

Upcoming Events for 2024 !!!

- There will be a “Spring Thaw Fun fly” sometime in April.
- There will be a “Jet Fun fly” in April or May
- There will be a **Franken-plane** fun fly in the future, Details to follow as the event gets closer.
- The club will have another Holiday Party possibly in November.
- There will be a **Fun fly** with the **Somerset R/C** club during the season. The date has not yet been determined.
- When asked about having a **Pattern fun fly**, the members were in favor of having one.
- There will be a Club **Family Picnic** combined with a Fun Fly also this year.
- There is some talk about a **Powder Puff** fun fly to allow some of the spouses to take a turn flying your aircraft. The key for this is to *fly with a lot of altitude*.

As with all the events, it takes a few members to put the events together, so volunteer when you can to help make the club events a success.

Mike D says “Get Ready !”

Get some skies on your plane so you are ready when it snows.

If you haven’t tried this *its different*. Du-Bro has snow skies for 20 to 60 size planes. Snow Fun Flys are a last minute idea whenever it snows, so don’t be left out. Be ready to get in some extra flying when the ground is covered in the white stuff.



Some other things in the works:

1. Frank J was able to acquire another ride-on lawn mower to replace the oldest mower. It may need repair so Frank will check it out.
2. This year the Head Groundskeeping guy, **Tony** will be taking a back seat to mowing. The club will be looking for volunteers to keep the field looking as good as Tony does. Are you up for the challenge?
3. TCRC may be putting together a small R/C Car track, for club members only. This is just an idea for now, and will not take away from flying.

**TCRC Meeting
will be Thursday
February 29th
at 7:00 PM
Monroe First Aid
Building.
47 Monmouth Rd.
Monroe Township 08831**

2024 OFFICERS:

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**MEETING
Will START promptly
AT 7:00 PM**

TRAINING :

Pilots who may want a refresher, or **new members** with limited or no experience are welcome to request stick training time.



- Feel free to call or text **Alex S.** at **732-816-1810** to arrange dual flying time. Call to schedule a time slot.
- **Jack Baum** is also a training instructor for the club. He has the clubs Apprentice and has a Spektrum buddy box system to assist those that need help.
- **Tony C.** is also a Training instructor. He is always smiling and cracking jokes. Tony is usually at the field and always willing to help new pilots and give them their first training flight.
- **Mike D.** is offering Heli training for those interested. Contact Mike D. if this discipline of flight interests you. Mike is also a qualified fixed wing instructor.

After a few training sessions the trainee is expected to become a member and have his own plane and equipment.

Model of the Month

Gerry R. brought his latest new aircraft to the meeting and talked about his latest purchase. Its called a K-8 Red Falcon, manufactured by FlyFan hobbies and sold thru Banana Hobby. It's a entry level, PNP, 6 channel foam jet that can be purchased for a 4 or 6 cell configuration. The colorful red, white and blue aircraft weights about 2.5 lbs flight ready with a 36.6 inch wingspan and a length of 40 inches. The fan is a 64 mm 12 blade design. Gerry has not yet flown the aircraft and said the landing gear upon initial inspection was found to be loose.

Note: *as it turns out, the company said the plane can be flown without the landing gear if the owner likes, so maybe that's why Mr. Roedel found his to be loose.*

Thanks for brining in your latest aircraft. BG

Bring in your latest aircraft for the February meeting.



Model of the Month / Show & Tell Guidelines:

- If one member shows off their new creation it is considered a “**Show and Tell**”.
- If **two or more** aircraft are shown and discussed at a meeting, then the members vote on who's is the best and then it becomes “**Model of the Month**” and a prize may be awarded.
- Bring your plane, heli, quad, or what ever you fly, to the next meeting and share it with the group.

