I won Edgewater Yacht Club's Sailors of the Year Award. Now, US Sailing has awarded my Jet 14 efforts with the 2007 One-Design Leadership Award. Both awards bring much deserved recognition for the Class. Of course, at both awards presentations, my focus is on what a great boat we all sail. Dave Michos, #7, 217, 1156

Notes From The 2006 Nationals

by Greg Fisher

JoAnn and I thank a lot of people for our opportunity to sail in the Jet Nationals in Annapolis. The list of Jet sailors who truly went way beyond the call of duty to not only invite us but who also made us feel truly welcome seems endless.

Of course first and foremost on the list would be the Michoses. It was nearly a year ago that Sue and Dave offered us (and gave us some gentle pushing!) the chance to sail a boat at the 2006 Nationals. They worked hard on several very generous opportunities for some really nice new boats. Not only did they organize the use of Greg Koski's boat (thanks Greg!) they also brought it to Annapolis and even set it up! All JoAnn and I had to do I think was put some tape on the shrouds and mark the jib halyard! Sue even sailed with JoAnn in the Women's Nationals and taught her about the Jet so she could teach me! Thanks Dave and Sue! And congrats on your Sailor of the Year award at Edgewater Yacht Club for 2006....frankly I am sure none of us are surprised you guys won!

Dirk was also a great friend and supporter. He was very encouraging and full of helpful suggestions. Kirby was a great regatta chair and also was extremely hospitable...he went out of his way to make us feel at home in the class and at the regatta...but obviously for all those who were there, they too felt that red carpet. My buddy Brent was always a great supporter and mentor, often yelling suggestions even on the race course as to what we might do better (he was always yelling behind I might add!) It was Michael Parramore who after watching a couple races, suggested we trim our main a little harder and as a result helped us make a huge leap in speed. Todd, Ted, Charlie and of course Marion also were exceptionally helpful. I gotta say for JoAnn and me, the 2006 Jet Nationals will be truly one of our very fondest memories we've shared sailing together. Sure, we enjoyed the boat and the tight racing, but it was the class, and the class of people who make the Jet what it is...you're a great bunch and again, we sure enjoyed sailing with you all!

In my years I have had the opportunity to sail a lot of different one design boats. I have spent a lot of time in the Snipe and the Thistle and the Jet reminds me of the very best qualities of both. I really enjoyed the rig and tuning of the Jet as it is obviously quite similar to the Snipe. There is a lot of adjustability in the rig but thanks to the openness of the top sailors in the class all the "fast tuning numbers" are readily shared and available. Our tuning guide, frankly, is simply a culmination of what the speedy guys are doing! And JoAnn and I truly followed the tuning guide to the T...but more on that later. I thought the boat reacted like a

light Thistle.-.easy to steer through waves and quick to accelerate in light stuff. Obviously it's quite fast downwind too and planes without much effort or wind. I was asked to mention some of the things we felt were important tuning/trim wise to help develop top speed in the Jet. Obviously there are many better suited to describe this but I'll do my best to share what we felt was most helpful in our getting up to speed.

Let's talk first about downwind...we had several people ask at different times why we carried our pole so high, and then why we carried it so low. JoAnn and I just looked at each other.... to be honest those first couple days we just felt lucky to get it up there! Eventually we found we felt most comfortable when the pole was higher than we were normally used to in other boats...we felt the pole should be high enough that the two clews of the spinnaker were always just parallel, but we were always coaxing the weather pole end up as high as it would go while still barely maintaining the two ends even guide. Unlike other boats it seemed as though when we erred we should err towards higher than lower on the pole. Since the spinnaker is pretty full keeping the sheet eased and a curl of 6-8" seemed helpful too.

Upwind as I mentioned we truly followed our tuning guide. It was neat that after the series was over we measured our spreader position (remember Sue and Dave set the whole boat up for us!) and they fell right on the numbers. We were looking for a nice smooth mast bend with slight over bend wrinkles down low but none up high above the spreaders. In fact the over bend wrinkles were our guide to mast blocking and double checking the spreaders. We looked for the diagonal wrinkles aiming from the mast towards the clew to stop halfway back on the boom and not be visible above the spreaders. In breeze if the wrinkles became deeper and went farther aft than mid boom we would place a block or two in front of the mast to restrict the bend. In light winds if the wrinkles didn't develop far enough aft, indicating not enough bend, we'd place a block or two behind the mast encouraging more bend until the wrinkles fell halfway back on the boom. Take a look at the attached picture of the Schwenks and ourselves - identical over bend wrinkles indicate ideal mast bend at this point.

