

November, 2014

Wing Tips

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Events and Times

Regular Meeting November 14, 2014 at 7:30 PM at the St. Paul's Church, Trauger

November Breakfasts will be at Eat'n Park, Greensburg (across from Westmoreland Mall)

8:30 AM, Nov 12, 2014
 8:30 AM, Nov 26, 2014

Thursday Night Training November 6, 13, 20, & 27, 2014 at the field (weather permitting). Don't forget, if the weather is bad, we meet at the Westmoreland Mall Food Court about 7:00 PM - notification via email.



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
Editor: Linda Pollock	724 532-0210	newsletter@lhmac.org
Website Admin: Vishal Jariwala	724 272-7029	admin@lhmac.org

The Prez Says

GREETINGS! As usual, I hope this letter finds you well. As I write this letter we have changed the time, the holidays are upon us, the flying season is coming to an end, how time "flies"!

Included in this newsletter is a ballot for officers for 2015. If you cannot make the meeting, please mail the ballot to Jim ASAP. We are still taking nominations so if you feel you want to run for an office please contact us.

Please remember that your 2015 dues need to be paid before December 31, 2014 so as not to assessed a late fee. Also your AMA dues need to be paid by the end of the year.

We are still in need of a person or persons to take charge of our monthly meeting beverage service for 2015. Please consider volunteering for this.

We still have about 7 cases of fuel remaining. I don't know if there will be a price increase next year or not, so if you need some get it now.

Our 50th anniversary banquet is now history. We had about 50 people in attendance, thank you for your attendance. The food was delicious and plentiful and I hope you all had a pleasant evening. I would like to especially thank Linda and Dean Pollock for all their efforts in making the evening a huge success. A special thanks as well to Mark Radcliff, AMA District III VP, for his attendance and presentation, thank you Mark.



We will be having a report from the rules and regulations committee at the November meeting, please be open to their recommendations so discussion can proceed.

Thank you and hope to see many of you at the November 14, 2014 meeting.

Rene

Minutes of the Meeting of October 10, 2014

The meeting was called to order by President Rene Marquis with the Pledge of Allegiance to the Flag. There were 20 members present. The minutes of the September meeting were approved as published in the October newsletter. Three new members were voted into the club: Mark Curci, of Mt. Pleasant (winner of the Open House Foamy Warbird Race Drawing); and Dale & Ronald Spoonhoward, of Irwin. Secretary Don Accorsi circulated a flyer for the Murrysville Area RC Society (MARCS) Flea Market w/Auction, Sunday, November 2nd, at the American Legion Hall in Export. Vice President Jim Pennington announced the raffle prize: 2015 AMA Dues or 50/50 Drawing. The Treasurer's report was (later) approved as given by Treasurer Greg Lazarchik. Newsletter Editor Linda Pollock reported that everything is still OK with the newsletter, no problems with mailing. Please continue sending her 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 good shape. President Marquis added that the field will be closed tomorrow for the Annual Youth Pheasant Hunt. He also reported that the website is up and running and is up to date.

Old Business:

(a) **Foamy Warbird Pylon Races:** Chairman Bill Cecchetti Sr. reported that the Warbird Races have concluded for this year, and the winner is Vishal Jariwala, with Joe Leonatti taking second place. President Marquis thanked Bill and all of the contestants for a fun-filled summer of racing.

(b) **Scale Contest:** Chairman - Lucas Morgan. Was held on September 28th. The winner was Rene Marquis.

(c) **Fuel Inventory:** President Marquis reported that we still have approximately 10 cases of fuel left, since flying has been somewhat hampered by the

weather this summer. Since the flying season is coming to an end, opportunities to obtain fuel at the field are limited. Rene will still have it at meetings.

(d) **Banquet Information:** Linda Pollock reported that there are 27 paid reservations so far. She also reported that there will be no charge for children two years of age and under. The Banquet is set for Sunday, November 2nd at Gianillis' II, from 5:00 until 8:00 PM. Reservation forms are available in (and downloadable from) the October newsletter, and will be sent out by e-mail. Hard copies are also available from Linda upon request. Paid reservations must be in by October 20th. It will be a very nice affair. Don't miss it!

