

September, 2014

Wing Tips

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Events and Times

Regular Meeting September 12, 2014 at 7:30 PM at the St. Paul's Church, Trauger

September Breakfasts will be at Bob Evans Restaurant at Greengate (in front of WalMart), Greensburg
 8:30 AM, Sept 10, 2014
 8:30 AM, Sept 24, 2014

Thursday Night Training September 4, 11, 18, & 25, 2014 at the field (weather permitting)

War Bird Racing Sunday September 7 & 28, 2014 at 1:00 PM at the field

Tuesday Evening Flying Events - watch for an email for details.

LHMAC 50th Anniversary Banquet, Sunday, November 2, 2014, 5:00 PM to 8:00 PM at Giannilli's II. Reservation forms will be handed out at the Sept 12th meeting & will be included in the October 2014 newsletter. Completed reservation forms & payment are due by October 20th, 2014. Make checks out to LHMAC. Send to Linda Pollock, 1131 Beatty Flats Rd, Latrobe, PA 15650.



Officers for 2014

President: Rene Marquis	724 523-3320	president@lhmac.org
V. Pres.: Jim Pennington	724 832-0207	
Treasurer: Greg Lazarchik	724 853-7175	
Secretary: Don Accorsi	724 537-7577	secretary@lhmac.org
Field Control: Lester Faroux	724 863-7052	lfaroux@verizon.net
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The Prez Says

GREETINGS! As always, I hope you are well. It is already past Labor Day, where has it gone? But there should be a good couple of months remaining for the flying season.

The end of August was quite busy with our annual family picnic and fun fly and the open house. Again, I would like to **thank you** for attending and helping to make these events very successful.

If you haven't recently visited the website, please do so ASAP. You will see a most informative and user friendly website. Vishal has done fantastic work and please thank him when you see him on his efforts.

There are 3 events to be held in September. Two foamy warbird races on September 7 and 28. The scale contest is yet to be scheduled.

Our 50th anniversary banquet is a mere two months away. It is to



be held on Sunday, November 2 at Giannilli's II restaurant on Route 30 East. It is not too early to make your reservations. Information/reservation provided in the newsletter and at the September 12 meeting. Save the date as we are planning to have a memorable 50th anniversary banquet.

Remember that our meetings are now held at

St. Paul's in Trauger at 7:30. Hope to see many of you at the September 12 meeting.

Rene

Minutes of the Meeting of August 8, 2014

The meeting was called to order by President Rene Marquis with the Pledge of Allegiance to the Flag. There were 32 members and one guest present. The minutes of the July meeting were approved as published in the August newsletter. It was brought to our attention at this time by Don Hagy that he was the Endurance Contest Electric 1st place winner, not Ron Gade as published in the August newsletter, but that is NOT a meeting minutes correction. A correction will appear in the September newsletter to reflect the error. One new member, who was present and introduced himself, was voted into the club: Bill Miedel, from Alverton, PA. Secretary substitute Linda Pollock circulated a flyer (again) for the Golden Age Radio Control Model Meet at the Golden Age Air Museum, Grimes Airfield, Bethel, PA, August 22nd -24th, and a flyer for the Fauquier Aero Recreation Modelers (F.A.R.M.) 2014 Fall R/C Float Fly, Saturday, October 4, Lake Ritchie, in Bealeton, Virginia. Vice President Jim Pennington announced the raffle prize: a Triton EQ AC/DC charger, discharger, cycler, balancer – Electrify by Great Planes. The Treasurer's report was approved as given by Treasurer Greg Lazarchik. Newsletter Editor Linda Pollock reported that everything is still OK with the newsletter. She and Greg Lazarchik did explain about photo sizes. The newsletter needs 640 x 480 approx. pixels. The website (for Vishal) can take much larger pictures. Please continue sending Linda news of your new projects and other activities, and include pictures if possible. You can e-mail them to her at newsletter@lhmac.org. Safety/Field Control Officer Lester Faroux reported that the field is in GREAT shape. He has been taking donuts to the maintenance building to show our appreciation. President Marquis reported that the website is up and running and up to date.

Old Business:

(a) **Float Fly:** President Marquis thanked Bill Cecchetti, Sr. and Jerry Thomas for getting the rescue boat to the lake. Bill reported that the float fly went well and was fun.

