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2nd drop 16th overall 305m v 916 b, 255 lofts
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Winning over $14,000.00

AIC One Loft Race 2017
1st Average Speed A Race
2nd Average Speed B Race
55th pl 100miles .519p.,
54th pl. 150 miles .508 p.,
33rd pl. 200 miles. 449p.
25th pl. 250 miles, 211p.,
28th pl. 300 miles, 169p.,
17 pl. 350 miles. 156p...
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2nd pl. Challenger Series Average Speed,
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  Minutes Ahead” ahead of 2nd by 269 YPM: Dau: 1st bird @ 300 into Tropical Storm
  Philippe: Gr’dau: #2 CH YB, all Boston Concourse: plus, the IO/Character/Early Maturity
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SkyTalk 2019 – 5
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<table>
<thead>
<tr>
<th>Name</th>
<th>Loft Name</th>
<th>Phone</th>
<th>300mi. Distance</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cliff</td>
<td>LUDO/TDM</td>
<td>prefers email</td>
<td>337.237</td>
<td><a href="mailto:pigeonring@gmail.com">pigeonring@gmail.com</a></td>
</tr>
<tr>
<td>Eljamali, Sami</td>
<td>Samis Loft</td>
<td>347-834-7795</td>
<td>331.243</td>
<td><a href="mailto:SamiEljamali@yahoo.com">SamiEljamali@yahoo.com</a></td>
</tr>
<tr>
<td>Janke, Butch</td>
<td>Janke JR. Loft</td>
<td>631-291-7810</td>
<td>332.253</td>
<td><a href="mailto:blueeyesk8er@aol.com">blueeyesk8er@aol.com</a></td>
</tr>
<tr>
<td>Leggio, John</td>
<td>J.Leggio &amp; Son</td>
<td>631-655-7167</td>
<td>331.586</td>
<td><a href="mailto:jonleg@aol.com">jonleg@aol.com</a></td>
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Greetings—2018 was another successful year within the I.F. I would like to welcome the new clubs that have joined our organization and wish them, and everyone good luck in 2019.

The 138th I.F. Convention in November was a very successful one. Thank you to the The Lindenhurst HPC for hosting this year’s event in Hauppauge, NY. We had another successful race and auction, along with a fun shipping night, race loft visiting, and the banquet. The ladies had a wonderful itinerary of their own with a bus trip to Long Island’s North Fork and Old Bethpage Village. It is always nice to see old friends, and meet some new ones. The 2018 convention race results are on page 79. Congratulations to all the winners! Walter Cichon has a convention article on page 82 followed by Jim Walker and Sami Eljamali’s photographs. Thank you to everyone that worked on the convention.

We did not have a “Person of the Year” recipient last year so it was decided this year we would have two! This year I am proud to congratulate Jimmy Corso who received his award earlier in 2018. Jimmy is a great flyer and a upstanding advocate for his treasured sport of pigeon racing.

The second “Person of the Year” recipient for 2018 is our own IF 1st Vice President and Help-A-Beginner Chair, Sam Pixley. I am proud to congratulate Sammie on this award in November. Both Jimmy and Sammie are outstanding choices for 2018. You can read about these fine men starting on page 89 in this edition of the IF SkyTalk. Congratulations!!

Sticking with the “double theme” for 2018... I am very pleased to say we had TWO first place I.F. Scholarship winners this year! Both winners received a check for $1,000. Congratulations to this year’s I.F. Scholarship Winners: Bryan Sousa from Lyndhurst, NJ and his essay “Inspired By The Pigeons” and Shannon V. Scanlon from Franklin Square, NY and her essay “My Grandparents and Homing/Racing Pigeons.” Our sport continues to be a great way to teach the youth responsibility, morals and have some fun doing it. You can read the winning essays starting on page 75. We need to help build our sport up with new junior flyers. Educate and share your experiences with the kids and hopefully they will carry on with this great sport.

I am looking forward to this year’s 139th IF Convention in Boston MA on October 31st through November 2nd, hosted by the Braintree-Norwood Racing Pigeon Club. Kevin Williams is the Convention Chair with Hassan Prashkov as Co-Chair. The details are on page 94 with the handler list following on page 95. Additional information and updates will be posted on our website www.IFPigeon.com and the host club website: www.bra-nwd-rpc.com. Please check those sites often for new and additional information.