(e) **50th Anniversary Jackets:** President Marquis reported that the proposed deal for our 50th Anniversary jackets from Domenic's Sports in Greensburg did not pan out. So, after searching high and wide for a supplier of embroidered jackets, his best suggestion is to purchase a jacket of your own choice and take it to Big Frog's (Route 30, across from Greengate) and have them embroider our 50th Anniversary logo on it. He said that Sam's club has some very nice jackets for about \$30, and circulated pictures of them.

(f) **Trophy Returns:** President Marquis reported that all trophies have been returned and will be engraved for awarding at the banquet.

(g) **Safety Rules & Regulations:** Rob Whalen reported that a committee, consisting of Don Gilbert, Doug Hagy and himself, has met and discussed current safety rules and issues. Current rules and regulations are outdated. The discussions will continue with intention of updating them and amending the bylaws to make the process much easier.

(h) **Voting:** Ballots were made available throughout the meeting for Member of the Year and Most Improved Flyer. Ballots were placed in the ballot box and the winners will be announced, and their trophies awarded, at the Awards Banquet on November 2nd.

New Business:

(a) **AMA Recognition:** Thanks to the efforts of our Treasurer, Greg Lazarchik, our club received a letter of recognition and a check for \$75.00 from the AMA. Greg's efforts were in response to the AMA's recent Club Recognition and Reward Program, whereby we were recognized for our newspaper coverage and public service in our 50th Anniversary Open House celebration. President Marquis read the letter to the membership and thanked Greg for his great effort.

(b) **Refreshments:** President Marquis thanked Lester Faroux for his service in procuring the

Minutes continued:

doughnuts and beverages at our meetings for the past year. He also thanked those who brought in extra "goodies" at some meetings. We are in need of a volunteer for next year's refreshments.

(c) **Dues for 2015:** There was some discussion of whether to return next year's club dues to the level of previous years or keep them the same as this year. A motion was carried to keep them the same as this year. It should help to provide for better prizes and incentives for more members to participate in our events.

(d) **Nominations of Officers:** President Marquis presented a slate of officer candidates that was recruited at a committee meeting of some of our past presidents. Those candidates, together with nominations from the floor are as follows:

President: Tim Bartlow and Ron Morgan

Vice President: Bill Cecchetti, Sr.

Treasurer: Linda Pollock and Lyman Petrosky

Secretary: Don Accorsi

Safety/Field Control Officer: Rob Whalen

Nominations will remain open until the November meeting, when elections will take place. Ballots, with provisions for write-ins, will appear in the November newsletter and may be mailed in.

(f) **Next Meeting:** Our next meeting will be Friday, November 14th, 7:30 PM, at St. Paul's Evangelical Lutheran Church in Trauger.

Show & Tell:

Tim Bartlow showed a nice airplane of unknown name (It looked somewhat like a Tiger II.) that he purchased for \$20 at the J & C Swap Meet. He powered it with an O.S. LA-40 engine and decided to call it "The Maroon Thing", as it was partly maroon in color.



Jim Andrews showed a Gun Camera from an F-8



"Crusader". He said that it does work. It was made by Kodak and runs on 24 volts. It uses a 16 mm. film cassette, has three speeds and a variable aperture, but no zoom lens. It also has a built in

thermostat and heater. It runs when the gun trigger is pulled, but only has a 3 minute run time.

Raffle:

The winner of the 50/50 raffle was Linda Pollock.



The meeting was adjourned at 8:42 PM.

Respectfully submitted,
Don Accorsi



Your Roving Reporter

From: The Roving Reporter

This year is closing in on us rapidly, and the colder weather is upon us. The month of October was pretty much of a crap shoot as far as flying weather. There were only a few decent flying days, and we did manage to squeeze in 2 decent Thursdays. Seems like we were inundated with many low pressure systems, and very windy conditions. Sunday, October 19, was a fairly decent day, with some on and off windy conditions. I had a mishap with my Sig LT40; hit a tree on the downwind leg of the approach, and broke the wing and tail. Lester test flew his newly acquired SIG



Kobra sport plane. After gathering the pieces, a few of us just sat around and BS'd.

