



# FLIGHT LINES

*The Monthly Newsmagazine of the Spirits of St. Louis R/C Flying Club*

## MERRY CHRISTMAS!

***GIVE YOURSELF A PRESENT AND RENEW YOUR MEMBERSHIP!***

### ***Spirits of St. Louis RC Flying Club***

***Monthly Meeting Minutes for December 10<sup>th</sup>, 2019***

*by Ralph Doyle - Secretary*

**President Ralph Grant:** Meeting called to order at 7:00pm. The president reviewed the items discussed at an officers meeting held December 2, 2019.

- a. Explanation of the bank transfer of funds to a bank more convenient.
- b. Update on PayPal and the process of easing members renewal options.
- c. Requested any member who has an idea for an article for the web site is encouraged to write something and submit it.
- d. Referring to item c above, the newsletter will be eliminated in favor of the web site. There is no reason to have two separate methods of informing the club of any activities.
- e. Ralph Grant is continuing his work updating the web site and encourages anyone to visit the site. Thanks to Paul Geders efforts, Ralph is currently adding about 17,000 photos to the gallery.

The event schedule was discussed and will be published on the web site and is at the end of this newsletter. The president also appealed to the members for any suggestions for an event or activity that they, the members, may enthusiastically participate.

#### **Attendance:**

13 members attended the meeting.

#### **New Member(s):**

There were no new faces in the place.

#### **Secretary's Report:**

*Ralph Doyle, Secretary*

A motion was made, seconded and voted to accept the November meeting minutes as e-mailed out and published on the Spirits website under the 2019 November Flightlines Newsletter link. Current Newsletter link is now on the upper right of the home page of the website. The club received the following communications:

- a) Zeke Remington of cub pack 677, Ellisville, Mo. (314-616-5671) is looking for one of our members to give a talk for 5-10 minutes on how planes fly and also show off any RC models they may like to bring. If anyone is interested, please give him a call.
- b) If you are interested in computerized magazines and aviation books there is a free catalog available at: [digitekbooks.com](http://digitekbooks.com)
- c) The club received a financial request from the Western Carolina Radio Club asking for a donation to help them build a new field after losing their old field. The members voted this request down. However, if an individual wishes to donate anything to them, their email address is:  
<https://wcrskyhawksnew.wcrskyhawks.net/new-field-progress/>

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## Treasurer's Report:

*Steve Cross, Treasurer*

The treasurer's report was passed out at the meeting and there were no corrections. As stated above, the bank transfers have been made and the taxes and bills have been paid.

## Field Committee Chairman's Report:

*Dave Brown, Field Committee Chairman*

Dave Brown has accepted the Field Committee Chairmanship. There were no reports concerning the field.

## Safety Committee Chairman's

*Sid Kinzel, Safety Chairman*

Several members are flying from the pit area. All flying should be done from the pilot's stations!

## BE SMART, BE SAFE!

## Membership Chairman's Report:

*By Ralph Doyle – Membership Chairman*

Ralph Grant is working hard to implement an on-line membership renewal process where you can renew using a VISA or PayPal account. In the meantime, if you want to renew your club membership BEFORE the end of the year, you can go to the web site and download the members' application and mail it to me (or email it if you choose that version. You still need to mail me a check) Remember you MAY NOT FLY after the first of the year if you have not renewed your AMA membership. There is a very good reason for this: You are not covered by AMA insurance and that is one of the requirements that you, as a member, need to meet. If you plan on flying after January 1<sup>st</sup>, 2020 you will also need a NEW red club membership card.

## Old Business:

There was no old business.

## New Business:

The next event at the field is the FROZEN THUMB January 1<sup>st</sup>, 2020 fly-in. Check out the flyer below and on the web site.

## Technical Presentations:



Steve Ramonczuk showed his new Banana Hobby YF-23 "Black Widow". He was disappointed at the overall quality...for example the main landing gear internal strut springs allowed the plane to bottom out just sitting on the ground! He plans on putting in stronger springs. Two 70mm motors power this bird which should really make it a screamer in the air.



Paul Geders brought in his MotionRC F-35 versions II and III to show the differences and discuss adding

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flaperons to the version III. One can readily see the differences in design He has owned all three versions. The first one lost both stabilators at hinge points, which was a very weak spot, that was corrected on versions II and III below.