Some meeting Reminders:

- * 2024 Membership Dues invoices have been emailed out. Those members that have joined within the past year, your dues will be pro-rated.
- * New membership cards are printed up and will be available when Jack gets back in the area. or mailed to you if you included a Self Addressed Stamped Envelope. Keep them with you when at the field because the police or park rangers may ask to see it as a way of **added security** for our club.
- * Be sure your AMA and FAA is up to date. If your AMA has expired you will not be allowed to fly without a valid AMA renewal.
- * Please do not leave any debris from a crashed aircraft in the garbage cans. Take it with you!
- * The AMA has some goodies to give away.... They have a **Scholarship program** that our young members can take advantage of, and they also have **Grants available for field improvements**.

TCRC's new member:

David Longo joined the club and is very interested in learning to fly. He has been involved in R/C cars and would like to expand to fly R/C planes. Mr. Longo has been out to the field a few times and is progressing nicely according to instructors Tony C. and Brian J.

Dave lives in Milltown and has been learning on his Apprentice that is already set up with a buddy boxes.

Pictured on the right, below. President Shelly welcomes Dave Longo. Introduce yourself to Dave at the field.

Congratulations go out to **Ken Lukacs** for his successful student training completion. This accomplishment has given him the new title of "pilot". *Which as we all know, allows him to crash by himself.*

ATOMS RC'ERS
12th Annual SWAP MEET
Saturday, February 10, 2024
Hillsborough Municipal Complex
379 South Branch Road
Hillsborough, NJ 08844
FREE PARKING!
DOORS OPEN TO PUBLIC 9:00 AM
ADMISSION \$6/PERSON
MEMBER SPECIALTY PRIZES
A PORTION OF THE PROCEEDS GO TO HELP SUPPORT THE
HILLSBOROUGH COMMUNITY ASSISTANCE NETWORK (CAN) FOOD BANK
ADDITIONAL DONATIONS ARE WELCOME
REFRESHMENTS AVAILABLE
L.C.S. PERFORMANCE THE GLUE GUYS! & FUEL RA Cores
RAIN OR SHINE



Crash of the month.

Jeff was the only one to tell his story about a heli crash that he had at the Nanook Fly. He has recently expanded his flying to include heli's. Well as Jeff had explained, he got a little cocky with his ability to Hoover pretty good, and then caught his blade tip on the ground.

Never-the-less, after the mishap, Jeff replaced the blades, checked everything and is now back in the air but this time remembering everything Mike D had taught him.

Thanks for sharing the story.



Teck Talk: Using Rudder on the Runway

How many times have you observed someone else's taildragger swivel back and forth down the runway before getting airborne. Or has it happened to you? Some guys will give it full throttle and force it off the runway, maybe even causing it to stall, or run off the runway and damage the landing gear or flip over. Well Armand shared his knowledge about what causes this to happen.



The photo on the left is a picture of a Corsair on an aircraft carrier. The moisture in the air clearly shows the **prop wash** caused by the prop. This is one of the forces created by the prop as it bites into the air. The **torque** of the prop causes the plane to want to go to the left. It is also referred to as the P-factor. "Be ready with the rudder".

Armand demonstrated too that as the tail lifts, it effects the action of how the prop bites. Also using a gyroscope on the table, he explained that the motor is like a gyroscope, but is a solid mounted gyro.

With all that was discussed and shared, pilots will now have a better understanding of what causes their plane to go left, and then have to

overcorrect to the right, going back and forth down the runway and how to overcome this crazy characteristic when you accelerate the throttle.



Thanks Armand for a great presentation. If you have any questions, direct them to Arman G.

BG



Club History: *Back in 2018, John D was asked about the history of the club. He proceeded to put together a great and fascinating story of how it all started 50 **plus** years ago. J. Donnelly was one of the founding club members, along with his father and a few others that have moved or passed away. I think this story is worth repeating to give all the members some background of the club. BG*

Hi guys,

Oh boy, after getting started, this became a monster document of club history– my version of our history and it's not in any chronological order..

OK, don't panic. Here is a thought. In three months the club will have been in existence (or survived, depending on your point of view) for fifty years. A lot has happened during that time. For starters I've gotten old, gained 50 pounds (one for each year?), lost a lot of hair, with what's left - thin and gray. But I digress.