(b) **Snyder Cup Trials:** Lester Faroux reported that they had a fantastic turn out and everyone had a GREAT time.

(c) **Night Flying Event:** The first night flying event, which was held after last month's meeting, was a GREAT success and enjoyed by everyone.

(d) **Fuel:** Rene Marquis sold 2 gallons before the meeting and Lester Faroux forgot to bring any, but you can contact him for fuel and he will bring some to the field with him.

(e) **Foamie Warbird Pylon Race:** Was held on July 27th. Chairman Bill Cecchetti Sr. reported that everything is going well; having fun; but could use some more racers. Next race scheduled for Sunday, August 10th.

(f) **50th Anniversary Jackets:** President Marquis reported that he has heard nothing about jackets.

(g) **Scale Contest:** President Marquis reported that he still has not gotten dates from Lucas Morgan yet.

(h) **Open House Meeting:** Was held Thursday, August 7th at 6:30 PM, at the field pavilion, to discuss additional plans, suggestions, etc. for the August 30th open house. Approximately 11 people attended. Advertizing reports as follows: Rene Marquis has heard nothing from the 3 contacts at the Tribune Review; Dean Pollock has contacted both the Latrobe Bulletin and the Laurel Mountain Post; Maxine Cook has an article ready to be placed in the Somerset newspaper and will let Linda Pollock know when it will run. Mark Withrow will be our Master of Ceremonies. It was suggested that we give away memberships and certificates for ½ hour free lessons (Lester Faroux said he would instruct). Setup time slots – schedule by hour. Give out tickets when people arrive and use those tickets for giving prizes. Qualified spotters needed for demo flying. Invite County Commissioners. Invite contacts at Parks & Roads. Invite J R Cline & family. Candy-drop planes available – Denny Pollock, Tony Kistner, Rob Craig. Tim Bartlow was looking for anyone with airplane motor sound effects to play. Tim Bartlow will supply sound system, but needs a generator. Fly the trail banner every hour. Reported by Linda Pollock.

It was also suggested that we get 40 small wooden gliders for the kids. Also, Crystal Ziegenfus has offered to sing the National Anthem. Rene handed out sign-up sheets for members to volunteer for different event needs.

(i) **August 24th Family Picnic & Fun Fly:** Rene Marquis reported that Lyman Petrosky will man the Fun Fly and Steve Mickel will man the food. On the menu is roast beef, chicken and corn on the cob. Covered dishes, snacks, etc. are appreciated. Swap Shop for members only!

(j) **Hedge Trimming Party:** President Marquis extended his THANKS to Chuck Zera and his trimming crew. He reported that you all did a GREAT job!

(k) **Refreshments:** Thanks to Lester Faroux for procuring the soft drinks and donuts for tonight's

Minutes continued:

meeting. Thanks also to Lyman and Carol Petrosky for their Strawberry dessert.

New Business:

(a) **Mon Valley Giant Scale:** President Marquis reported that the dates for this event are September 6 & 7 at Cedar Creek Park. Many members said they attended last year and had a good time.

(b) **Keystone Picnic:** President Marquis reported that we have been invited to the Keystone Clippers' picnic, on Sunday, August 17th, at noon. After a raise of hands as to people going to attend, Rene will reply to the Keystone that around 6 of our members will attend.

(c) **September & October Schedule:** President Marquis reported that no events have been scheduled for these two months as of right now. But, Lucas Morgan should be scheduling the Scale Contest during that time.

(d) **Drone Crashes into hot spring at Yellowstone:** President Marquis had a discussion on this article which ran in today's (meeting day) Tribune-Review. It looks to be more fuel on the fire for the FAA to abolish drones. Definitely not good for our sport.

(e) **United States Flag:** Bill Cecchetti Sr. asked permission to put a flag bracket at the pavilion so that our flag can be displayed properly. He was given the go ahead.

(f) **Improvements:** President Marquis asked us all to think about improvements we would like to see at our field – like electricity! Bring all suggestions to our next meeting.

(g) **Bob Bushmire:** It was reported by President Marquis and Steve Mickel that Bob is not doing well at all. He's now on oxygen all the time. Steve said it would do Bob a lot of good to see some of us. So, if you could pay Bob a visit, Steve can give you directions. Bob is living with his brother, Tony, in Scottdale.