## **Coming Events:**

**Spirits of St. Louis RC Flying Club**  
**2020 New Year's Day**  
**FROZEN THUMBS FLY-IN**

Regardless of the Weather, 9:00am till Our Thumbs are Frozen  
Free Coffee, Donuts, Chili & Beverages.  
NO Landing Fee & Open to All AMA Members

Spirits' Field is Located at 73 Amrein Rd., St. Charles, MO 63304  
(Greens Bottom at Caulks Hill Rd.)

Spectators Always Welcome!

**Meeting adjourned: 9:00 p.m.**

## **Next Spirits' Meeting:**

***Tuesday, January 7<sup>th</sup>, 7-9pm***

***Dorsett Village Church***

***2240 Bennington Place***

***Maryland Heights, Missouri 63034***

See website <http://spiritsofstl.com> for directions

## **Editors Notes:**

This is formally the last paper-like newsletter in this format which has served the club since our newsletter beginnings in the late 60's. We are transitioning to having our meeting minutes and other club related data, photos, etc. to the web-site so that we can spread the workloads out a little to more than a person or two.

This means that eventually each of us will have the opportunity to log on to the web-site securely and provide articles, photos, links, etc. directly to the web-site. Each input will be checked for applicability, grammar, spelling, etc. by the web-master, assistant web-masters, and newsletter editor before being posted to the web-site.

Let us know how YOU feel about this upcoming transition. Send an e-mail to newsletter editor [pgeders@charter.net](mailto:pgeders@charter.net)

**Article:** Below is a great article, from Ralph Grant, about Cleveland Air Racing (forerunner of Reno racing) during the years of '47 thru '49, specifically addressing the F2G Super Corsairs! Enjoy a great read. Credit goes to "Warbird Digest".

# Richard Becker:

## Memoirs of an F2G Racer

Story by **Scott Germain**



Quite the pair! Both Becker and Cleland used 211 Octane fuel to get more horsepower from their racers in the 1948 Thompson race. Both pushed too hard and suffered tremendous backfires. The explosions felt like a hand grenade going off in the cockpit according to Becker, pilot of the number 74 airplane. Both airplanes blew the induction trucks loose and managed to land safely. They are seen here with the offending parts already removed. Notice the heavy exhaust stains on Race 94 from the race, as well as the prop spinners and minor clipping of the wing tips. Photo: Emil Strasser via Gerald Liang

**R**ICHARD "DICK" BECKER probably never felt as if he raced in the shadow of Cook Cleland, and nor should he have. As a pilot for Cleland, Becker raced the F2G Super Corsairs during the 1947, '48 and '49 Cleveland races. He also worked on the thuggish airplanes, helped modify them, and maintained them. **Scott Germain** interviewed Becker several years ago, and presents a first-hand glimpse into the late pilot's life. Both Cook Cleland and Richard Becker have recently passed on; symbols not only of our great generation of World War Two veterans, but of men who pushed aviation to new limits.

Many men never get to witness one world changing historic event, let alone several. Richard Becker is one such man. As a 1939 enlistee in the United States Navy, he was serving aboard the USS Antares on the morning of December 7, 1941. His dry stores ship was probably the first to be attacked that day, and they maneuvered a few miles outside the mouth of Pearl Harbor during the attack. He would soon be working salvage at Pearl, and clearly remembered going through ships and finding bodies of dead men long after the attack. Those images would obviously impact anybody.

The latter part of his naval career would be in the sky. While serving on the ground and sea in the Navy, he spent every spare cent he had learning to fly while other sailors found bars and women. "I didn't want any of that," he said. He wanted to fly. He had worked his way up to a second-class petty officer when he went to naval flight training. After a year of very intense training and, as he puts it, "A hell of a lot of effort," he graduated as a Naval Aviation Pilot. After the war, Becker was stationed in China and went on to become a test pilot at the Naval Test Center, Patuxent River, Maryland. At this post, he was squadron mates with Cook

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(inset) Cleland teammate Tony Janazzo would race the black number 84 airplane in 1947. It is thought he suffered carbon monoxide poisoning, fell unconscious, and the airplane flew into the ground. He was killed instantly.  
Photo: Emil Strasser via Gerald Liang

Cleland. Cleland was an SBD pilot in the war, and had sunk a Japanese carrier. The two would embark on an adventure that was supposed to include an airline in Alaska and air racing in Cleveland. Only one idea would come to be.