The club was created by about 10 or 12 guys that wanted to learn to build RC airplanes and keep flying. The group had been flying on a farmer's field close to the "Jamesburg Boys Home" (a reform "school") now known as the New Jersey Training School on Spotswood Gravel Hill Road. The club's purpose was to give its members a legal standing so as to purchase liability insurance. With an official club and liability insurance for the club and members they were able to make a case to the parks and freeholders to designate a flying field on county owned property. They were successful, and the Thompson Park Flying Field in Jamesburg was opened. It was at the corner Perrineville Road and Schoolhouse Road. Originally, we were by a tree line and faced south with the runway running south-east- northwest. Later, after the park stopped a farmer from renting and growing crops on the park property (a Green Acres thing.), we moved the field to be close to Spotswood Gravel Hill Road so that we faced the north with the runway direction east-west. That way we wouldn't fly over the road or houses on the other side of the road. The Monroe High School is now there.

Anyway, it was a hobby club (still is). Their sole purpose was to fly, relax, and to teach others to fly and not to be a corporate entity. One of the charter members was Ed Price. Ed owned Spotswood Hobbies. See where this is going? More flyers, and more flying closer to the public (in the park) meant spectators and potential customers. Cool huh? They held meetings at the hobby shop or in the members' homes. Dues? Twelve dollars a year. The boys very carefully vetted prospective members. As the club grew, they worked out a deal to hold meetings in the old Dayton Inn on 130. That worked for a while until the owner realized he wasn't making money from the club on food or drinks. So we moved to Carolier Lanes in North Brunswick. We were there for many years. We paid a monthly rent for the room. When they raised the rent, someone found the Jamesburg First Aid Squad building on Gatzmer Ave. That was around 1979. A couple years later we grew so much we needed a bigger space and went to the Monroe First Aid Building. Something happened and we moved to the East Brunswick Library. We bailed from EB because they randomly kept double scheduling our room. So we went back to Monroe where we are now.

Back to the field

We were at Thompson Park from 1968 to 2000 when the Freeholders decided to ban and shut down all flying in Middlesex County because of the liability, noise, and "pollution." (Someone claimed model fuel was poisonous to the environment.) Also add in unfounded complaints of noise and dangerous flying. We challenged them to not take the easy way out and to find us an appropriate flying area. Ergo, the Edison Flying Field, and yearly permits. After that fiasco, our club went from about 100 to 25 members. Rich DeLuca, Norm Berger, I, and about five others started scouting potential flying sites.

(Continued on page 6)

(Continued from page 5)

Rich found one on Wyckoffs Mills Applegarth Road, in Monroe Township. We rented the field for \$3000 a year. (Bruce, that's correct?) Our dues went to \$100 a year. A few years later, we lost that field and ended up in East Brunswick. More recently, Mike D and a friend or two discovered Pulda Farms.

Dues

Dues and the associated initiation fee have varied throughout the years. It all depended on the needs of the club at the time. Even the initiation goodie package has changed from elaborate to "Thanks for Joining" and everything in between.

A little more on the club's formation

The Charter Members contacted the AMA and got all the guidance and documents needed to become a club. It was even recommended that the club incorporate for protection. This way each member had to be in the AMA for the insurance and the club could be insured thru the AMA as a corporation. Our Constitution and By-Laws are directly from the AMA. We modified them as needed to fit our needs. Remember these guys were just hobbyists wanting to relax and fly. Build too. (They weren't corporate moguls so they did the minimum to follow the rules.) If you didn't build, you didn't have anything to fly. A lot of Lou Andrew's kits were built, especially H-Rays and the more advanced A-Ray.

So now we had hobby guys needing to run a corporation, and they needed officers. Well, one was a banker (V.P.), two owned businesses, one a mailman, and another was a conductor on the railroad. There was a Ham Operator and a couple other local Joes. So they became the Pres, V.P., Treasurer, Secretary, and Trustee. Someone bought Robert's Rules, and they were in business.