(h) **Safety:** President Marquis brought up something that we all should think about. If you have a new plane, one you have never flown or are a little afraid to try, PLEASE ask for assistance. We have members who would be happy to help you test and trim out your plane so that everyone is safe and you have a better day at the flying field.

(i) **Next Meeting:** Our next meeting will be Friday, September 12th, 7:30 PM, at St. Paul's Evangelical Lutheran Church in Trauger.

Show & Tell:

Lyman Petrosky showed his newly acquired 63" P-38 Lightning by Troy Built Models. It is an electric ARF with twin electric motors. Lyman reported that it has carbon rods, was quick to assemble, but the surface of the foam is rough. Otherwise, it was a nice build. It has 11 servos, even a servo to drop the gas tanks. The propellers even counter rotate like the real plane.



Doug Hagy showed his newly acquired Aurora RC Genesis plug and play lighting system which he installed on his Airfoilz Yak from 3DX Hobbies. This lighting kit comes complete with lights for each wing tip, tail lights, a driver circuit, and wired connections. It is designed to shine light on the wing and fuselage to illuminate the aircraft. The light circuit gets its power from the same battery



that powers the model. It works with 2 to 3 cell lipo. The setup was easy. The model is brilliantly illuminated by this arrangement. Lights kit was \$48.00.

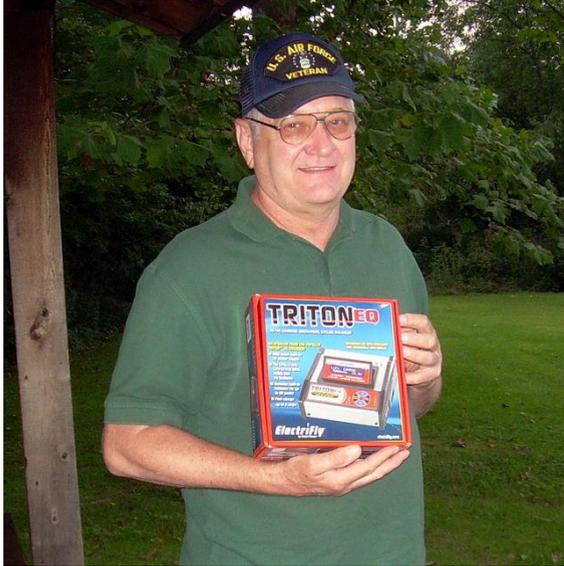
Vishal Jariwala is getting ready for cold weather already. He showed us his new purchase, a Turnigy Transmitter Muff, for around \$16.00 from Hobby King.



Raffle:

The winner of the TritonEQ AC/DC Charger was Mark Withrow.

Minutes continued:



The meeting was adjourned at 8:10 PM with Night Flying to follow.

Respectfully submitted,
Don Accorsi

Secretary's Note: Many thanks to Linda Pollock for a great job of taking the minutes of this meeting.

Your Roving Reporter

From: The Roving Reporter

August was kind of a finicky month, with a lot of rain and windy conditions early on, but got nice for our picnic on the 24th and the Open House on the 30th. I would say that both these events were a complete success, and everyone had an enjoyable time. We had a visitor who we haven't seen for a while – Doc Mariano, who was a member, and is



now retired. We had a nice chat, and all of us who remember him, and flew with him, came to say "HI", and to chat with him. I do hope that he does come to see us more often.

I want to extend THANKS to Josh Miller and the Park Maintenance crew for the outstanding job of manicuring our field. They dropped the mower heads of the gang mower another inch, and "WOW", what a difference. The field looked like a

carpet. Better for the smaller tired planes.



We had members who just got some new planes, and had them out for their maiden flights. Tony Kistner & Dick Patrick brought out their newly finished "Senior Kadett", done with a flag on the



wing, in honor of our Vets. Rene Marquis just finished his new Piper Vagabond, and Jim Pavick



with his, enjoying a nice day of flying. Greg Lazarchik maidenized his newly finished 70" Sig "T Clips", w/eflite 52 EP motor. It's a beauty, and is pretty scaled up from Erik Edgren's full size aerobatic T-Craft.

