

PEORIA RC MODELERS



NEWSLETTER NOVEMBER 2008

Notice! We have moved to the new field.

CLUB PARTICULARS

AMA Charter No. 331

Website: peoriarcmodelers.com

Forum: peoriarcmodelers.forumsclub.com

PRESIDENT

John "River City" Hoelcher
(309) 696-0035, terry@beachlers.com

VP

Jim "Goat" Hogan
(309) 383-2047, dan_ibrahim@msn.com

SEC/TREAS

"Smokin" Jim Fassino
(309) 243-8590, jfassino@comcast.net

SAFETY

Kerry "Crash" Delvecchio
(309) 243-1436, kerrydel@mchsi.com

WEBMASTER

Terry "Terrance" Beachler
(309) 579-3023, (309) 696-0035, terry@beachlers.com

NEWSLETTER

Bob "Grumpletiltskin" Wilson
(309) 219-4262, wilsorc@gmail.com



Flying Field Location: On Old Galena Rd ½ mile north of Caterpillar Tech Center.

Flying Hours: Monday thru Saturday, 9am until dark, Sunday, 10am until dark.

All members and flyers must belong to the Academy of Model Aeronautics (AMA).

We are committed to having fun and the safe operation of model aircraft.

The Peoria RC Modelers is an equal opportunity, not-for-profit organization and welcomes all new members.

FLIGHT INSTRUCTION

The Peoria RC Modelers offers flight instruction as a free service to members. However, flight students are urged to supply their own aircraft, radio and support equipment. Students should also coordinate training schedules with the instructor. A club trainer airplane is available for special situations.

Glow, gas & electric fixed wing

Dave Olson, (309) 688-6204, dmolson@ameritech.com

Glow, gas, electric fixed wing & helicopter

Jim Fassino, (309) 243-8590, jfassino@comcast.net

Glow & gas fixed wing

Bob Wilson, (309) 219-4262, wilsorc@gmail.com

Soaring

Roger Stegall, (309) 579-3023, rogerstegall@hotmail.com

UPCOMING CLUB FUNCTIONS

"Liars & Flyers" Breakfast

Bloviation & gluttony begins at 7am every Saturday morning at Bob Evans Restaurant on Allen Rd.

NOVEMBER CLUB MEETING

November meeting will be at TJI Friday's on Tuesday November 4th. That's Election Day folks, so remember to vote and then come out to the meeting. Dinner is at 6pm and meeting at 7pm. All members are urged to attend.

2008 BANQUET

The Peoria RC Modelers will hold our Annual Banquet at Alexander Steak House in Peoria on Saturday, January 17, 2009. Cocktails at 6:00pm with dinner at 6:45 followed by award presentations to deserving members. So grab your favorite honey and plan on it.

You don't want to miss this one because if you do, you will not be able to defend yourselves during the slide show presentation.

BOND DRIVE

Attention all club members! The PRCM is paying 6% on bonds to subsidize construction of our road, shelter, restroom and other amenities at the new field. Please help out and purchase whatever amount you can afford. Even Bugs Bunny contributed.



Bugs pleading for PRCM members to buy bonds.

PHOTO OF THE MONTH



Photo by Wilson

Rogue full-scale pilot dropping toilet paper on the PRCM field. We have his "N" number and the FAA has been notified

Comment on Photo of the Month

Actually, this is a photo of club president Terry "Terrance" Beachler terrorizing our field with low flybys in his 1946 Luscombe. In truth, we are not terrorized by the daring of his actions, but rather, the slowness of the airplane. It's hard to believe that an airplane can fly that slowly and still produce lift. At any moment we expect it to fall out of the sky.

As to the toilet paper, I was at the Beachler home recently and asked to use the bathroom. Shortly thereafter I was horrified to find the toilet paper container...empty!

THE NEW OFFICERS

PRESIDENT JOHN HOELCHER

Flight Name: "River City John"

Origin of flight name: This one is easy...the name that is! John works for River City Construction. Don't be confused, however, with those little yellow enclosures that you see at construction sites with "River City" emblazoned on the side. They are River City "Jons".



BIOGRAPHY/STATEMENT

Born and raised in Peoria. Married in 1973 to Vicki. Have two sons, Adam age 25, living in Seattle and works as an actuary. Youngest is Shawn, age 19 and a student at St. Ambrose Univ. in Davenport. Employed at River City Construction since 1985. Principal and CFO with the Company and have 10 more yrs. to go until I hang it up with the Company.