The treasurer collected a dollar each month from each member, made a note in notebook, and deposited it in the local bank. The secretary kept the minutes and also kept the roster and initiation papers. In a couple years, initiation cost \$12 and dues were \$12. With that you got a copy of the field rules, the Constitution, By-Laws, a large patch for your jacket, a small patch for your hat, and sometimes a T-shirt. You also got assigned an instructor. Mostly it was Ed Price. And if you bought your plane and supplies from him, you got extra flying time and attention. (See how that worked?)

When we first tried to go to a six month dues schedule and possibly pay by check to lighten the treasurer's load, a lot of members said they couldn't afford that kind of money all at once, and bunch of members didn't have checking accounts. (Auto gas was \$0.30, minimum wage was \$1.25 and a good new car cost \$3,600. Credit cards were just starting to be accepted in large stores.) And now we have PayPal.

Remember, this was in the age of pencil and paper. Calculations were done "in the head," Reports were hand written or carefully typed on manual or electric typewriters with copies done using carbon paper. If you needed more copies, or were doing the newsletter, we used special paper and a spirit or mimeograph machine that was hand cranked. If a special meeting was required (very seldom,) or a change of the By-Laws, Constitution, or Field Rules, notification of that was required 10 days before the meeting by mailed post card to each member. A quorum back then was 51 percent of the membership. No 51 percent, no vote! (That was changed when monthly attendance started to fall off.)

Radio license

Besides belonging to the AMA you needed a FCC license (\$25 for five years) for your 27 Mhz Transmitter or your ham ticket. You still needed one when 72 Mhz became available. Eventually that was dropped as a federal requirement when CB radios became really popular.

(Continued on page 7)

(Continued from page 6)

As the club got larger and more formal we had a signup sheet in January. Under each category were a minimum of five names. First name was the Chairman. You had the Picnic, Fun Fly, Field Cleanup, Speaker (an “important person to talk at the meeting.”), Entertainment, Turkey Fly, Election, Delta Dart, Pattern Contest, Scale Contest, and a few more I can’t remember. Years later, it became three names, and later still we just stopped because it would be returned at the end of the meeting blank.

Did you know?

We had an informal “Ladies Auxiliary”. Yep, they gathered at field on nice days to watch “their boys” fly and - ah, crash. They would bring the youngins’ and watch them play while they knit, gossiped, read books, or just soaked up the sun. They helped at the picnic, and at the sanctioned scale and pattern contests.

Elections

In the beginning we had multiple members running for each office. Sometimes, the candidates would even put campaign statements in our newsletter. The voting was done by secret ballot on printed sheets, and tallied by the Election Committee. Sometimes the outcome would cause hard feelings or embarrassment (we learned NOT to announce the tallies, just who won.) Sometimes things went smoothly, sometimes not.

When it didn’t go smoothly, someone would spin off another club. Or spin off a club with fewer rules or for a special interest. The Dawn Patrol Club was formed from people who would rather fly early scale planes and be relaxed, with the only meetings at the field. Same for the Cub Club. The All-County was a different bird. Seems the guy who thought he should be president (dictator) for life, rule maker, demerit book holder, sound monitor, speed checker, and god of the field, lost the election. So the Orange hats were formed. They recruited members by calling certain current TCRC members and telling them TCRC had changed their name to All-County to be all inclusive, and they should come to the meeting to pay their dues and get their new cards. Enough of that – bitter times. Oh, FYI, none of those clubs are in existence now.

There were cliques.

We had the competitive Pattern Boys. The Webra (German model engine co.) only group. Scale only boys, and more that I can’t think of right now. If you didn’t fall into one of these groups, you weren’t welcome on the field when they were there.

We have gone thru a lot of presidents. From the seat warmers, the forgetful, then non-sharing, the innovative, to the go-get-‘em leaders, to the dictator (see above), to the “let’s do it better than the other club” competitor (read - mine’s bigger than yours – and I can spend more each year than you.)