Your Roving Reporter

continued



On a humorous note, Tim Bartlow was pondering what he could fly for the night-time lighted planes, and decided to do a "period era" plane. His choice was a 1936 Quaker, so his lighting choice was also



reminiscent of that time - "A Carbide Lantern"!! "NICE TIM" - Great thinking, you made my day. Another humorous moment was Rob Whalen saying a "Pre Flight Prayer" with his plane.



With that though, I have to extend "Special Thanks" to Rob and Chuck Zera for their outstanding aerobatic presentation. There were many "OOHS & AAHS" from the crowd. Great flying



gentlemen!

Picnic day was a lot of fun, great food, as always, and a lot of fun flying. I must make a sincere apology to Lyman and Carol Petrosky, who ran the "Fun Fly", for not getting any pics. I sometimes get distracted, and wasn't paying attention to all of the activities.

Special THANKS to Steve Mickel for the outstanding spread for lunch and supper, as well as all of you who brought goodies for the feast. Everything was delicious.

The Tailgate Swap Shop went well, and items traded hands.

Our "Open House" was a GREAT DAY, and we had an excellent crowd of visitors to see the "Mini Air Show". They all enjoyed the flying activities, and many asked questions. We had approx. 22 youngsters sign up for the hands on trainer flying, and enjoyed the experience. We hope they return as new members.

The temps were close to 90 degrees and the humidity and heat index were quite high, and we did have some breezy conditions.

On a final note - I want to extend my deepest Thanks and Appreciation to all of you who trudged through the weeds, woods, and brush to find my Vagabond. I am so grateful to be among the BEST FRIENDS I have ever had. Thank You So Much!

**SPECIAL THANKS TO THE
LATROBE BULLETIN,
TRIBUNE REVIEW, and
SOMERSET'S DAILY
AMERICAN FOR THE PRESS
RELEASES!**

Your Roving Reporter
Dean Pollock

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August 24, 2014 Family Picnic and Fun Fly Pictures



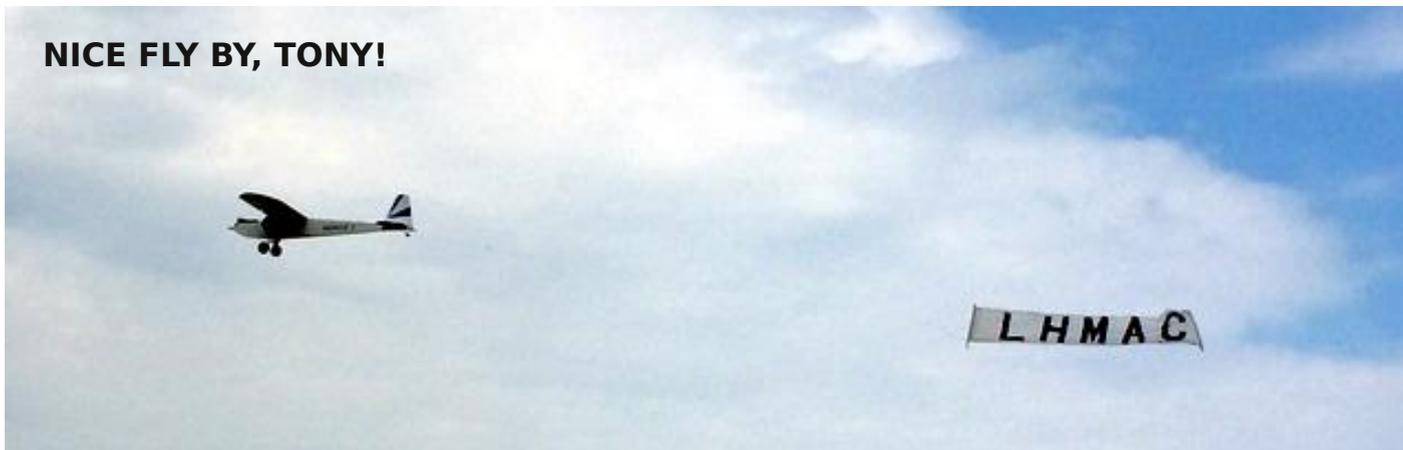
**TIM BARLOW'S SON -
ADAM**

**THANKS STEVE & HOLLY MICKEL FOR
ANOTHER DELICIOUS PICNIC MEAL!**



August 30, 2014 50th Anniversary Open House Pictures

NICE FLY BY, TONY!