There was 6 or 7 of us there, and we were contemplating when the farmer was going to cut the corn down. We started chatting about Rene's lost T-Clips plane, and decided that we should make at least one more try to find it. Lester Faroux, Joe Leonatti, Terry Wilcox, Bill Johns and myself would make one more trek through the corn field, on the other side of the tree line by the lake. We decided to go completely to the other side of the corn field and start in from that side. Bill and Terry had cell phones, and Lester had a pretty good idea where the flight path was when it went down. We took a pole with flags on it, and Bill directed us to an approx. location from his view at the field. I started to walk through the corn to see how the visibility was, and could see 30 ft. to my left and right between the rows. Lester went 60 ft. to my left, and Joe 60 ft. to my right, and we proceeded through the maze. About 50 yards in, I spotted a black patch 25 ft. to my left and walked towards it. As I got closer, I saw that it was the black tail of the T-Clips. I hollered out to them "I found it". Lester and I picked up the pieces and carried them out. Surprisingly, there wasn't a whole lot of damage, mostly confined to the cowl and nose,

and left side of the fuselage. The wing was intact, but the aluminum wing joiner tube was bent at a 45 degree angle. No damage to the



wing other than a cracked wing tip. We brought the pieces back to the field and looked them over. There was not a mark on the leading edge of the wing, and it looks like it went in right between the rows of corn. It was standing upright when I found it. The plane has been out there for 4 or 5 weeks, and the motor still turned over. Lester said he would stop by Rene's and drop it off. Needless to say, Rene was extremely happy and grateful for our efforts to find it.

On another note, the 50th Anniversary Banquet was a very nice event, with 50 in attendance. We were fortunate to have Mark Radcliff, VP District III attending, and he had a very nice slide presentation showing a lot of what was happening in 1964 and the growth of the AMA from 1964 to the present. It was very interesting and informative. Mark also



Your Roving Reporter continued

presented a plaque from the AMA to Rene



Marquis commemorating our 50 years as a club. Rene gave us a nice historical review of



the beginnings, and original meeting minutes. These were on display and Linda Pollock set up



a slide show of pictures from the past. Mark



Radcliff also presented Linda with an AMA hat for her outstanding work on the club newsletter.

All in all, it was a great evening, excellent food, and a lot of camaraderie among members and family.



Your Roving Reporter
Dean Pollock

MONTHLY HUMOR



- If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
- Flying isn't dangerous. Crashing is what's dangerous.
- Learn from the mistakes of others. You won't live long enough to make all of them yourself.
- You know you've landed with the wheels up if it takes full power to taxi to the ramp.
- The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
- Always try to keep the number of landings you make equal to the number of take offs you've made.
- There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
- You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
- Helicopters can't fly; they're just so ugly the earth repels them.
- It's always a good idea to keep the pointy end going forward as much as possible.
- Keep looking around. There's always something you've missed.

Thanks Lester Faroux



November 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! Happy birthday! Happy birthday!

**Gary W Black
John Jay Curry
Mark Hite
Joseph E Leonatti**

Happy birthday! Happy birthday!