Our Secretaries ran the gamut from the bullet phrase report type to the James Michener story teller. Our Treasurers also went to the extremes; from simple note taking to the complex hand written spreadsheets and on to digital spreadsheets. Our current treasurer’s Excel spreadsheet was very complicated when first released, with lots of fancy pages of history, and subroutines, and member tracking to its more current simplified forms. We have had software experts (all club members) try all kinds of different things because some treasurers were computer savvy and others had no clue how to operate a PC.

Key Point

In all that time, and all the audits, we never lost money or have had someone steal, but the auditors did make suggestions for doing things better.

Fun Flies

(Continued on page 8)

(Continued from page 7)

The original purpose of the fun flies was to improve the members' proficiency. Because we never wanted to leave anyone out, we had at least two classifications of events at each fun fly: one set of events for the non-soloed and another for the "experts" – a very general term. The fun flies always consisted of at least three events and prizes. Prizes ran from clevises and glue all the way to kits and engines. November's Turkey Fly was of course turkeys. I won't go into the disaster that it became in later years before we dropped it.

The Newsletter

The newsletter was started a few times and then dropped as the editors couldn't get stuff to put in the paper, or got tired, or got busy with kids and just stopped. Logistics or lack of it was the biggest problem. I don't remember much about the first editor or attempt, but it was around '72. Then Bill Lehman did a newsletter for a year or two using a mimeograph machine. Bob and Joyce Mackey (charter member) put out a newsletter for a couple years. I think Norm Berger tried too. Brian Hoffman was next. When he gave it up, I took over in '79. I had access to a copier and various computers (pre and post PC days.) With a lot of Marlene's help I learned (partly) sentence structure and spelling. She was/is my faithful proofreader and critic. When the company I worked for moved, I lost access to the copier. The club bought a used copier (wet process, kerosene based fluid – i.e. messy and stinky) that I got from my company's repair stock. I used that until parts were no longer available. Then Roger Sakash got us a used Canon copier (dry – modern operation) and that ran for many years until about '95 when parts were no longer available. I then bought an HP Laser printer and printed the newsletter on that until I gave it up in 2014. Ricky Shumaker took over after me. Now, Bruce G. has resurrected it.

The Web

Norm Berger got our domain name registered and put up our first web site. When he moved, I took over ownership and Emery became webmaster. We may have had another person working the web page too, but I'm not sure. FYI. In case you are interested, I gave Emery and I think Mike D. all the information to access our domain if something were to happen to me.

Frank started a Facebook page, and now we have a Facebook Hardcore group. Communication is good.

Club Names (derogatory at times.)

Our club has been known by many names to other clubs (and our members) over the years. For the longest time we were the "Beginners Training Club." We were also known to be the "Armchair Pilots Club," especially in the days when we had 80 – 100 members and only four or five active flyers.

So, when fledgling pilots would approach other clubs in the area (certain ones, not all), those clubs would tell that person to go to TCRC and learn to fly because that is all they could do. They were then told that if they became proficient, they would be welcome to join their club.

Which leads to Training

We have always had an excellent training program and with that a lot of excellent instructors. And you know what? That's good for us in a lot of ways. Yes, we do go thru a lot of short term members. But the advantages to us are immense in many ways. Here is a couple. First, the person gets first rate instruction by willing people. That gives us good publicity. Second, we collect their initiation fees. If they stay on, they and the club get the benefit of the money and we have a new member and hopefully a future officer. If they decide that after all modeling is not for them and they

(Continued on page 9)

leave, we gave them their best shot and we get that money and not another club. Win-win. That is partly how we built our savings over the years (besides good budgeting on the officer's part.) Remember, in the old days the member had to build a plane from a kit of sticks, before he could begin to fly. So occasionally we had building classes, some at the end of a meeting, others at a member's house. Remember too he had to learn a lot of skills to be able to bore a hole in the sky and hopefully not a smoking one in the ground. Now, we just shake a box, charge a battery and you're flying.