As always I encourage clubs and combines to host or co-host an I.F. convention. It’s a very good opportunity to gain club exposure, momentum, prestige, membership recruitment and fund raising. Questions and concerns can be answered by some of our previous convention chairs. We would like to see I.F. members go to new areas of the country and visit new lofts in the upcoming years. Let me know if you and your club/combine are interested in hosting an I.F. Convention.

Please support our advertisers as they help support the I.F. and our sport. The SkyTalk advertisers will be proudly displayed on the IF Website for the year. THANK YOU to all the SkyTalk advertisers. It is greatly appreciated. The SkyTalk is the membership’s publication. If you would like to write an article, create an advertisement to promote your loft, or announce a club race, simply contact Susan Hurrell and she will make it happen. Thank you Susan! Show your support, spread your news and continue with advertising in SkyTalk 2020.

The I.F. continues to stand behind drug testing. It is important and always will be important that as a collective group, we promote clean, fair and transparent races where the best birds/flyers win. There is protocol in place for drug testing and it works. Please feel free to contact me anytime, I would be happy to answer any questions.

Looking forward to seeing everyone in Boston, MA this coming Fall at our 139th IF Convention!

Yours in the sport,

Richard Smith
Best wishes to all of our members and their families for a very Happy New Year. In 2019, we look forward to great success and prosperity for all our members and for our great country.

We welcomed several new clubs to the IF in 2018:

- Exclusive Invitational, Riverside, CA
- Bonita RPC, Glendora, CA
- Ado Zoharonic, Cumming, GA
- Silver State RPC, Las Vegas, NV
- 50th State RPC, Honolulu, HI

The 2018 IF Convention was hosted by the Lindenhurst HPC in Hauppauge, NY. A great job was done by the convention committee. They put together a top notch convention. Quite a few wives and families enjoyed going to Long Island’s North Fork and Old Bethpage Village. The banquet Saturday night was excellent, the food and great conversation with friends made for another wonderful evening.

The 2019 IF Convention will be hosted by The Braintree-Norwood Racing Pigeon Club. The dates are October 31st through November 2nd. Further information and the handler list can be found on the IF website and the host club website: www.bra-nwd-rpc.com.

Congratulations to Bryan Sousa from Lyndhurst, NJ and Shannon V. Scanlon from Franklin Square, NY. Both are winners of a $1000 IF Scholarship! Brian’s Dad is Tony Sousa, a member of the Lyndhurst Homping Pigeon Club. Bryan wrote a very nice essay titled “Inspired By The Pigeons.” Shannon had a great submission titled “My Grandparents and Homing/Racing Pigeons.” Matthew Reilly was Shannon’s grandfather and a lifetime member of the IF, and was a member of both the East Meadow HPC and the Long Island Combine. Thomas R. Scanlon is our club’s valued Legal Advisor. Please take a few moments to read the essays in this issue of SkyTalk. They will warm your heart.

I always look forward to seeing the scholarship entries. Usually there are three awards – 1st Place is $1,000, 2nd Place is $750 and 3rd Place is $500. Members who have children or grandchildren that would be eligible (scholarship requirement is continuous membership in the IF for five years) are urged to submit an entry.

The 2019 Secretary Packet includes a copy of your 2018 membership from our MMS program to be updated with any additions and deletions. IF membership dues remain at $15.00 per adult, $10.00 per junior member (under 17) and $25.00 for international members (out of the USA). As usual, a listing of various costs associated with bands, diplomas, etc. is part of the packet.

The price of stock bands are .50 per band. Complete pricing and postage for bands can be found on page 25.

Again, thank you to our SKYTALK advertisers for their support. We encourage our members to support the IF advertisers.

“Thank You” to all club secretaries for your continued support and cooperation. Also, thank you to Susan Hurrell, our hard-working SKYTALK editor.