Cleland raced an FG-1D in 1946, and was disappointed with his sixth place finish. Cleland's Navy ties, in the form of support from Navy brass, made it possible for him to purchase faster F2Gs. Cleland and Navy command wanted a Naval aircraft to win over the Army Air Corps fighters that were entered in the races. In 1947, the team of Cleland, Dick Becker, and Tony Janazzo arrived in Cleveland with three F2Gs to race. "We'll beat the hell outta them!" Cleland swore to Becker. "We'll take the money and go home!" It was a big pitch, and Becker swung. They were all off on their adventure.

"That was pretty encouraging," Becker said. "Turns out I didn't make all that much money at it."

Becker raced in '47, '48 and '49 with Cleland, but probably suffered more disappointment than winning. Janazzo had been killed in the '47 event, but Becker kept racing with Cleland. "I won second place in 1947 in the Thompson, which was the

premiere event. The other two years didn't fare out so well—engine troubles. In fact, the last year, the engine blew up on me. Fortunately, I made a good landing at the airport without busting up," he remembered. His tales of racing intermix through the years he turned the pylons, and the glimpse into the real meat of the F2G's history is priceless.

Corsairs had always been called 'Hose Nose,' but the F2G made it even worse with the longer cowling. The engine induction scoop was mounted topside, and that added to the visibility problem. Several different designs were tried.

"When the Navy bought the airplane, they were monkeying around with different scoops and modifications. For carrier work, they didn't want that scoop up there," he said. The different induction scoop designs included a simple intake at the front of the cowl, a long straight one, and one that resembled a camel hump; the last being the most interesting. "They had played around with this modification of the air scoop, and Cook found out about it," Becker said. "They loaned that to him for the '47 race."

"We built our own, which was a shabby copy. We only had limited facilities," Becker said. There were differences between

ill-fated Janazzo warming up the number 84 Super Corsair, possibly before the 1947 Thompson Trophy race. These photos come from Emil Strasser, a well know air race photographer that covered the sport up to Reno in 1988. After his death, Gerald Liang became custodian to his archive. Thankfully, he enjoys sharing the images with all interested. Photo: Emil Strasser via Gerald Liang



the Navy's scoop and the copy they made. "They said the air would ram in the corner, turbulate, and upset the carburetion. But we didn't find any problems. We got the same effect out of our homemade one as the Navy with their one-million dollar scoop. That was something!" he laughed.

And what of the sum of his experience looking back almost 60 years later? "I actually enjoyed it. I'd be lying if I didn't say I should have used the publicity—you know—the fanfare that went along with it. The actual racing; that sure as hell was not an easy task. Right from the get-go, that racehorse start frightened the living hell out of you. Everybody is ten abreast, and that home pylon is where they all want to get through. If they're converging on you, things get pretty crowded in a hurry," Becker said, his hands showing how it all went down.

The racers with inline V-12 engines didn't have the specific problem that the Super Corsairs had. Within the R-4360s, engine oil would collect in the bottom cylinders and hydraulic-lock the pistons. Trying to motor the engine would cause damage. Cleland and Becker wisely removed the bottom spark plugs and installed blow-out plugs. This not only prevented the operational plugs from becoming soaked with oil, it allowed the engine to be dry-cranked to blow out the pooled oil. It created a huge mess, but it prevented engine damage. Once the blow-out was finished, the operational plugs went back in, the cowl was buttoned up, and the engine could be started.

"That whole race start built up to a crescendo that—it was hard to believe," Becker said. "You were sitting in the cockpit, and you wondered why the hell the guy didn't drop the start flag. He should have done it five minutes ago." The stretching time played tricks on some of the pilots.

Becker had read stories about the early Thompson Trophy days, where men like Roscoe Turner admitted they were

scared right before the race start. At the time, Becker was deeply in touch with that emotion. "Prior to reading that, I wouldn't have admitted to anybody that all of these things were happening in my cockpit."

Those short moments before the race stretched out for long, syrupy minutes. "We were getting ready to start, and you were looking at the instruments. You thought, 'There's something wrong! You don't have enough oil pressure!' You look back again and everything is fine," Becker said. "Your feet started shaking on the rudder pedals. All of these things were happening, and I would never have admitted that to anybody. I guess I was just normal like the rest of them."