We also made a lot of money from our inactive members. These were people who joined and maybe flew a time or two, but for one reason or another didn't fly, but didn't want to drop from the club. They may or may not come to club meeting. Some had all the equipment; others never even owned a plane, radio, or an engine. See, unlike other clubs, we do not have a minimum amount of participation requirement or you're dropped. If you pay your dues and are not active, you support the other active members. I thank them too. Is that right or wrong? I don't know. Maybe it is wrong now that we have reached our membership limit and have a waiting list. Maybe we need to review how we deal with membership and change some rules. That will be the 2018 board's job.

So, last year was the worst in the way of looking for officers, but thanks to the new gang of five, we will see our fiftieth year and hopefully beyond. Thank you for that.

Now if we can survive all that, surely we can figure out how to keep going for another 50 years.

The part I like is that no matter what has happened over the years, when you get to fly at the field it just washes all that other stuff away and we get to enjoy a day outside with friends. And that is what it all boils down to.

Just in closing, not finding volunteers to work for a cause is not just a problem with our club. It is a nationwide problem. Volunteering and social clubs are down in members or have just plain folded. Whether it is a modeling club, social club, Knights of Columbus, Fire and Rescue Squad, VFW, Elk, Moose, or Zoning and Planning Boards, people just don't want to join groups. Our society is less likely to get together face to face. The heydays of the 40-50's is gone for now. Am I a pessimist for saying that? Maybe, but it is the new reality right now.

When Bruce took over as Treasurer he asked for my input on the history of the club. So here is the short answer.

- We were incorporated in the state of New Jersey March of 1968 as a non profit charitable corporation (or similar terminology).
- We filed Federal Tax returns for years (I think Form 990)
- We had a tax exempt stamp

Now for some fuzzy background (You realize you are asking an old fart what happened fifty years ago.)

Every year we used to have the books audited by a local accountant that was a club member and he had his offices on Route 18 in East Brunswick.

Every year we sent in a Federal Tax Return as required.

Our Tax stamp was used anytime we needed equipment or supplies for club functions.

We tended to keep the same banks (commercial for checking, Savings for savings – they were separate then.)

We started out very formal and followed "Roberts Rules" explicitly. the president had it in front of him at the meetings.

(Continued from page 9)

To expand on that, since at one time or another I had held each office, here is what I can remember.

The Secretary and Treasurer had their files that they kept in separate archive boxes. Originally, they were brought to each meeting, but as the club grew and the boxes got heavier, those officers kept them at home.

At or before the January meeting, the old and new officers would get together and transfer the archives and current books, with any necessary reports. Sometimes there was even some rudimentary training for the position. About that same time the old and new officers would go to the banks to authorize a transfer to another bank (if the new treasurer wanted something more convenient to him) and transfer authorized signatures, normally the president and treasurer.

There were sometimes formal executive meetings, but there were always lots of phone calls and impromptu meetings at the field.

After the CPA resigned from the club, we resorted to club members, wives, or acquaintances familiar with accounting practices to review the books.

Somewhere along the way, someone discovered that after five years of reporting our tax returns that if the club brought in and carried a total balance of "X" dollars or less, it was no longer necessary to fill out the Federal Tax Form.

Around that same time we were supposed to update our incorporated status and our Tax Exempt Stamp. I don't know whether or not that was ever done.

As treasurer, we used the tax stamp when we bought our PA system for use at the contests we held a couple times each year, along with contest supplies and prizes. (We held AMA sanctioned Pattern and Scale contests that drew contestants from farther than our tri-state area.) Any supplies for our club fun fly contests were purchased with the stamp. We also used it when we did Delta Dart building events in Thompson Park for the cub scouts, girl scouts (very little participation from the girls) and any other kids who stopped by (we did local advertising.)

Where is everything now? I don't know. I know that the secretary and treasurer used to have binders that they kept all their stuff in and the incorporation papers and tax stamp was in the binder for quick access.

I do know that the club never got around to creating a formal checklist of items that should be kept and passed from officer to officer. As a club, we became more informal and stopped referring to Roberts Rules for everything we did. The officers even stopped wearing Suits and Ties to the meetings.