**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!**

**50th Anniversary Annual Awards Banquet -
November 2, 2014
Photos**

Trophy Awards Photos

**Most Improved Flyer
Joe Leonatti
"Nitro Joe"**

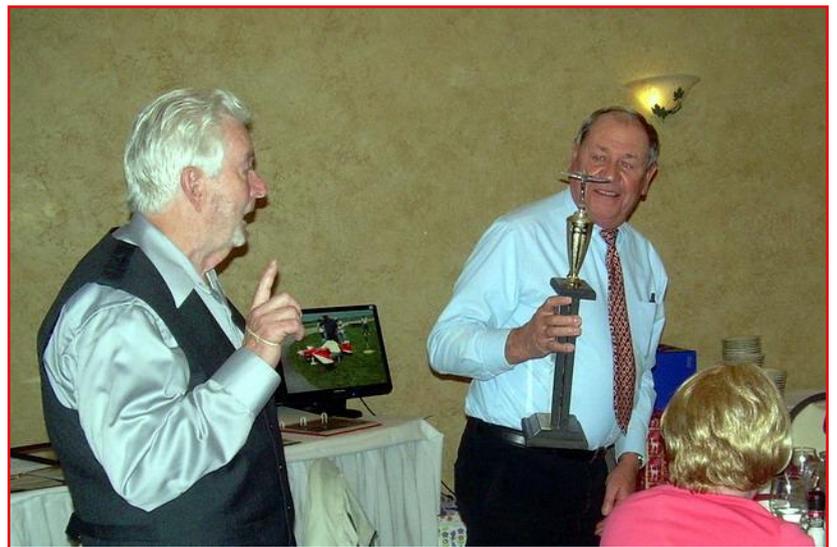
Congratulations

**Member of the Year
Lester Faroux**



**Endurance Contest Winner
Rene Marquis**

**Scale Contest Winner
Rene Marquis**



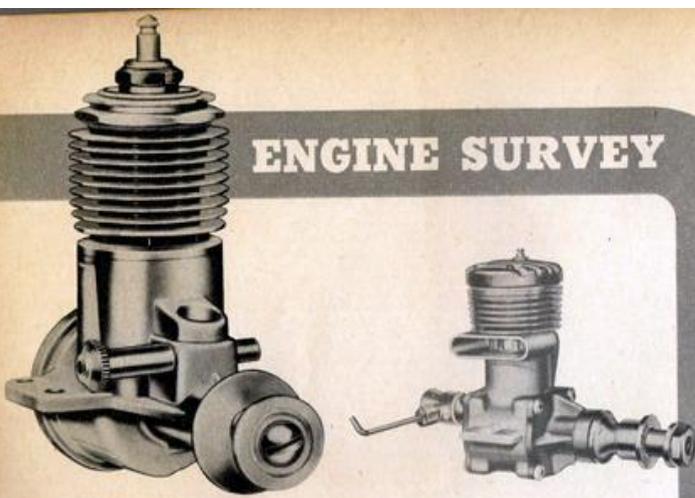
**Snyder Cup Speed Trials
Chuck Zera**

**Warbird Contest Winner
Vishal Jariwala**

50th Anniversary Annual Awards Banquet - November 2, 2014 Photos Continued



ENGINE SURVEY



On the following pages is a complete catalogue of engines for the model fan.

WHEN you bought a miniature gas engine some ten years ago, odds were even that you'd get a "hunk of iron" that would polish off your interest the first time you tried to run it. How different today. Every engine shown in the accompanying survey not only runs, but will start easily and last a long time.

Your choice of powerplant depends on the purpose it will be used for and on the thickness of your pocketbook. There is an engine for every conceivable purpose and for prices varying from less than four dollars to more than sixty dollars. Let's first consider the so called "baby" engines, those whose displacement is from .02 to .074 cu. in.

All these engines represent the easiest and cheapest way to begin model building and are ideal therefore for the younger hobbyists. The K & B Infant .02, smallest of American engines, is not a U-control engine, but is excellent for little free flight

models, prop driven race cars, boats, etc. While the remainder of the baby engines will fly simple, small U-control kits—and this is generally true of sizes under .19—really practical U-control falls in the .23 to .29, or even .19 to .35 classifications, as evidenced by the bulk of sport flying around the nation. Engines of from .045 to .074 have proved terrific in economical free flight, either sport, scale or contest in class A/2. The many .09s fill the wide gap between the .074 and the .19s. For cheap flying of any variety with small kits in small areas, buy a baby engine. All are economical.

The .19 to .29, .32, and .32 grouping is overwhelmingly popular due to the suitability of these engines for many purposes. They are good for high performance free flight jobs in open areas, for the popular stunt models, and general usage such as scale. They are all round engines for the most part. Various [Continued on page 140]

MEMORIES OF THE PAST

from a 1950 "Handbook for Model Builders"

SUPPLIED BY FRED SNYDER

Engine Survey

[Continued from page 6]

larger classifications are accounted for by the fact that official contest rules divide displacements into classes and it is customary to use the largest displacement in each class for competition work, such as .49s and .60s. Radio models work well with anything from a .074 to .29 as a rule, depending on weight to be carried.

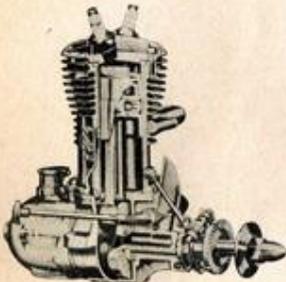
While it is true that you get what you pay for and that, therefore, a \$10 engine won't give the same performance of a similarly sized \$20 engine, you should exercise care in evaluating competitive powerplants in the same price bracket. If two engines cost the same and are otherwise equal, the one with the ball thrust bearing has the edge. You will note that the super speed motors, like the McCloys and Doolings, have ringed pistons and rear venturis. Longer strokes usually mean more power at lower r.p.m., good for free flight, while short stroke engines will turn up more for U-control. The all round engine has a bore and stroke that are approximately or actually equal. Note long stroke on Cameron 23 and short stroke on the Doolings, as examples. •

