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APRIL 2012

GREATER NEW YORK ANGLERS ASSOCIATION INC.

Jose Wejebe Spanish Fly Host Dies In Plane Crash



April 9, 2012 - Outdoor Channel's popular Spanish Fly fishing show host, Jose Wejebe, 54 died on Friday in a plane crash in which he was flying. Wejebe had departed Everglades Airpark (X01) airport in Collier County, Florida just before 5 PM when the single-engine experimental aircraft appeared to have entered into a stall just after takeoff

ON THE COVER

Flies tied by
Steve Farrar

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MEETING NOTICE WEDNESDAY, March 13th, 2012

Manhasset Bay Yacht Club

455 Main Street

Port Washington, NY 11050

1 516 767-2150

7:30 PM

Casual Dress, No Jeans

Vince Pica will be doing a presentation at this Wednesdays meeting



President
Brian Moran



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Ron Restivo

President Brian Moran
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Secretary
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Treasurer
Howard Marshall

DUES ARE DUE

If you need more time give Howard Marshall or one of the officers a call.

Res. 1 631 385-7319

hmarsh@optonline.com

SALTWATER MUDDLER



Fly tying is a unique endeavor as we sometimes alter the original design, use different materials and give it a new name making one to believe this is a new first time creation. Following that premise this is no exception. The original Muddler Minnow which was created by one Don Gapen to imitate a Sculpin (fresh water) also used as a Grasshopper imitation by many for trout. It's a bulky looking fly and not very appealing to me to duplicate. Years ago I was invited to go Fluke Fishing on a Head Boat out of Sheeps Head Bay. Gathering some needed items and placing them into a tackle bag I was on my way. Once aboard I rented a needed rod from the mate and proceeded to put my system together. As we fished with spearing and squid strips I did manage to catch a fluke or two but I then discovered an old rusty Muddler minnow in my bag. Re rigged my line by adding a three way swivel about (3') higher than my bottom rig and attached 3' feet of mono, tied on the fly and threw it all over the side. Within minutes I started to catch more Fluke. The action was nonstop for me and after several drifts I had a large batch of Fluke. I began to notice that the fly caught 4 fish to every 1 with the bait. Always wanting to make a saltwater version but had no desire to make the original. At the last meeting I brought some of Enrico's earlier flies and one was his Delaware Muddler. I noticed that his version was tied onto a Salmon hook which gave it a very distinctive and appealing appearance. Not having any Salmon hooks I decided to bend a Mustad 340011, Size 2/0 and here is the result of my effort..