Started flying when I joined the club the beginning of 2006. Wanted to do it since I was a kid but didn't have the time or \$\$ to be able to do it before now. Really have enjoyed the hobby since I started it and thoroughly enjoy being in the club. Have gotten to know a lot of great guys who share some of the same interests as me.

Haven't decided what to build this winter but am leaning toward the Showtime or similar plane.

VICE PRESIDENT, JIM HOGAN

Flight Name: "Goat"

Origin of flight name: In the military there is a saying that, loosely translated, means "screwed up as Hogan's goat". Well, his name is Hogan!



BIOGRAPHY

Born Woodstock, Illinois in November 1942 which makes me almost 66. While in High School, I built a real glider from pine 2x2's and designed it after a Comet stick and paper glider. I got credit in wood shop for building the wings using a band saw and 1/4" plywood to make the ribs. Wing spar was a 2x4. I

covered it with neoprene. I was getting close to flying it. However, while at Boy Scout camp, my Mom junked it. She really thought I'd kill myself. She was probably right.

I married Mary on July 1, 1972 in Peoria. We have one son, Ryan, who lives here. We also have 9 year old grand daughter.

I came to Peoria in 1967 after getting out of the Air Force. I was a DJ at Radio Station WBYS in Canton while going to jr collage.

I worked for Cat for 30 years before retiring five years ago. I was a Sales Rep in Omaha covering the upper mid west. Then we lived in Houston while selling oil field engines to drilling contractors and oil well service companies. I spend the last 16 years working for the "Railway Power Products Business Unit" selling engines for locomotives to railroads in North and South America and the Pacific.

I learned to fly RC from Earl Dalton in 1973 and flew as a member of the Peoria R/C Modelers. Later, I was a member of the Omahawks in Nebraska and Space City RC in Houston. I gave up flying while at Cat (because I was never home) and did not restart until George and Don talked me into it again while working at Hobbytown.

I'm lucky, I had only one crash this year which was my Electric Beaver with pilots Dick and Peter still in the old girl. She got her last roll in the beans.

I have six planes flying including the P-40, Tango, 4-Star 40, J3 Cub, RV-4 and Staudacher. My B-25 will see "show and tell" this winter. I also plan on building a back up 4-Star 40 and maybe something else. Jim

STATEMENT

I'm very pleased to serve the club as your new Vice President. I think it is going to be more exciting then a "maiden flight with the ailerons reversed."

I was reading the club Bylaws to see what the VP job is all about. In short, the VP acts as "Program and Event Coordinator." With this in mind, I'd like to promote our club and our hobby through a series of four events and contests to be held during 2009.

Here are some thoughts? Your input is welcome!

New Years Day indoor/outdoor fun fly (Winter):

Last New Years Day, we held a fun fly at the indoor soccer field in Mossville. We can turn is event into a classic because we can fly both indoors and outdoors (weather permitting) while staying warm with flyers from the other area clubs. Jim Fassino coordinates our indoor flying and I hope he will take on this event. I'm banking on it.

New Field Grand Opening (Spring)

In the spring, we should have a Grand Opening Fun Fly at our new field with invitations sent to area clubs including, Washington, Bloomington, Pekin, Streator, LaSalle-Peru and others. Scott Mohr would like us to host a BIG BIRD event next year and this could very well be the venue to host it. I'd hate to limit the new field grand opening to just bid birds, but we can have the field open to everyone with emphasis on big birds. I'd like to see Scott run with this event.

Four Star 40 Racing (Summer)

It looks like the Four Star 40 Racing Series will continue next season. The event we hosted this year did bring some good experience in setting up a contest-flying event to our membership. We can do it again even better. I'm looking from someone interested in being the CD. Any takers? If not, I'll do it or I'll offer assistance to a new CD.

Pattern Contest (Fall)

Pattern flying is on the rise at the Peoria R/Modelers, with Terry, Bob, Bryan, Jim F, Jack, and Roger flying pattern aircraft this fall. Bob Wilson and Bryan Chumbley have an opportunity to bring a major Pattern event to our club in 2009. It would be the highlight of our season and lot of work. But it can be done. It would be a three-day event complete with hotels, banquets and world-class pilots. It would give us

regional recognition and allow us local news media coverage. I hope Bob and Bryan will take up the challenge.