### Then the flag dropped.

"Once the flag dropped, you bent the throttle and you got around the home pylon," he said. The ten racers would begin their takeoff roll, try not to veer into anybody else, and try to get airborne at heavy weights. Some were a real handful with aft CGs. "That home pylon was hell," Becker admitted.

Compared to air racing today, the sport was rather shade-tree in terms of aircraft refinement, strategy and safety. Aspects that make modern air racing as safe as possible weren't there in the late '40s. Many of the racing planes had quickie mods that weren't well thought out. Becker didn't seem to think that about Cleland's airplanes, but he does shine some light on how their airplanes were set up.

Becker flew Race 94, an F2G he described as "normal." Cleland's airplane was Race 74, and they had put a tank behind the pilot seat for fuel and water. When he was asked to describe what the F2Gs were like to fly on the course, Becker remembered the first time he flew Cook's airplane. It's CG was aft due to the tank, and he wasn't really prepared for the differences.



Cook Cleland's race 94 F2G-1 during the 1947 event. Note the -1 did not have the taller vertical tail and auxiliary rudder. The racer had not been modified with a prop spinner yet, but it did sport the clipped tips. Photo: Emil Strasser via Gerald Liang

"See, I didn't fly that one [Race 74] the first time. I didn't know about that. My 94 was normal. 74; we had to put an extra-big tank behind the pilot seat to accommodate enough fuel and water injection. Fortunately, the NACA boys never found out about this or they would have disqualified us. They wouldn't let that airplane fly. But when you flew that for the first two laps or lap and a half, on those turns you had stick reversal. With that aft-CG, you leaned into the turn and you pull back to turn. All of a sudden, the stick would shake a little, go limp, and fly back. Now you're pushing the hell out of it to get the nose back," he said. And not breathing.

"Yeah, that was one big surprise," Becker remarked. "You know, I guess Cleland just assumed I knew that when we exchanged airplanes. I didn't. It just was overlooked in all of the conversation and other things that were ongoing. I didn't discover it in the qualification because, obviously, we carried less fuel."

The F2Gs were stripped of anything that wasn't required for racing or flight. Becker agreed the racers weighed something in the neighborhood of 13,000 lbs. "We couldn't strip out any more junk. That airplane was designed for a carrier, and gross weight was 18,500 lbs with rockets and loads. We took out all the armor plate, the wing-folding mechanisms, the flap mechanisms, the actuating cylinders, the tail hook... Anything we could get off. We threw out the radios, stripped all the instruments except the necessary," he explained.

Becker had seen recent photos of a modern racer instrument panel with radios and lots of gear. "It was this nice, big, gray instrument panel and a whole load of instruments," he laughed. "We had empty holes! We had an airspeed, we had an oil pressure and temperature gauge. And I think that was about it."

And what about actually flying the races? "Awfully hot," Becker said about the cockpit. "Terribly hot. We wore G-suits. All I had on

were skivvies and that G suit, which was nylon. Both of us, we'd come out of there soaking wet." Not only did the sun and bubble canopy make it hot, so did the engine and its exhaust streaming along the fuselage. "That exhaust came out—the majority of the exhaust came up each side and just turned down a little. But it was right under that canopy and beside that sucker."

The men that raced in the late '40s faced the same challenges today's pilots face. Each pilot had their own way to fly the course and get ahead. Becker recalled his stance at the time. "A lot of people think that you went out and you just flew the airplane and followed the course. But let me tell you this; to minimize the distance, to give consideration to your best—least—mile around that course, would require you to fly real low. The higher you fly, the farther out you would have to stay, because the guy in that pylon could look up there and see you, supposedly, if you cut. So it would behoove you to stay down," he said.

The problem was you couldn't see the pylons from that low. "They were just metal pipe framework with bunting on them. And they didn't stick up that high," Becker laughed. "So you went out on the course and you practiced and picked out landmarks you turn to: big old smokestack, a greenhouse, a big tree or whatever. And these were the landmarks that you relied on."

There were other tricks of the trade, and Becker played as many of those as he could. He was a racer and he wanted to win.