I also heard that a couple of our officers decided that their archives were "garbage" and a waste to keep and chucked out a lot of stuff so there is holes in our history. I don't think any of what I wrote above will change anything or find where we stand with the Feds and State or where the Tax Stamp is and its status.

John D.

Update: The club has been reinstated with the IRS, and files the E-990 form every year. It took quite a bit of effort from past board members to get the corrections made but the club was successful.

This article has been edited slightly from the original email.

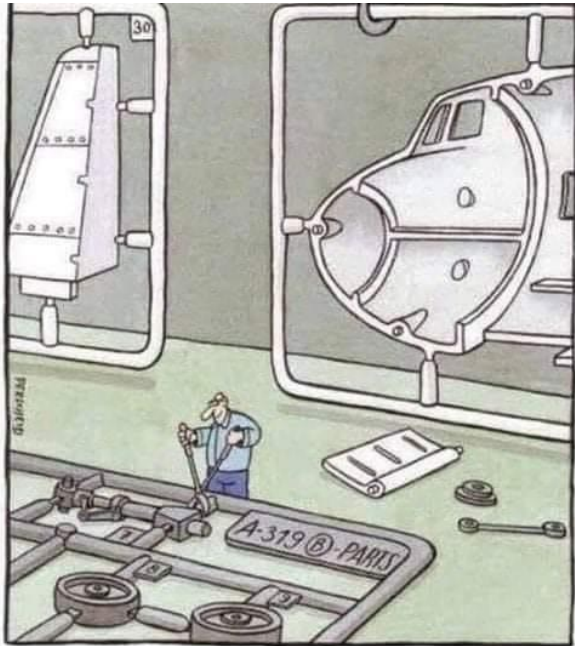
Bruce G.

Identify your Aircraft and your accessories.

The AMA is reminding us to label each of your aircraft. At a minimum your AMA and FAA registration should be visible on the **outside** of your flying machine.

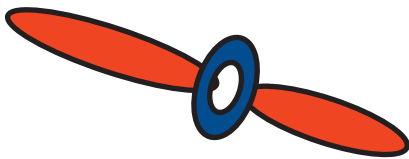
A suggestions, If you receive return address mailing labels in the mail they can be used as identifying your aircraft in case of a flyaway.

BG



Bob's job at Lockheed was everything he ever dreamed

Cartoon submitted John D.



FYI : Your information is never given to anyone except club members.

Academy Model of Aeronautics
Charter # 434



A few items FOR SALE

TCRC Haberdashery



Limited Edition
TCRC Tee Shirts.
There are just a few left. \$10.00 each .
Blue with Yellow
Logo

4 – small
4 –medium
Contact Larry K.

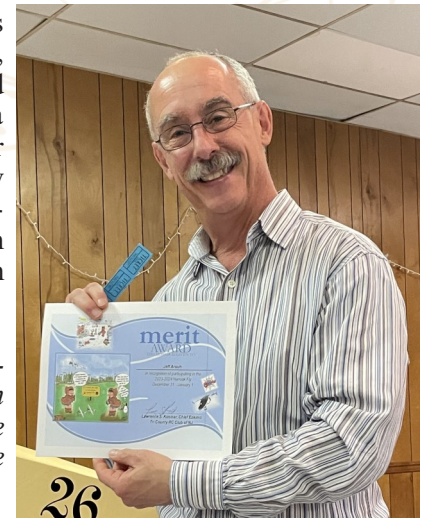
Support your club....

Club Hats are available. They are \$15.00 each.
Contact Larry K,
club secretary if you would like to purchase one.



Jeff A. shows off his Nanook Merit Award, designed and printed by Ms. Monica Kosinar. Each year she creates a new design for the members that take part in the end of the year Fun Fly.

Note Jeff is also holding his 50/50 tickets in his hand. Which he won at the end of the meeting.



The Fly Paper

C/o Bruce Grankowski
E-mail: bgrankowski@optonline.net