I'd like your thoughts on what we can do to improve our club, get some money in the treasury and develop new members. Please provide your thoughts. Thanks again for letting me be your VP.

Jim "Goat" Hogan

SECRETARY-TREASURER, JIM FASSINO

Flight Name: "Smokin Jimmy"

Origin of flight name: As a bank president, Jim is obviously good at what he does as well as being extremely reserved and business like. Secretly, however, members would like to see him...just once... let his hair down, put a lamp shade on his head, get down, get funky...get "Smokin".



BIOGRAPHY

I was born in Granville, Illinois, about 60 miles north of Peoria. I started with model airplanes watching and helping dad build stick and tissue models that flew on rubber power. Together we flew everything from r/c ducted fans, twin engine glow and gliders. We were able to crash almost any type of aircraft.

Aviation has always been a fun and enjoyable part of my life. My father in law, father and I are all pilots and have had great trips together that always have an aviation theme. Some of my favorites were a trip to the Balloon Fiesta in Albuquerque,

New Mexico, a flight to Sun and Fun in Lakeland, Florida and a trip to Washington DC, with a stop at the Air and Space Museum.

RC flying is a real joy also. There is always something new to fly or try and new skills to learn like pattern flying, helicopters, radios and batteries.

This is a critical time for the club and as treasurer to monitor our finances as we collect assessments and make the improvements to the new field. Serving the last 4 years as Secretary and Treasurer I have watched the club grow and prosper. Our new field should give our club a place we can call home for the next generation of RC Pilots.

I have enjoyed my 5 years with the PRCM's. From flying at the field to flying indoors and the breakfasts on Saturday it is a great club. Spread the word about Peoria RC Modelers.

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Jim Fassino

This is a "fill-in" space. I will use them for newswatches or they can be utilized for things like "For Sale" items. Just email the editor with your requests.

SAFETY COORDINATOR, KERRY DELVECCHIO

Flight Name: "Crash"

Origin of flight name: Kerry holds some kind of record for the most airplanes of one type crashed over two seasons. After five "Sukhois" bit the dust, the name "Crash" is only fitting.



BIOGRAPHY & STATEMENT

[This is all I could get out of our prolific Safety Officer. The Editor]

"I wike to fwy pwanes!"

WEBMASTER, TERRY BEACHLER

Flight Name: "Terrance"

Origin of flight name: Terry's given name is...well...Terry...not Terrance. In fact he hates "Terrance". What better moniker.



BIOGRAPHY

My first attempt at flight was at a very young age. A relative had an old tractor. Being an inquisitive kid I crawled on the tractor and started to monkey around with the levers. As I squeezed a lever it gave away and sent me flying to the ground to a crash landing resulting in a cut knee. I lay off flying for several years.

Sometime in my twenties I built a u-control model, which lasted about a half lap. Since models did not work for me I elected to attain a Private pilot license. My father had a Cezzner 150 and later a Cezzner 172. It made for some good flying experience. In my forties, the next project was a Drifter II sailplane model. I always found sailplanes to be interesting. It crashed on the first flight off a hi-start. A hi-start is a long piece of surgical tubing used to launch smaller model sailplanes. Some time later the sailplane was reconstructed. On the pre-flight it was apparent that one of the controls was backwards, rudder as I recall. This explained the crash on the maiden flight.

The next adventure was into full scale sailplanes; as if wrecking models was not enough! I attained a glider rating and the knowledge to float around without power. My sailplane activity was competed at Hinckley Soaring near Aurora IL. One of the cool sailplane memories was flying along in the glider, a Schweizer 2-33, above a train and hearing the sound of the locomotive drumming on the airframe of the silent glider. The glider accident record was perfect...control were correct. I embarked on the construction of a full-scale glider, a Marske Pioneer II-D, a neat tailless single sweater. I thought this would be a good time to mess with R/C models to learn more about airplane construction. I never returned from the sidetrack into models, and the Pioneer is now for sale. I currently own a 1946 Luscombe, which is three days older than I am. It's no electric, hand start. We just cannot stay away from the whirling meat cutters. Fortunately, the Luscombe does not require a glow igniter(s).