As far as the rig tension we followed the tuning guide...80-90lbs on the shrouds in very light drifting winds, 180 in Medium winds and 200 in bigger breeze above 15ish. As a double check we watched the leeward shroud and set the rig tension so the leeward shroud was just barely going slack (wiggling maybe 1" back and forth) when we were sailing upwind. I don't want to mislead anyone that we were playing the jib halyard every 15 seconds but we did use this guide as a double check if we sailed into a big puff or the wind dropped off a bunch



The Fishers(#1147) and Schwenks tune upwind. Check out the low over-bend wrinkles on the mainsails. This is achieved by chocking behind the mast, effectively bending the mast and flattening the bottom of the mainsail.

in a lull. This leeward shroud wiggle was a nice way to have confidence we were “in the ball park” tension wise. We double checked our tuning guide jib halyard rig tension numbers against the “wiggle” tension numbers and they seemed always to be very close so that was great.

Finally, the one big difference we found as I mentioned above was trimming the main harder. Actually Michael noticed that Brent had been trimming much harder and pointing higher. I wouldn't say we strapped the main but we definitely sailed with the top telltale stalled. Of course, when we hit waves, a header or Brent tacked on top of us ☺ we found it important to shift gears and ease the main out for speed and acceleration. Once back up to speed we'd shift gears and trim harder again.

Again JoAnn and I really want to thank the Jet 14 class, and especially Dave and Sue, for all your hospitality...it is no surprise why the class is growing!

Greg Fisher, #1147

2007 Jet 14 National Schedule

Full Schedule and Contacts at Jet14.com

Date	Event	Venue
March 24-5	Spring Thaw TS I SAYRA Champ. Leg 1	Carolina SC Chapel Hill, NC
April 22	SSA Spring 1	Severn SA Annapolis, MD
May 13	Crystal Bowl	Potomac River SA Alexandria, VA
19-20	Parramore Silver Chevron, TS II	SSA Annapolis, MD
26	Pines Lake Regatta Dist. I Champ. Leg 1	Pines Lake SC Wayne, NJ
June 2-3	Mohican Chief Dist. II Champ Leg 1	Mohican SC Mansfield, OH
2-3	SSA Spring 2 Slalom	Annapolis, MD
9-10	Irey Memorial Regatta	West River SC Galesville, MD
23-4	Cleveland Race Week Dist. II Leg 2	Edgewater YC Cleveland, OH
July 14-5	Newport Regatta Alantic Coasts, TS III	Sail Newport Newport, RI
21-2	Great Sacandaga Lake Open , Dist. IV Champ.	Mayfield YC Mayfield, NY
28	SSA Sumer 1	Annapolis, MD
28	Wren Regatta: Juniors, New Skippers	Hunterdon SC Clinton, NJ
29	Wren Regatta Open	HSC Clinton, NJ
Aug. 4	SSA Summer 2	SSA Annapolis, MD
8	Jet 14 Class Women & Junior Championships	Island Hts. YC Island Hts, NJ
9-11	Jet 14 Class National Championship TS IV	IHYC Island Hts, NJ
25	Gravy Bowl Regatta Dist. I Champ. Leg 2	Hunterdon SC Clinton, NJ
Sept. 8-9	President's Cup & Konigsberg Mem'l	Potomac River SA Alexandria, VA
15-6	Blow Hard Regatta	Cowan Lake SC Wilmington, OH
22	Lake Nockamixon Invitational Handicap	Nockamixon SC Quakertown, PA
29-30	Dist. III Championship Fall Series	SSA Annapolis, MD
Oct. 6	Packanack L. Regatta Dist. I Champ Leg 3	Packanack YC Wayne, NJ
6	Chili Bowl	Edgewater YC Cleveland, OH
13-4	Halloween Classic 2008 TSI Dist. II Leg 3	Mohican SC Mansfield, OH
Nov. 3-4	Chapel Thrill Regatta SAYRA Champ. Leg 2	Carolina SC Chapel Hill, NC
18 – on	Annapolis Frostbiting	Annapolis, MD
TS denotes Traveler's Series Event		



Notes from the Frost Biting . . .

Jet Frost # 3 was all it promised to be and more. 8 Jets braved the cold 6-degree temperature brought by the harsh winters we slug through here in Naptown . . . We were joined by 8 420's

from the Junior program and had 4 races. It was great we had the help of two juniors parents in the red Avon, making mark changes or shortening course much easier--especially with the help of radios.