"You didn't just fly the course, because in a tight turn you diminish the speed. To minimize that, you want to dive through the turn, convert the speed, and then on the straightaway, make a shallow climb to the next one, and dive through that turn. Of course, if you're trying to pass somebody, you've got to do a little timing. The best place to pass them was on the pylon. The rules said you shouldn't do certain things, but you ignored the



Cleland taxis in after blowing the induction intake off his racer—it held on, barely, by the fasteners at the front of the cowl. Note the sturdy "ward hat" and oxygen mask Cleland is wearing for this 1948 race. He and Becker also wore early G suits over their civilian clothing. Photo: Emil Strasser via Gerald Liang

(below) Competitor Ron Puckett also got hold of an F2G for the 1948 races. He was stiff competition for Cleland and Becker, and never did suffer the backfires they did. Compare the induction intake area

in this photo to the modern Race 57 F2G on some earlier pages in this magazine. The stock unit in the late '40s appears to be much larger in area. Photo: Emil Strasser via Gerald Liang

rules and did them anyway. Like, you're not supposed to go out of sight of the guy that you're overtaking so he could see you," he said. "But obviously the best place is right underneath you."

Becker laments that others might see that as cheating, but then again, if you're not cheating you're not trying to win. "I don't know. This is one of the interesting things. There used to be a little guy, Shorty Fulton and his little motorcycle—he was the coordinator. He would hold a pilots' meeting before the race, and everybody would get out there in a circle and listen to his instructions. He'd say, 'Damn it! You guys obey the rules! None of this cheating! None of this cutting and none of this whatever!' Then he'd say, 'You've got to remember 100,000 people have paid to come and see you! Give them a good show!'"

Clearly, jungle rules were in effect. "That was an open invitation to do whatever," Becker laughed. Personal tactics aside, the team of Cook Cleland looked for every possible advantage for his three Super Corsairs. They already had what was perceived

as the fastest airplanes with the most horsepower. There were some other mods that were incorporated; clipped wings, tip plates, and prop spinners. What else could they do?

"It was the '48 race," Becker began. Cleland had two Corsair racers and wanted a one-two sweep of victories. He also had some research information from Pratt and Whitney on using very high octane fuel to obtain huge horsepower increases out of the R-4360. "Now, the key element was an extremely high octane and a slower-burning fuel. It was about 211 Octane. On a warm day with low humidity, everything had been fine. But that '48 race came with a cloudy, humid day which made it bad for that fuel. The engine would come around to the scavenging cycle; the piston would come up and supposedly exhaust everything. Well, it didn't. There was still some burning fuel. The intake popped open and ka-bam! It was like somebody threw a damn hand grenade in the cockpit," he remarked. "When that went off, I about soiled myself."

Becker was looking back outside the airplane when the next problem became apparent. The induction trunk had been blown apart and was flapping in the airstream in front of the canopy. "You look up and there's that big hunk of sheet metal flying up and down out there," he said. "Oh, that would have torn the canopy right off." The backfire had been loud and startling, and it shook the Corsair pretty good, but the engine was still running.

"The backfire is kind of an interruption where the thing tries to reverse itself, and it suddenly has aspiration and everything is under control again. So, it's still running." Becker got the racer safely on the ground in 1948, but it had been exciting. The competitive advantage had turned into a disqualifying failure. "It caught and it ran, but I throttled back immediately.





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Puckett's F2G-1 featured the additional rudder and tall tail in 1947. Note the early style induction intake at the firewall, and the drop tank—probably used in flying to or from the race site. The airplane was painted a dark blue with an orange cowling. The next year, Puckett would have a longer intake trunk with a larger face located at the leading edge of the cowl. Photo: Emil Strasser via Gerald Liang



I wanted to get into a conservative situation just to get down on the ground. We wanted to slow up and not tear that piece of sheet metal off." Cleland had suffered the same problem and shared the same result.

In 1949, Cleland brought another F2G and pilot Ben McKillen on board. The hope was for a one-two-three finish of the team's F2Gs. For Becker, 1949 wasn't going to be a great year, either. The same thing happened, but with worse results.

"With Race 74, that wiped out the reduction gear on me in the '49 race qualification. That thing couldn't take that. That was a terrible strain on that reduction system," he said. "When the reduction gears stripped on me, I had completed the second qualification lap. I turned the home pylon and I was just coming out of the turn when that sucker..." Becker was shaking both his hands to describe the airplane. "There was no explosion, but there was a hell of a roar and whine because the engine wound up like hell. That counter [rpm gauge] just flew around in there! The first thing was to grab the prop control and it didn't do anything. The engine quit, and you do everything you think; pull back on the stick and get some altitude. I got it back down."