I have had the good fortune to visit many aviation museums including the Smithsonian, Udvar-Hazy, US Air Force Museum, Old Rheinbeck Aerodrome, Antique Field, Blakesburg, IA, AMA in Muncie, Evergreen in Oregon (Spruce Goose), National Soaring Museum, Elmira NY, and the Curtis Museum,, Hammondsport NY. Favorite...Old Rheinbeck.

With our club I have served a Newsletter Editor for a couple of years, President for three years, occasional flyer, and sometimes Piper Pawnee builder.

One thing is for sure; there is a much greater transfer of knowledge from RC scale to full-scale rather than visa-versa.

STATEMENT

2009 should be a very good year for club growth. Our new field is closer and more visible. Our connection with the Peoria Park District will be valuable. We will be very busy with the improvement at our new field. And most important...we have a very active and enthusiastic group of members.

NEWSLETTER EDITOR, BOB WILSON

Flight Name: "Grumplestiltskin"

Origin of flight name: Introduced by Beachler's disturbed son Craig, this is obviously a parody on the Brothers Grim, fairy tale. The gnome "Rumplestiltskin" was a grumpy old fart that tried to take advantage of the village miller's daughter. [The editor has a problem understanding this flight name connection!]



BIOGRAPHY

Born and raised in Miami, Florida I began flying free flight and U-Control in 1959-1960. In the early 60's my dad and I became interested in RC, then in its infancy. Being unsuccessful with the early pulse type radios, my dad (who was an electronics engineer) designed his own transmitter and receiver. The transmitter was a 1 ft. square box that sat on the ground with a 9 ft. antenna. We used a gimble switch salvaged from a B17 for

the flight controls and it was attached to the transmitter by a long cable. It wasn't proportional, but it worked! At first we flew rudder only airplanes and then graduated to rudder/elevator and finally rudder/elevator/ailerons/engine.

When we left Miami to pursue farming in Lynchburg, Virginia, I quit flying. I was 19 and chasing girls was more fun.

In 1965 we moved to Princeville, Illinois and shortly thereafter I joined the Air Force.

When I returned from the military and while living in East Peoria, I became interested in RC again and joined the Pekin RC club. When I

moved back to the old homestead in Princeville I joined the Peoria RC Modelers...I think around 1986, or about the time we were flying at Leslie Rutherford Park.

Since then, I have also been a member of the Summit Valley Flyers (Now Washington RC) and served as their president for one year. My most vivid experience at PRCM was flying on 9/11/01 and watching Air Force One fly over our field. A sad day!

STATEMENT

In the October issue of *Model Aviation*, there is an article titled "Site Preservation and Recovery". It is an amazing story about the Miramar RC Flyers in San Diego who reclaimed their field after losing everything in the disastrous Cedar Fire of Southern California. In his closing paragraph, author Frank Lewis makes a profound statement, "Obtaining or retaining a flying site requires a small, dedicated core of individuals working together to accomplish the needed tasks." He goes on that, "...the dedicated core must be prepared for the long haul and be flexible enough to adapt to changing circumstances." In their case only 20% of the club membership participated at all...but even so, what an amazing job they did!

My message to the PRCM membership would be to become part of that core of dedicated individuals. I believe our club has a great future but it's going to take membership participation. Step up to the plate, volunteer to help, participate in events, attend and take an active part in monthly meetings, contribute newsletter articles, visit the breakfast club, start a winter building project, use your creativity to plan flying events, join AMA special interest groups or be a contest director. Above all, visit the field and fly more.

"HOT SCOOBIES"

From the Editor

NEW FIELD COMMITTEE

Led by new president John Hoelscher, this committee has been doing a stellar job finalizing all the business associated with the new field. Our thanks to committee members (from left to right) Don Stedman (just out of photo...sorry Don), Scott Furgeson, Terry Beachler, Jim Fassino, John Hoelscher, George Knight and Jim Hogan (not present).



New Field Committee hard at work, diligently struggling under extreme conditions, to put together the next phase of field construction.

News Flash!! Steve Blesin purchased Roger Stegall's US 41 Engines powered, Super Decathlon. He is making major modifications and has removed all the covering. We look forward to its unveiling. His building style is self-described as..."anal"!

A REQUEST BY THE AMA (AMERICAN MEDICAL ASSOC.)