THANKS FOR THE ENTERTAINMENT
TONY KISTNER & TIM BARTLOW! ↑



OUR MASTER OF CEREMONIES MARK
WITHROW & OUR PRESIDENT RENE
MARQUIS →



THE WHOLE GANG!

August 30, 2014 50th Anniversary Open House Pictures Continued



JR (BOB) CLINE WITH HIS SON AND DAUGHTER-IN-LAW - BOB IS ONE OF OUR CLUB FOUNDING MEMBERS!

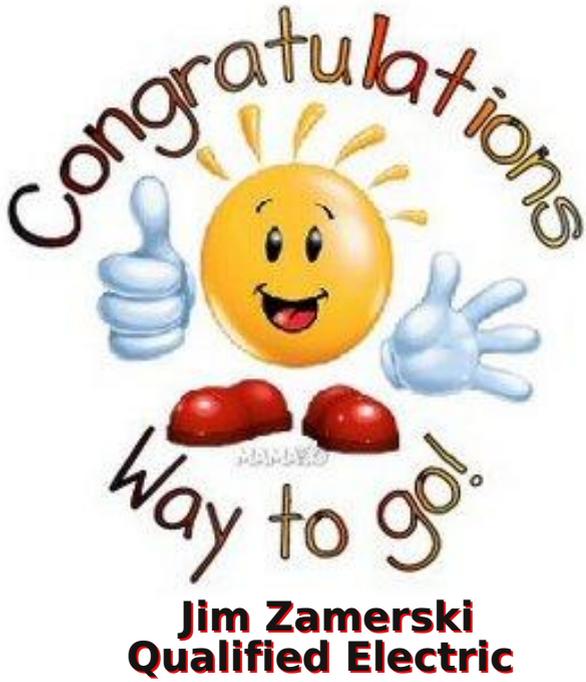


TONY KISTNER (IN WIG) SINGING TO FRED SNYDER



LINDA POLLOCK & FRED SNYDER SHAKING A LEG!

successfully passing his electric flight test in August and completed all required maneuvers. His THANKS and APPRECIATION to everyone who helped him.



JIM ZAMERSKI

Congratulations to Jim Zamerski for

CONTEST RESULTS CORRECTION

by Lester Faroux

ENDURANCE CONTEST July 6, 2014

We have a corrections to the results of the Endurance Contest as stated in last months newsletter. It should have read:

In electric there was Doug Hagy, John Hathaway, Vishal Jariwala and Ron Gade with Doug Hagy taking 1st.



Jim and Timi Pennington

Dick and Shirley Schmitz

Don and Joan Accorsi

Rene and Karen Marquis

Bob Bushmire

And anyone else who needs our Prayers!

FOR SALE - WANTED - SERVICES

THE FOLLOWING ITEM IS FOR SALE by Terry Willcox - Contact at: 724-837-0673 or terrypatty_beagles@verizon.net

Millennium Master EP TXR SLT
Flown twice 41" wing
Comes with extra's
Was \$280.00
For Sale \$200.00



My First Pattern Contest

By Mark Yothers

Ohio Valley Pattern Classic

The Club, contestants, judges all were very welcoming and helpful. The field is wonderful with wide open fly over space. Parking and plane set up is not well defined, so I just followed suit and all was well.

Practice on Friday; wind 90 degree crosswind at about 5 to 10 mph. To get a flight you had to get in line by putting your name on a sign in sheet, one plane at a time in the air. Got one flight in with Lester calling. Did OK, boy you should've seen that big loop I did, also I kept falling back into sport flying mode by throwing in rolls where there should be none. Don't want to do that on contest day, it would give you a 0 score on that maneuver. One flight was enough for me, I just enjoyed the rest of the afternoon chit chatting with flyers and the fresh air and sunshine. (Work in a building with no windows don't you know!)

Saturday, first day of competition, my only day of competition since I was coming to the August picnic on Sunday. Arrived at the around 8:30. Weather, totally socked in, the flying area was covered by a heavy blanket of thick fog. I unloaded my stuff put the FOCUS together and placed it on the flight line.