He had qualified fastest to hold the pole position, but the damage would prevent him from starting the race. The only consolation was that Cleland won in his number 94, and McKillen took third place in the number 57 F2G. Second place was secured by Ron Puckett flying his F2G.

Afterwards, Race 74 found its way to Walter Soplata and his collection of warbirds in Ohio. "He had purchased the remains and kept it on his facility out in Newbury," Becker explained. "The propeller was free-wheeling. He had to go out one day because the damn thing was windmilling in the wind. He put a

stake in the ground and tied the bottom blade down. He took the nose case off and took a look in there, and all of the planetary gears were just round nubs. There wasn't a tooth in there."

As many already know, the Cleveland National Air Races were halted after an accident that killed race pilot Bill Odom and two occupants of the house he crashed into. Historians also agree that Cleveland didn't want to host the races any more, and the start of the Korean War was the final straw. Racing, at least in the form of 'unlimited' type World War Two fighters, would come back to Reno in 1964. Men like Cleland, Becker, Puckett, Johnston, Raymond and Beville certainly made their marks in the aviation history books by racing at Cleveland.

Throughout his life, Dick Becker lived a wide-ranging and interesting adventure. He saw the start and the end of World War Two—flew with one of the most recognized icons of post war racing, and remained married to his wife, Clara, for 64 years. He not only served his country with distinction, he was a test pilot, a designer and an engineer. After designing and flying two of his own airplanes, a heart attack ended his flying at age 78. Richard "Dick" Becker passed away on October 30th, 2007, from cancer. He fittingly joined his teammate and friend, Cook Cleland, who had passed away on Friday, July 13th, 2007.

It was this author's great honor to be able to share time with both Cook Cleland and Richard Becker. They were both found to be old school: polite, true gentlemen, and willing to share with others. They not only gave in terms of service to their country, they also gave of their time to share their experiences at Cleveland with those who wanted to know more. I personally owe them that debt of gratitude. I would also like to thank Chuck Hughes, Kevin Grantham, Gerald Liang, and Kern Smith for their expertise on this subject and their help with this story. ☺

# 2020 Spirits' Contest/Event Schedule

December 4, 2019

EVENT DATE	RAIN DATE	EVENT TIME	EVENT NAME	EVENT COORDINATOR
Wed., Jan. 1		9:00am - 1:00pm	Frozen Thumbs Fly-In	Spirits' BOD
Sat., Jan. __		8:00am - 12:00am	Indoor Fly-In @ Hope Lutheran Church	
Sat., Apr. __		10:00am - 2:00pm	Historic Aircraft Restoration Museum @ Creve Coeur Airport	Greg Bowles
Sat., April 25		8:00am - ?	Field Clean-Up	Spirits' BOD
Sat., May 9		9:00am - 2:00pm	Annual Tailgate/Swap Meet (Field is Open)	Babe Raab/Spirits' BOD
Sat., May 16		9:00am - 2:00pm	Pylon Races: Four-Star 40; Unlimited Electric Warbirds	Steve Cross
Sun., May 24		9:00am - 1:00pm	Warbirds (WWII Navy)	Ralph Grant
Sun., June 7		9:00am - 1:00pm	Warbirds (The Enemy)	Ralph Grant
Sun., June 21		9:00am - 1:00pm	Warbirds (Bombers)	Ralph Grant
Sun., July 12		9:00am - 1:00pm	Warbirds (Jets)	Ralph Grant
Sat., July 25		9:00am - 2:00pm	Pylon Races: Four-Star 40; Unlimited Electric Warbirds	Paul Geders
Sun., July 26		9:00am - 1:00pm	Electric Inducted Fan Time Trials (3 Laps)	Ralph Grant
Mon., July __		Field is Closed	AG Tour & Demo	Spirits' BOD
Sun., Aug. 30		9:00am - 1:00pm	Warbirds (Multi-Engine)	Ralph Grant
Sat., Aug. __		9:00am - 4:00pm	National Model Aviation Day, Membership Appreciation Dinner: Fly-In; Warbird Best of Show; Aerobatics; Gliders; Helicopters; FPV; Training & Intro Flights; Cookout/Lunch	Spirits' BOD
Sat., Sept. 26		9:00am - 2:00pm	Pylon Races: Four-Star 40; Unlimited Electric Warbirds	Steve Cross
Sat., Nov. 14		9:00am - 2:00pm	2020 Fall Fly-In & Chili Luncheon	Spirits' BOD