The racing looked exciting from our vantage point. One race half the Jet fleet was on the other side of the committee boat. I was not sure what was so interesting over there but maybe one of the racers can elaborate . . . In another race the 420's were getting so excited they hit the committee boat. A lot of hoopin' and hollerin' out of that group. Apparently rabbit fur hats are all the rage with the younger set

The Reshetiloff's won the day, Followed by Brent Ostbye (his crew was driving) and Kate sailing Betty. Perhaps Ted can elaborate as to what "go fast" thing he did to his "downtown" spreaders prior to racing . . . RJ Bay won the first race with Randy in 1126.

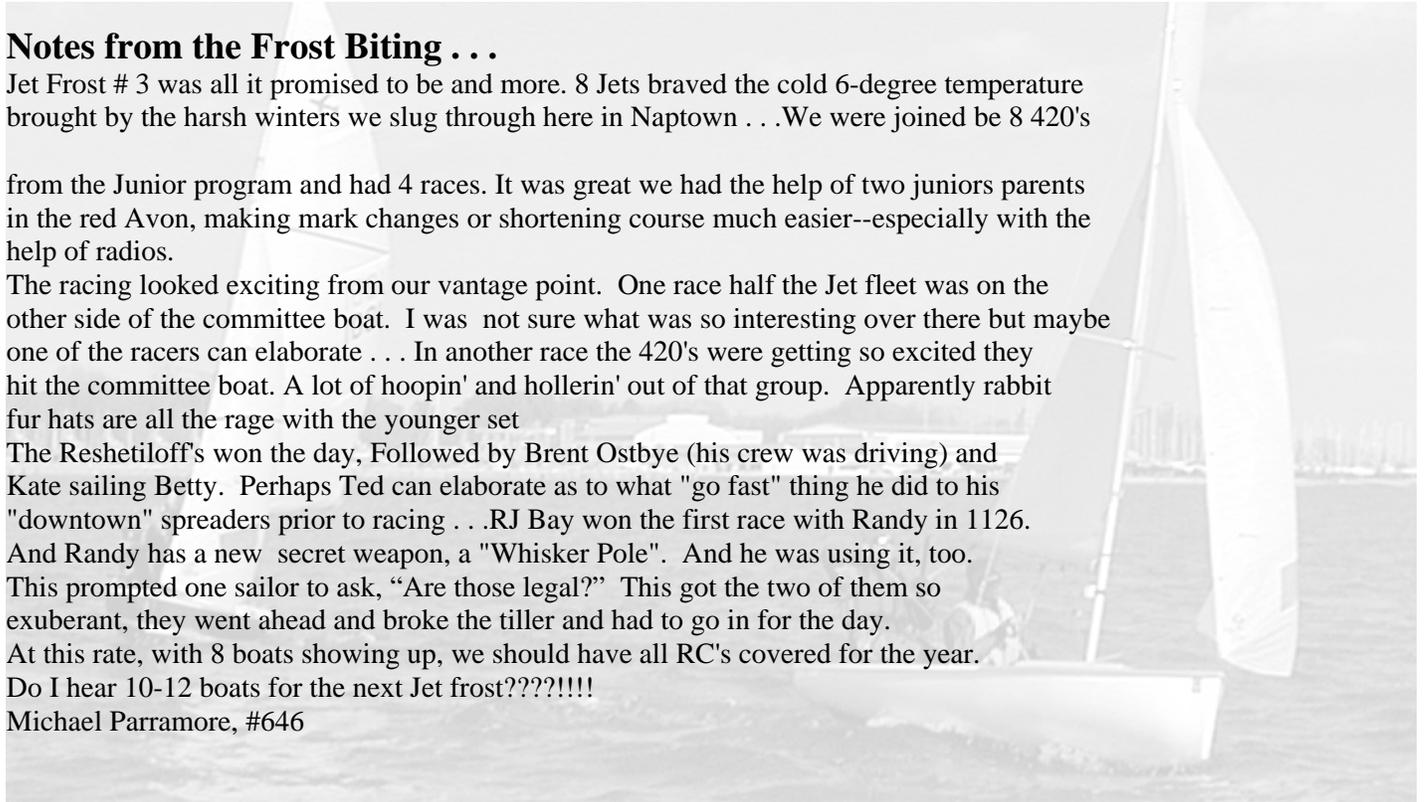
And Randy has a new secret weapon, a "Whisker Pole". And he was using it, too.