Lester is already there and came over to say Hey. We B.S. for a while, then Lester says "Boy I could use a better pattern plane." I agreed somewhat with him, he needs a stronger engine on that wonderful plane of his. He continues, "There's a guy over there that's selling a 2 meter Black Magic. (I've wanted to build one of those for the past 6 years.) Lester says "What do you think?" I said let's go look at its condition. As we walked towards the fella's camper Lester was saying, "Yeah it's got a great YS 170 4 stroke and 2 servos , he wants \$400.00 for the whole thing. I'm thinking do I have my check book and will he take a check?"

George was his name, flying in Sportsman with Lester and me, and a young 79 years old. Great guy flying another Black Magic, always a smile on his face. He said the plane was actually built by the designer of the kit Mike Hester. Mike had dorked it at a contest 5 years earlier and George picked it up for a song and repaired it. (OK this thing is MINE!) Is it pristine like the Focus I bought a few weeks ago, not hardly. This thing has been rode hard and put away wet. But it's a BLACK MAGIC V3! For the past 6 years I've wanted to build a Black Magic V3 since Dean Funk (Handglider on RC Universe) did a build thread. I just could never justify spending \$800.00 on the kit another \$400.00+ on wood, landing gear, wing tube, covering. Then the servos, motor, header, tuned pipe, paint wow these top of the line pattern planes can get pricey.

George continues to talk about the great YS 170

engine; I'm waiting for a break in the talk so I can ask if he'll take a check and before Lester says he'll take it. Finally George takes a breath and I sense this is my time. Will you take a check George? I ask. Yes I will said George! WaHoo I got a Black Magic V3!

Now it's 9:30 and time for the pilots meeting. It was the shortest pilots meeting I've ever been involved with. Rick the Contest Director (CD) says we're flying Sportsman first then the other classes 2 rounds this morning and 2 this afternoon in reverse order. And we're starting early since it's cloudy (Fog had lifted somewhat) and those Sportsman pilot don't go as high as the upper class planes. Someone in the background said, "Oh some do." I'm thinking ahh someone saw that beaut of a loop yesterday I did with the FOCUS. No worries, I'm not venturing anywhere near that cloud base to get into that soup. Rick continues, there are two flight lines to the left odd to the right even. Switch flight lines between flights. Any questions? Yes I asked, in what direction do we do the pattern? Rick said it's up to each flyer. We had another 90 degree crosswind this time blowing in.

Now the flying stations are about 200 feet apart, which will enter into the picture later.

I'm up second on the odd flight line. First couple of planes up are flying a little sloppy. I'm thinking I've got em whipped already.

My turn to fly. I asked a young fella named Bill who looked like he knew what he was doing to call for me. Thank goodness I was a good judge, cause he was great. Are you fueled up, radio on says Bill? Yes it's ready to go. The trusty old OS 140 roared to life with that quiet whisper of it's tuned pipe. (LOVE the sound of that engine!) OK take off smooth, straight and gentle climb, nailed it! In the pattern, straight flight out , reverse ½ Cuban 8, straight flight back, stall turn, 2 inside loops, 2 point roll, ½ Cuban 8, double Immelmann turns without rolls – nailed em all so far except for the stall turn. Next an Immelmann turn with roll to setup for a 45 degree down line. I pull a nice large ½ loop and roll upright-POOF- planes in the clouds out of sight. There is a hush that came over the flight line 2-3-4-5 seconds, it has to come down soon I cut the throttle. 6-7 seconds there it is heading away at a 45 degree angle. Damn I blew it I said. Bill says keep flying the plane. So I snapped it back on line; finished the flight and landed a little long, but safely. As I turned to the judges, one was Rick the CD who said don't worry about that one you did better than I would've if that was my plane in the clouds.

Since there were only 4 flyers in Sportsman at that time I was up first at the other flight line. Now I've got to get plane, battery, starter and caller to the other flight line. So a 300 yard dash to get the

My First Pattern Contest Continued

By Mark Yothers

equipment moved. OK if I'm going to continue this I've got to get in shape or get lighter equipment!

Heart pounding from the aerobics course. The second flight was much better. Piece o cake! I could see the plane the entire flight. Much better that way.

The remainder of the morning was spent watching the other classes compete. Some were good, some were really good, some were impressive. Neat planes, people and power plants.