Enrico's original Delaware Muddler

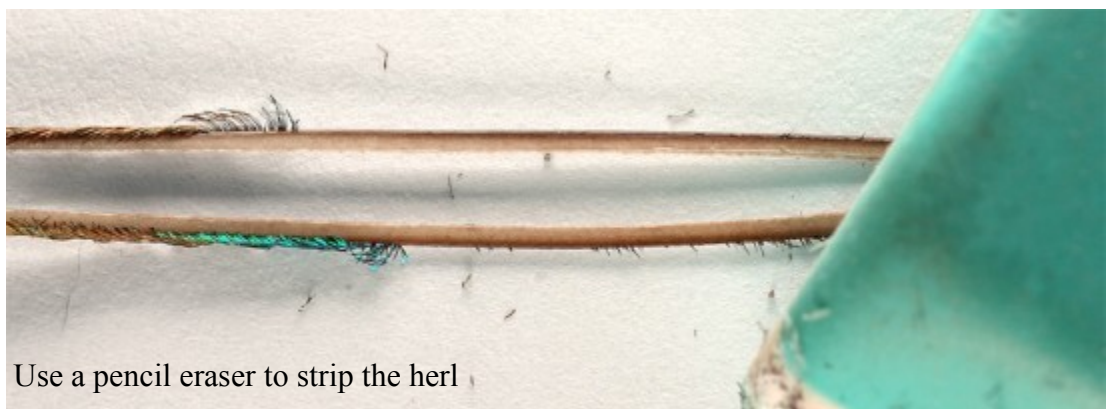


FLY TYING

Quill Nymph- by Lucian Vasies

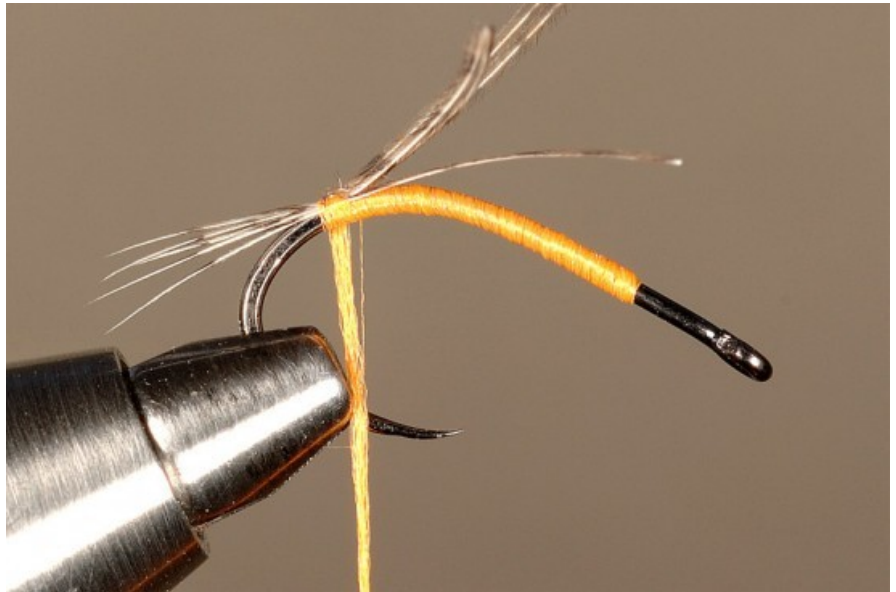


Select and cut a peacock herl



Use a pencil eraser to strip the herl

Put your hook in the vise and start your thread by the eye. Wrap back to the bend and attach a few hackle fibers for the tail



Peacock herl wrapped and secure



Tie in your wing case by the tip



Trim some off the Hare's foot



Tie in the peacock herl were you left off with the tail. Advance the thread to the eye and then wrap the herl. Use slightly overlapping wraps to create a segmented body. Once you are close to the eye, tie off the herl and trim excess. Create a dubbing loop and insert the Hare. Spin the loop and then palmer the brushes.



Create a dubbing loop and insert the Hare. Spin the loop and then palmer the brush.

Spin the loop



Palmer the brush



Trim the top of the thorax. This will give the wing case a place to sit.



fold the wing case forward and tie off



ready to fish

FISHING REPORTS

Matt King couldn't resist the warm weather before Easter so he journeyed up to the Beaverkill to try out some new flies. He was rewarded with several fish for his efforts



He landed several Browns along with a larger Rainbow but while attempting to photograph the Rainbow the fish leaped back into the water. Camera shy I guess. All photos were taken via Cell Phone





Wally sent up some pictures taken at Brays Island. Seems there are several old rice patty lagoons which fill up during the monthly high tide. Here are some of the photos of the fish that the residents are catching during this time of year.





Spring Isn't Far Away – But Warm Water Is - Cold Water Boating

We've had a few mild days in here. This reminded many of us that Spring isn't far away – and for my wife to say, “You're not thinking of putting the boat in the water already, are you?” Well, much as I'd like to, I bet that Ol' Man Winter has one or two surprises for us before the Spring finally chases him away. But even then the water will be cold for several weeks and you need to be aware of how dangerous that can be – if you aren't prepared and savvy. This column is about that.

Warm Air, Cold Water = Risks!