Vishal Jariwala



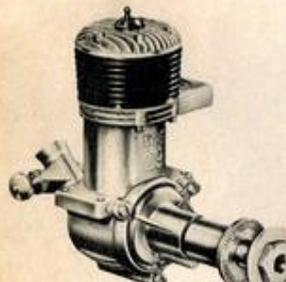
FOX 29 AND 35

Manufacturer: Arnold & Fox Engineering Co., 7401 Varro Ave., N. Hollywood, Calif.
 Purpose: Large Class B and small Class C free flight, control line, sport and stunt U-control. Racing special for speed, or cars.
 Piston: Fully machined from Mahanite.
 Displacement: .299 or .35 cu. in.
 Bore & Stroke: .718 x .750 in. or .800 x .700 in.
 Ignition: Glow plug.
 Weight Bare: 6 ozs.
 Mounting: Beam by 4 bolts. Distance between mounting bolts 1 1/2 in.
 Recommended Fuels: Any good glow fuel.
 Recommended Props: 11 x 5 in., 11 x 6 in., 10 x 5 in., 10 x 6 in., 8 x 6 in., 9 x 7 in. For speed: 7 x 9 in., 7 x 10 in., 7 x 11 in.



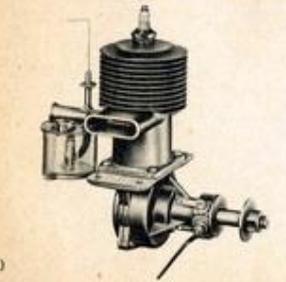
SUPER CYCLONE

Manufacturer: Super Cyclone, Inc., P.O. Box 3157, Grand Central Station, Glendale 1, Calif.
 Purpose: Free flight, stunt, sport U-control.
 Special Features: Ball bearing thrust washer.
 Piston: Lapped.
 Displacement: .404 cu. in.
 Bore & Stroke: .29/32 x 15/16 in.
 Ignition: Spark or glow.
 Weight Bare: 9 1/2 ozs.
 Mounting: Beam by 4 bolts. Distance between mounting bolts 1 27/32 in.
 Recommended Fuels: 1 part SAE 70 oil, 3 parts white gas for ignition. Standard fuels on glow.
 Recommended Props: Free flight: Diameter 13 to 14 in., with 6 to 8 in. pitch. Stunt, 11 x 8 in.; speed 10 x 10 1/2 in.



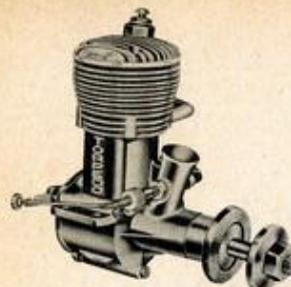
FORSTER G-29 AND G-31

Manufacturer: Forster Brothers, Lanark, Ill.
 Purpose: Large Class B or small Class C free flight, control-line stunt, speed, sport.
 Special Features: Ball-bearing crankshaft, extension propeller shaft, down draft carburetor.
 Piston: 2 rings, aluminum piston.
 Displacement: .287 or .31 cu. in.
 Ignition: Glow plug.
 Bore & Stroke: .750 x .678 in. or .760 x .678 in.
 Weight Bare: 6 1/2 ozs.
 Mounting: Beam by 4 bolts. Distance between mounting bolts 1 1/2 in.
 Recommended Fuels: Standard glow fuels.
 Recommended Props: Free flight: diameter 10 x 6 in. pitch; stunt 8 x 6 in.; speed, 7 x 9 in. narrow blade.



FORSTER 99

Manufacturer: Forster Brothers, Lanark, Ill.
 Purpose: Large weight carrying (15 lbs. max.) gas models, especially radio models, and boats up to 36 in. long.
 Special Features: Ball bearing crankshaft, standard two-speed point system, oilite bronze bushed contacting rod. Two rings, aluminum piston.
 Piston: .99 cu. in.
 Displacement: Spark.
 Ignition: 1.025 x 1.125 in.
 Bore & Stroke: 14 ozs.
 Weight Bare: Beam by 4 bolts. Distance between mounting bolts 2 7/16 in.
 Recommended Fuels: 1 part SAE 70 oil, 10 parts white gasoline.
 Recommended Props: 15 in. diameter x 6 in. pitch. For boats 2 1/2 in. diameter x 6 in. pitch, higher pitch for light weight hydroplanes. One-pound, 2 1/2 in. flywheel recommended for water use.