Then came lunch. A half of a chicken cooked to perfection. (Really it was.) Moist, tender and tasty, some beans, something to drink I was in heaven. Wow ate too much

WHAT IS THAT AGAIN? 3rd and 4th rounds are starting NOW! And I'm first up on the far flight line. Grab the plane, radio, caller and dash to the even flight line. Luckily I left the 500 pound starting battery and starter at that end of the field. OK heart pounding from the 300 yard dash with an 11 pound airplane, fingers nice and covered in chicken grease. Nailed the landing everything else was very sloppy. Maybe it's because all of the blood in body was in my belly picking up the just delivered chicken, or it was in my legs trying to keep them alive and the whole time leaving my brain with little to work with. And Lord knows I need all the help I can get up there. Turned to the Judges and they had a lot of suggestions on how I could improve. About that time Bill my caller, says they want us at the other flight line NOW for the 4thflight.

Oh Sh—plane, radio, 5000 pound battery, starter and caller another 300 yard dash to the Odd flight line. OK now my heart is REALLY pounding, fingers chicken greased plus sweat and glow fuel soaked. Not to mention the little white dots in front of my eyes from lack of oxygen. Bill hands me the transmitter and says yer up. Off I go. Oh so many mistakes, not even my loops were any good. Oh well

I did land safely, that's an accomplishment, right?

Put the plane, battery, starter, glow igniter, radio back on the flight line/pit area, walked to the van and plopped down in my chair. Thrilled that I was able to land the plane and fly it thru a sloppy pattern with only a 5% oxygen concentration in my brain. I broke out a bottle of water and downed it in a minute. The fellow parked next to me (AN AMA staff member and a son that reminds me of a 10 year old Charlie Z.) (Dang kids.) He says to me - done till tomorrow? I said done period, I won't be here on Sunday, so I can't win. He said not so fast, if you won all four rounds you can't be beat. WHAT? So I went over to the scoring tent before I left for the day and Rick the CD pulls the results from round 1 and 2 it said Mark Yothers 1000, 1000. I had won the first two rounds. Maybe in my oxygen depleted state in rounds 3 and 4 I did better than I thought and I pulled off a win. Rick said I'll give you a call if you win.

Now it's Monday, no call. Checked the RCU website and George with the Black Magic took the win. Dang oxygen!

What do I take away from my first pattern contest?

- 1) If you want to improve your flying and your ability to control your plane- Learn precision aerobatics.
- 2) You are competing with yourself, to improve your abilities, you can't do anything about the other guy.
- 3) You learn more In one 5 minute competition flight than in 10 practice flights.
- 4) If most pattern contests are like the Ohio Valley Pattern Classic you will enjoy and learn a lot plus feel very welcome.
- 5) Just do it.

CONGRATULATIONS TO BOTH MARK YOTHERS & LESTER FAROUX

Thanks for Representing Our Club at This Event

St. C. R/C Flyers

2014 Pattern Classic

August 24, 2014

Second Place

Sportsman



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St. C. R/C Flyers

2014 Pattern Classic

August 24, 2014

Third Place

Sportsman





LABOR DAY: WHAT IT MEANS

Labor Day, the first Monday in September, is a creation of the labor movement and is dedicated to the social and economic achievements of American workers. It constitutes a yearly national tribute to the contributions workers have made to the strength, prosperity, and well-being of our country.

LABOR DAY LEGISLATION

Through the years the nation gave increasing emphasis to Labor Day. The first governmental recognition came through municipal ordinances passed during 1885 and 1886. From these, a movement developed to secure state legislation. The first state bill was introduced into the New York legislature, but the first to become law was passed by Oregon on February 21, 1887. During the year four more states — Colorado, Massachusetts, New Jersey, and New York — created the Labor Day holiday by legislative enactment. By the end of the decade Connecticut, Nebraska, and Pennsylvania had followed suit. By 1894, 23 other states had adopted the holiday in honor of workers, and on June 28 of that year, Congress passed an act making the first Monday in September of each year a legal holiday in the District of Columbia and the territories.

FOUNDER OF LABOR DAY

More than 100 years after the first Labor Day observance, there is still some doubt as to who first proposed the holiday for workers.

Some records show that Peter J. McGuire, general secretary of the Brotherhood of Carpenters and Joiners and a cofounder of the American Federation of Labor, was first in suggesting a day to honor those "who from rude nature have delved and carved all the grandeur we behold."