I like a warm day, early in the season as much as the next mariner. But the water itself is just about as deadly as it is in the deep of winter. Remember that water takes heat from your body 25x's faster than air of the same temperature. You can impress this on your young boaters – and yourself – quite easily. Lay out a glass of water before you turn in one night. It will be room temperature by the morning. Now take two ice cubes from the freezer. Put one on a dry napkin next to the room-temperature glass on water. Drop the second ice cube into the glass. Now, in theory, they are both exposed to the same temperature – room temperature. But when the ice cube on the napkin starts to show a damp line around itself, the ice cube in the glass will have melted away. This is why hypothermia is so insidious and dangerous (see Atlantic Maritime, Cold Water Survival, Hypothermia, Rescue & Recovery, 10/19/11)

Precautions? Yes!

OK, it is a beautiful day in March or April and you're just dying to tool out for a while. And why not – how great is it when the waters are too cold for the algae and other microscopic sea life so can you see all the way to the sandy bottom? Great indeed but don't make way without a few simple but important precautions.

Step #1

Has the engine been prepped from its long winter snooze? Are you fueled up? Is there some fuel enhancer thrown in? Certainly, there is likely to be some condensation in the tank and that water will precipitate down to the bottom of the tank... and some might get sucked up into the engine... So, engine prepped, fuel tank full and fuel enhancer thrown in – or no-go!

Step #2

Did you file a float plan with somebody? Do it – or no-go. (see Atlantic Maritime, “Seamanship - Float Plans - Nothing but Upside”, 2/2/11.) If you do end up in trouble, getting the “rescue clock” started ASAP is imperative. The environment is inherently more dangerous when the water is cold.

Step #3

If you don't have cold-water life jacket gear, you're playing Russian Roulette with your own life. When we put to sea, if the water temperature is 60-degrees F or less, USCG regulations require us to be in “mustang” suits – which aren't as encompassing as a dry suit but certainly offers us significant protection in the event of an immersion. Admittedly, when the air is warm, those “mustangs” are like Turkish steam baths but we're safe. At the very least, a float coat provides warmth and at the same time doubles as a life jacket that will float a person. Just acknowledge that it isn't as safe as a “mustang.”

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Be sure that your flotation gear has a whistle and an emergency strobe light attached. If you’ve invested in a PPIRB/PPIRB great (see Atlantic Maritime, “[EPIRBs, PPIRBs, GPIRBs - What???](#)” 11/29/06 and “[Personal Locator Beacons Located](#) 8/11/10.) And a reflector mirror would be superb. You can signal over 20 miles with one smaller than the size of your Airline pilots are trained to call in sightings of targeted reflections.

Step #4

Review cold water survival techniques and risks with your crew.

1. If you fall in, get out. Even if you have to climb onto the hull of the over-turned boat (yes, Bunky, that happens!), Remember the ice cube experiment.
2. Limit your movements! Strenuous activity increases your heart rate, which increases the rate that blood, cooled at the face of your body, is circulated to the central core – where it will kill you. Assume a heat-emitting lessening position – water or out (HELP.) Cross your legs to protect your groin area from giving up heat. Put your arms across your chest and your hands under your arm pits to do the same thing.

If you’re a 200-lb man, here is a rough guideline of your survival time:

temperature of water: expected survival time

70–80° F (21–27° C): 3 hours – indefinitely

60–70° F (16–21° C): 2–40 hours

50–60° F (10–16° C): 1–6 hours

40–50° F (4–10° C): 1–3 hours

32.5–40° F (0–4° C): 30–90 minutes

<32° F (<0° C): Under 15–45 minutes

If you’re smaller, less time. If you’re larger, more time. And have a good meal before you make way. It will warm you from the inside as the fires of digestion do their work. BTW, these times only are applicable if you are wearing a life-jacket. If not, you will start to falter as muscle control fades with body temperature – and you will drown. You won’t be around long enough to get hypothermic.

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1 man Resources department, who are in charge of new members matters, at [DSO-HR](#) and we will help you “get in this thing...”



Any one wishing to have additional club logos embroidered on there garments please contact NEEDLEHEADS and make the arraignments. They have the Club Logo in there files along with the correct thread colors.

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88-01 Myrtle Ave
Glendale, NY 11385
718 850-4252

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