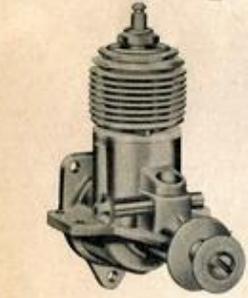
K & B GLO-TORP 29 & 32

Manufacturer: K & B Mfg. Co., 224 East Palmer St., Compton, Calif.
 Purpose: As large Class B or small Class C engine, depending on displacement, for free flight, stunt, speed, sport control line.
 Special Features: Flexible needle valve standard. Lapped.
 Piston: .299 or .32 cu. in.
 Displacement: .725 x .724 in. or .750 x .724 in.
 Bore & Stroke: Ignition: Glow plug.
 Weight Bare: 6.5 ozs.
 Mounting: Beam by 4 bolts or radial by 3. Distance between mounting bolts 1 21/32 in. diameter of radial mount 1.366 in.
 Recommended Fuels: Any good glow fuel.
 Recommended Props: Free flight, diameter 10 x 6 in. pitch; stunt, 9 x 6 in.; speed, 7 x 10 1/2 in.



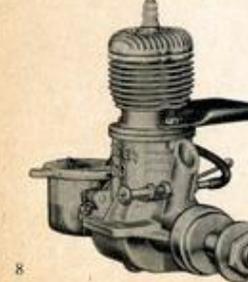
OK CUB .039

Manufacturer: Herkimer Tool & Model Works, Inc., Herkimer, N. Y.
 Purpose: Small free flight and U-control for the beginner.
 Special Features: Timer-tank mount, 360 degree exhaust porting.
 Piston: Lapped.
 Displacement: .239 cu. in.
 Bore & Stroke: .390 x .334 in.
 Ignition: Glow plug.
 Mounting: Radial by 2 screws. Distance between mounting screws 3/8 in.
 Recommended Fuels: OK Glow Fuel.
 Recommended Props: Free flight and stunt, 6 x 3 in.; speed, 5 1/4 x 4 in.



OK CUBS .049 AND .074

Manufacturer: Herkimer Tool & Model Works, Inc., Herkimer, N. Y.
 Purpose: Class A/2 free flight, U-control sport and small stunt.
 Special Features: 360 degree exhaust porting.
 Piston: Lapped.
 Displacement: .049 and .074.
 Bore & Stroke: .390 x .415 in. and .478 x .415 in.
 Ignition: Glow plug.
 Weight Bare: 1 1/2 and 1 3/4 ozs.
 Mounting: Beam by 4 bolts. Distance between mounting bolts 1 1/2 in.
 Recommended Fuels: OK Glow Fuel.
 Recommended Props: .049: Free flight and stunt, 6 x 4 in.; speed, 5 1/4 x 5 in.; .074: Free flight, 7 x 4 in.; stunt, 6 x 5 in.; speed, 5 1/4 x 5 in.
 Other Models: OK Cub .099.



OK SUPER 60

Manufacturer: Herkimer Tool & Model Works, Inc., Herkimer, N. Y.
 Purpose: Free flight, sport and stunt U-control.
 Special Features: Three position timer rear of crankcase on ignition version. Adaptable cars and boats.
 Piston: Lapped.
 Displacement: .404 cu. in.
 Bore & Stroke: .900 x .950 in.
 Ignition: Glow plug or spark ignition, at additional cost.
 Mounting: Beam by 4 bolts. Distance between mounting bolts 1 15/16 in.
 Weight Bare: 12 ozs.
 Recommended Fuels: OK Glow Fuel. One part SAE 70 oil, 3 parts white gas on ignition.
 Recommended Props: Free flight, 14 x 6 in.; stunt, 11 x 8 in.; speed, 10 x 10 1/2 in.



VETERANS DAY

On the 11th hour of the 11th day of the 11th month of 1918, an armistice, or temporary cessation of hostilities, was declared between the Allied nations and Germany in the First World War, then known as "the Great War." Commemorated as Armistice Day beginning the following year, November 11th became a legal federal holiday in the United States in 1938. In the aftermath of World War II and the Korean War, Armistice Day became Veterans Day, a holiday dedicated to American veterans of all wars.