The AMA has asked for documented proof that abuse of prescription drugs has infiltrated the RC community. The following photographs were forwarded to them.



This is a troubled modeler



This is a troubled modeler on drugs

INDOOR ELECTRIC FLIGHT PROGRAM IS UNDERWAY

After two "club only" events, the indoor flying program was opened to all comers on Friday 10/24/08. The program offers approximately 2-3 hours of flying at the soccer complex on Old Galena Road. Flying begins at 9:00pm and the cost is \$10. This is really good practice for keeping your thumbs limber for the 2009 season. We need your support, so come out and give it a try.

So far no one has reported this activity to the Peoria Mental Health Department, otherwise it may be curtailed for lack of available membership.



"Smokin" Jimmy hovers his Nexus



"Stevey Wonder" Blesin catches 40 winks while George and Jim ponder a problem.

THE LAST "PACKUP"

After many-many years of flying at the Truitt Rd. site I packed up my airplanes for the last time. All my flying from now on will be at our new facility off of Old Galena Road. Being overcome with nostalgia, I took a photo of my last evening at the field just as everyone was leaving. The Editor.



Leaving the Field
That's "Smokin" Jimmy's car in the front and
"Crash" Delvecchio behind him.

NEW FIELD "BEFORE" PHOTOS

For historical significance the Editor took a couple of photos of the new field before construction begins.



The entrance to the new field, October 2008



The PRCM new flying field, October 2008

AT LAST, AN HONEST FLYER!

In early October, Joe "The Schmo" Lang infringed on the flying space BEHIND the flight line. In club vernacular, this is called a "Klondike". Although the source of this term is lost to history, unofficial club etiquette requires the guilty flyer to buy Klondike branded ice cream sandwiches for all of the members present. Joe stepped up to the plate, swallowed his pride and did exactly that! A week later Jim "Goat" Hogan did the same thing. Unfortunately, too many other guilty

members weasel out of this requirement. Let's hope that 2009 sees a rebirth of honesty as demonstrated by these two great Americans!



Members enjoy Klondike bars from Joe Lang (2nd from right).



Member committing a "Klondike". Ice cream bars were not forthcoming!

DEWEY BUYS BIPE

Jon "Dew-Dew" Dewey purchased a biplane at the Bloomington Swap meet. It has required some reconfiguration, but should be on the flight line for 2009.



Jon at work on his Bipe

USAF Launches Two New Programs To Attract UAV Pilots

Specialized Program Wants Candidates With No Military Flight Experience

The urgent need for more personnel capable of operating unmanned aerial vehicles has led the US Air Force to launch two new training programs... including one bound to raise eyebrows in the fighter pilot community. The Associated Press reports an experimental program aims to train as many as 1,100 new pilots to operate UAVs over Iraq and Afghanistan. To accommodate so many trainees, those personnel will be trained only in the basics of operating small aircraft; they won't need to meet the far more

rigorous requirements that pilots of manned fighter aircraft must go through. For example, UAV pilots would not need to meet height or vision requirements... nor would they be necessarily disqualified from service for physical conditions that would inhibit them from operating high-performance aircraft, such as the inability to fly at high altitudes. Col. Curt Sheldon, assistant to the director of air operations for UAS issues, says Air Force officials are seeking up to 20 captains with four to six years of experience to volunteer for the unmanned aircraft systems beta test program. Qualified candidates may have civilian flight experience, but no military pilot training.

After nine months of UAV-specific training, graduates of the program would earn their "wings," so to speak... though only on UAV's. To date, the US Air Force has only recruited experienced pilots of manned fighter aircraft -- those with at least one tour of duty to fly UAV's...a process that has slowed implementation of UAV deployment. Defense Secretary Robert Gates has criticized the USAF for its more deliberate pace. Sheldon admits more pilots are needed to fill out the Air Force's goal of implementing 50 UAV combat patrols, 24 hours a day, by September 2011. Thirty such patrols now operate, largely over Iraq and Afghanistan. "I don't know that you could ever get (a drone) to everybody who wants one," Sheldon said. "I believe it is virtually insatiable. We are pedaling fast, we are working hard to meet that need. "As ANN reported last month, the experimental program will run concurrently with the Air Force's efforts to ramp up its efforts to retrain fighter pilots to operate unmanned aerial vehicles. Eventually, the Air Force hopes to send as many as 100 experienced pilots through the drone program per year, through 2011."The pipeline that produces manned operators is full," Sheldon added. "We're pushing them through there as fast as we can."