But Peter McGuire's place in Labor Day history has not gone unchallenged. Many believe that Matthew Maguire, a machinist, not Peter McGuire, founded the holiday. Recent research seems to support the contention that Matthew Maguire, later the secretary

of Local 344 of the International Association of Machinists in Paterson, N.J., proposed the holiday in 1882 while serving as secretary of the Central Labor Union in New York. What is clear is that the Central Labor Union adopted a Labor Day proposal and appointed a committee to plan a demonstration and picnic.

THE FIRST LABOR DAY

The first Labor Day holiday was celebrated on Tuesday, September 5, 1882, in New York City, in accordance with the plans of the Central Labor Union. The Central Labor Union held its second Labor Day holiday just a year later, on September 5, 1883.

In 1884 the first Monday in September was selected as the holiday, as originally proposed, and the Central Labor Union urged similar organizations in other cities to follow the example of New York and celebrate a "workingmen's holiday" on that date. The idea spread with the growth of labor organizations, and in 1885 Labor Day was celebrated in many industrial centers of the country.

A NATIONWIDE HOLIDAY

The form that the observance and celebration of Labor Day should take was outlined in the first proposal of the holiday — a street parade to exhibit to the public "the strength and esprit de corps of the trade and labor organizations" of the community, followed by a festival for the recreation and amusement of the workers and their families. This became the pattern for the celebrations of Labor Day. Speeches by prominent men and women were introduced later, as more emphasis was placed upon the economic and civic significance of the holiday. Still later, by a resolution of the American Federation of Labor convention of 1909, the Sunday preceding Labor Day was adopted as Labor Sunday and dedicated to the spiritual and educational aspects of the labor movement.

The character of the Labor Day celebration has undergone a change in recent years, especially in large industrial centers where mass displays and huge parades have proved a problem. This change, however, is more a shift in emphasis and medium of expression. Labor Day addresses by leading union officials, industrialists, educators, clerics and government officials are given wide coverage in newspapers, radio, and television.

The vital force of labor added materially to the highest standard of living and the greatest production the world has ever known and has brought us closer to the realization of our traditional ideals of economic and political democracy. It is appropriate, therefore, that the nation pay tribute on Labor Day to the creator of so much of the nation's strength, freedom, and leadership — the American worker.

MONTHLY HUMOR



DEFINITIONS...

Glide Time: The time between the engine falling out and the airplane hitting the ground.

Receiver: Part of the radio that picks up interference.

Tank: Temporary storage place for chemicals before they saturate the plane.

Elevator: Device to prevent level flight.

Mixture Screw: Device to meter too little fuel to the engine at critical moments.

Nose Wheel: Device that prevents an airplane from landing without bouncing.

Spinner: Critical part of landing gear.

Crash: Synonym for "rekitting" a model

Center Of Gravity: Point in which G-forces, dedicated to separating wing from fuselage, do their stuff.

Cyanoacrylate: Special glue, designed to instantly glue fingers to balsa structures.

Cyanoacrylate: Also: Special glue, instantly curing when parts are misaligned, will hardly (if at all) cure when parts are correctly aligned.

Dead Stick: Two of these can be found on your transmitter after failing to properly charge your batteries.

Engine: Device designed to make noise. Will suddenly stop making this noise when beyond glide-in distance.

Fail Safe: Option on PCM radio's that allows a pilot to choose whether to crash near him, or a long way away.

Fuselage: Optional interconnecting structure between wings and engine.

Glitch: What you shout when you pull up elevator while flying inverted at 10 feet.

Landing Gear: Structure to separate fuselage from runway after landing. Does not always succeed in doing so.

Propeller: Handy tool to cut away excess skin on knuckles.

Thanks Lester Faroux

September Birthday Wishes

WE WOULD LIKE TO EXTEND A HAPPY BIRTHDAY TO THE FOLLOWING CLUB MEMBERS!



Happy birthday!

Happy birthday!

Happy birthday!

Happy birthday!

Happy birthday! Happy birthday!

Rhys Alloway
Richard D Alloway
Robert C Bowman
Donald Friedberg
Thomas R Gade
John P Golkosky
David L Kolk
Eric Kwasny
James W Pavick
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