THE GREAT WAR & ARMISTICE DAY

Though the Treaty of Versailles was signed on June 28, 1919, November 11 remained in the public imagination as the date that marked the end of the Great War. In November 1918, U.S. President Woodrow Wilson proclaimed November 11 as the first commemoration of Armistice Day. The day's observation included parades and public gatherings, as well as a brief pause in business activities at 11 a.m. On November 11, 1921, an unidentified American soldier killed in the war was buried at Arlington National Cemetery in Washington, D.C.; the U.S. Congress had declared the day a legal federal holiday in honor of all those who participated in the war. On the same day, unidentified soldiers were laid to rest at Westminster Abbey in London and at the Arc de Triomphe in Paris.

DID YOU KNOW?

Red poppies, a symbol of World War I (from their appearance in the poem "In Flanders Fields" by John McCrae), are sold in Canada and the United Kingdom on Remembrance Day to raise money for veterans or worn in the lapel as a tribute.

On June 4, 1926, Congress passed a resolution that the "recurring anniversary of [November 11, 1918] should be commemorated with thanksgiving and prayer and exercises designed to perpetuate peace through good will and mutual understanding between nations" and that the president should issue an annual proclamation calling for the observance of Armistice Day. By that time, 27 state legislatures had made November 11 a legal holiday. An act approved May 13, 1938 made November 11 a legal Federal holiday, "dedicated to the cause of world peace and to be hereafter celebrated and known as 'Armistice Day.'" In actuality, there are no U.S. national holidays because the states retain the right to designate their own, and the government can only designate holidays for federal employees and for the District of Columbia. In practice, however, states almost always follow the federal lead.

FROM ARMISTICE DAY TO VETERANS DAY

American effort during World War II (1941-1945) saw the greatest mobilization of the U.S. Army, Navy, Marines and Air Force in the nation's history (more than 16 million people); some 5.7 million more served in the Korean War (1950 to 1953). In 1954, after lobbying efforts by veterans' service organizations, the 83rd U.S. Congress amended the 1938 act that had made Armistice Day a holiday, striking the word "Armistice" in favor of "Veterans." President Dwight D. Eisenhower signed the legislation on June 1, 1954. From then on, November 11 became a day to honor American veterans of all wars.

The next development in the story of Veterans Day unfolded in 1968, when Congress passed the Uniform Holidays Bill, which sought to ensure three-day weekends for federal employees— and encourage tourism and travel—by celebrating four national holidays (Washington's Birthday, Memorial Day, Veterans Day and Columbus Day) on Mondays.

The observation of Veterans Day was set as the fourth Monday in October. The first Veterans Day under the new law was Monday, October 25, 1971; confusion ensued, as many states disapproved of this change, and continued to observe the holiday on its original date. In 1975, after it became evident that the actual date of Veterans Day carried historical and patriotic significance to many Americans, President Gerald R. Ford signed a new law returning the observation of Veterans Day to November 11th beginning in 1978. If November 11 falls on a Saturday or Sunday, the federal government observes the holiday on the previous Friday or following Monday, respectively.

My 2015 Annual Dues (PLEASE fill in ALL information)

Membership Renewal is due by December 31, 2014. After January 1, 2015, a \$5.00 late fee will be charged.

Name: _____ Dues:
AMA # _____ Family** \$36.00 _____
Address: _____ Open \$35.00 _____
City: _____, Zip: _____ Retiree \$20.00 _____
Telephone: _____ Jr.(Under 19 yrs.) \$20.00 _____
E-mail Address: _____ **Newsletter Hardcopy \$15.00*** _____

TOTAL _____

Date of Birth: _____

**Other Family Fliers: _____

Send Newsletter by: _____ E-mail; _____ Hard Copy (Postal Mail); _____ Web Site

***Note: Members receiving the newsletter by hard copy must now pay a surcharge of \$15.00/year to cover printing and mailing costs.**

Mail this form to: Don Accorsi, LHM
104 Rocky Mountain Court
Latrobe, PA 15650-2409

Please make checks payable to LHM

LHM 2015 Election Ballot

President:

___ Ron Morgan

Write In: _____

Vice President:

___ Bill Cecchetti, Sr.

Write In: _____

Treasurer:

___ Linda Pollock

___ Lyman Petrosky

Write In: _____

Secretary:

___ Don Accorsi

Write In: _____

Safety/Field Control:

___ Rob Whalen

___ Tim Bartlow

Write In: _____

If wishing to mail in your ballot, mail this form to:

**Jim Pennington
522 Perry Avenue
Greensburg, PA 15601-4421**

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