Sheldon downplays the notion that UAV-only pilots would be less qualified than their brethren coming out of the fighter corps. He notes it isn't particularly difficult to fly an F-16 from one spot to another; the finesse comes in learning how to deploy weapons on-target.

"It's not particularly difficult to fly a drone from point A to point B," said Sheldon. "It is challenging to fly it in a combat environment, coordinating with a guy on the ground who wants you to hit a target over here that's got (friendly) folks only 50 meters from it."

News Flash! John Hoelcher has finally figured out the "twitchy servo" problem on his "Sundowner". Turns out it was a bad receiver. On his first test flight, however, John forgot the canopy cover. He flew the airplane anyhow...and it was fine. Great news!

News Flash! Jim Fassino is working on his new "Yak". It will be powered with the DR 50 currently on his "Patty". The Yak will also utilize a tuned pipe.

PATTERN NEWS



AWARD

For his spectacular flying at the Hoffman Estates pattern contest, Bob Wilson has won the District 5, 2008, highest score in Sportsman award. Loot consists of a real nice trophy and a T-shirt. What a guy, that Bob!

ASK AMELIA



Real question from real members about RC pilot concerns. Amelia Airhead will answer all questions and give unique insights from an area of the brain little explored. Address questions for Amelia directly to the editor. Note: This is an XXX rated column and you may want to protect your children. Amelia Airhead is the pen name of Roger "Pod Man" Stegall.

**Sadly, no "Ask Amelia" articles were submitted this month.
The Editor**

For Sale! Bob Wilson's Hog Bipe. Set up for O.S. 91 Surpass. Only flown about 10 times. Good flyer and in good shape. \$175.00 for plane only.



Hog Bipe

Building Tips

Bob Wilson

If you own a large airplane, an aluminum wing tube probably supports the wings. Aluminum tubes are light and provide a tremendous amount of strength. Problem is, if you dork the airplane, chances are you're going to bend the wing tube.

Such was the case with my Fuji powered Laser that did a "schmuckerooski" after the wing bolts vibrated out. Luckily, I was on final and the airplane was going slow and only about 10 feet off the ground. Fixable, but still, quite a bit of damage...and...a bent wing tube.

I started out by constructing a jig on my drill press that would allow me to drill precise holes in six 3 X 4 X 3/4 guides. The holes were the same diameter as the O.D. of the tube.



Photo by Wilson

Next, I slipped the guides over the bent wing tube and used dry wall screws to attach all of the guides to a length of board. Once attached, the bent tube caused the board to bend.



Photo by Wilson

Next I began using dry wall screws to attach the board to the worktable. As I tightened the screws, I also heated the tube with a propane torch. This took awhile, but eventually the board was screwed down flat on the table.



Photo by Wilson

I heated the tube several times and let it cool. I also rotated the tube in the guides before reheating. After a final cool I unscrewed the board, guides and removed the, now straight, aluminum tube.



Here is the repaired tube installed into the Lazer fuse, which is under reconstruction.



RIP (Rest in Pieces)

IT WAS THE CAMERAS FAULT

George (The Great Airplane Destroyer) Knight was happily flying his “Tango” when...“Just one more pass so I can get a picture”, the editor called out. The photo was successful, but the pass was not. The editor did not witness the crash (because he was adjusting the camera) but did hear the “crunch”.

Knowing that the editor has no mercy, pilot Knight's reasons for crashing were guarded...only some incoherent talk of "flaps being mistakenly deployed at the wrong time".



The photo on the left was taken seconds before the Tango's fatal plunge. The photo on the right is a *post-mortem* with other club interns looking on.

Notice! As I was making updates to this newsletter, George Knight asked that I remind the membership. The new field is Peoria Park District Property. There is no alcohol consumption allowed on property.

I'm not sure what George is insinuating, but probably a good idea to remind the membership. All of you "after flying drunks" will be quarantered and gutted if found drinking out of a brown paper bag at the field.

This area could have been used on member “FOR SALE” items. Just email the editor at:

wilsorc@gmail.com

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HAPPY THANKSGIVING!