This prompted one sailor to ask, "Are those legal?" This got the two of them so exuberant, they went ahead and broke the tiller and had to go in for the day.

At this rate, with 8 boats showing up, we should have all RC's covered for the year.

Do I hear 10-12 boats for the next Jet frost????!!!!

Michael Parramore, #646



Dominant

at the 2006 Nationals



SAVE \$\$\$ ON YOUR NEXT JET 14 SAILS!

Fall is here and this is the best time to buy one-design sails.

Why wait? Order today and SAVE MONEY!



ONE DESIGN CHESAPEAKE

Greg Fisher cell (410) 212-4916 greg@od.northsails.com

www.OneDesign.com



2006 Chili Bowl Participants: The event keeps growing; the Chili's improving!

Clevelanders Stew Up For Chili Bowl

First the important stuff. The king is dead, long live the Queen. Chili King, Cliff Peshek, went down... hard.. and a new Chili Champion was crowned. Bev Keeler took the top honors and becomes the reigning Queen of the chili pot with her VEGETARIAN chili !!! She bested second place chili chef Jim Hermetet and third place, and embarrassed, ex-champ, Cliff Peshek. While the voting did prove that Keeler's recipe was delicious, the meatless formulation had a few purist's eyebrows raised.

Thanks to all the cooks, judges, and officials.

On the race course, Joe and Ginia Volter and Brian McSweeney set a great course North-Northeast and proceeded to run four races. The first three races got off in light air where patience boat speed paid off. The wind filled in a bit in time for a fourth race in about 8+kts. Dave and Sue Michos won the day on a tie breaker with John and Mike Gemperline dropping into second place. Heidi Adelman and Olivia Rault stayed close behind all day and took the third place trophy. Heidi had some great starts and sailed very clean to stay in the top three. Cliff Peshek and Chili Champ, Bev Keeler fought hard to stay in fourth. Ron and Paula Anzlovar had a break out regatta with greatly improved boat speed and boat handling good enough for fifth place. Ron and Paula had their boat going very fast and smooth upwind and remained right in the thick of things with some very close, six-boat, mark roundings. Jonathan Smith and Scott Sanders joined the fleet for race 3 and 4, and finished in 6th place. The racing was very close all day with one or two boat lengths making the difference at most mark roundings and at finishes.

Cliff Peshek, #1131

Results:

1. Dave/Sue Michos #1147
2. John/Mike Gemperline #665
3. Heidi Adelman/Olivia Ruault #952

Chili Cook-Off

1. Bev Keeler "Boutique Vegi"
2. Jim Hermetet "Hawkeye"
3. Cliff Peshek "SA Special"



Chili Cook Winners Sporting Medals

Tech Talk

Notes From the Messina Racing Garage.

A few suggestions to make your winter projects go right.

Mounting Hardware:

If you've ever screwed anything into your deck, you know that with just a turn of the screw the fiberglass gelcoat will chip. Tip: Once you drill the screw hole, bevel the top, gelcoat edge with a counter-sink bit so the hole has a "saucer-shaped" opening. Same thing applies to mounting in wood. Save yourself some time and drill all of your holes first then countersink them.

Rigging Masts:

Always take your measurements from the top of the mast down, including the mainsail slot when you order it from the factory. Your last step should be to cut off the remaining bottom. Most of the Class specs are written with this in mind.

Check Your Centerboard's Slot/Pin Hole:

Some centerboards may have their holes or slots a half-inch or more out of spec – particularly too far forward. A half inch difference on the mast is equal to having your mast a half inch away from where you think it should be. Consequently your rake measurements will be wrong, too.

New on the Market:

Dwyer now makes a spreader bracket specifically for the DM-1 mast. The bracket eliminates all play and makes centering the bracket easier than ever.

Carbon Fiber Spinnaker Poles:

The only source I know of for these nifty little devices is Composite Concepts in Michigan. Contact Ron Sherry at 586-790-5557 or

c2concepts@msn.com

Make your plans for the 2007 Nationals at Island Heights, NJ, August 8-11

There may be some possibilities for sailors to with Island Heights Yacht Club members. If you are interested in that option, please let us know right away. Since we cannot confirm availability now, it may be wise to make other reservations just in case. Please make your plans for accommodations now because August is a busy season at the Jersey Shore. Charles & Joanna Smith 201-435-3694 or Jet14Nationals@comcast.net Lodging information at Jet14.com