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Val Matteucci
Secretary/Treasurer
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Liberate Saturday 5/25/2019
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Prizes will increase or decrease based on Lofts entered
3 Bird Limit, $100.00 Entry per Loft plus shipping and committee
Check www.perthamboyrpc.com for all race dates or future advertisements

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VIEWING 7:00PM, AUCTION 8:00PM
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ALL AUCTION PRIZES SPLIT 60 / 40 BREEDER / HANDLERS
“PAOF” AUCTION BIRDS WILL BE LIBERATED WITH THE 2019 PAOF FUTURITY RACE AND WILL
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1st Place 3000 POINTS
2nd Place 2000 POINTS, 3rd Place 1000 POINTS
Bonds purchased between 1/1/19 - 5/31/19 6 birds $100.00
Ship Friday September 13, 2019, Liberate Saturday September 14, 2019
From Race Station #8394 Somerset, Pa

“PAOF”350 Mile Band / Bond Race

2500 POINTS, GUARANTEED TO THE WINNER
82 Lofts, 863 Birds, 80 Entry positions in 2018
Bands 10.00 each, 6 for 50.00, 12 for 100.00, Bonds 6 for 100.00, 12 for 200.00, 18 for 300.00
Designate your own bands before August 1, 2019
Ship Friday October 25, 2019, Liberate Sunday October 27, 2019 From Cudiz, Ohio

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The following prizes are based on 50 lofts
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Fourth 300 points, Fifth 200 points, Sixth 100 points
Prize increase/decrease based on lofts shipped
36 Lofts shipped the race in 2018
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America's #1 racing water supplement 16 oz. $18  Gallon $125

**BREEDING EDGE**
Simply the best for breeding, growth moulting and maintenance 16 oz. $18  Gallon $125

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The match that lights the fire in our breeding system 8 oz. $25

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10,000 MGB of B-12 per oz fabulous results on it 8 oz. $20

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The most effective electrolyte you will ever use 1 lb. $18

**STINKY STUFF**
Vitamins, minerals, herbs, amino acids complete nutrition on feed 1 lb. $40

**BLACK MAGIC**
Instantly absorbed high in iron and vitamins 8 oz. $20

---

**ADENO ZAP**

It's soon time for that yearly mess – Adeno Virus
You know the symptoms, loose foul dropping, returning feed in crop in morning and upchucking of feed. Plus large losses if you train or race with it. Each year 100's of flyers are able to greatly shorten the side effects above from Adeno Zap. Word of mouth alone has made it the #1 treatment. Adeno Zap will also help with any bacteria of E-Coli problem. Don’t wait until you need to order. Have it sitting in stock. 8 oz. $30

---

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A Source of Excellence Since 1976

Flyte Pack consists of 2 performance Plus and 1 Performance Plus Booster a wide ranging vitamin at a great price $23.90 1 Pert $8.95 2 Pert $15.95

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Performance Plus W – for stock birds and growing young as well as moult high in protein 1 for $8.95 2 for $15.95 8 oz. containers.

---

RPC4 super bath powder for both conditioning feathers and removing lice 1 1/2 lbs. $12.95

---

PoxDpy-2oz. apply to pox lesions to help quicken recovery $12

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Elevation 8 oz. 18 amino acids plus herbs contains electrolytes helps restore aids fertility $25

---

HomeoPat 3 x 8 oz. for engravitis, loose dropping bacterial infections $23.85

---

RPW 10- An inexpensive effective wormer 8 oz. $8.95

---

ABA 18 oz. to protect against infections and virus picked up in shipping races or shows $13.95

---

FBB 3 A very potent probiotic only 1/4 teaspoon per gallon, after infections, medications 4 oz. $17.95

---

ALPA 7 Gentian root extract for cleansing system invigorating birds 4 oz. $12.95

---

Formula 72 The blood builder, high in iron and B vitamins a must for flying and breeding 8 oz. $18.95

---

FTF The race day secret your competition will never tell you about 2 oz $38.95

---

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Once – One drop in eye, one drop in nostril. Will clear eye irritation 2 oz. $26.00

---

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---

Para Salmo – Excellent product for E-Coli and Salmonella 1 lb. $20.00

---

Cocci Plus – For Cocci, Thrush, and Apergillosis 8 oz. $20.00

---

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INTRODUCING THE NEW PMV VACCINE

KM-PMV: Pigeon Paramyxovirus (PMV) Vaccine

Pigeon Paramyxovirus is endemic in the feral pigeon population, and hence can be dragged in by any flying birds that might mix with ferals (think young bird races). It can also be carried and intermittently shed by apparently healthy adult pigeons, especially in stressful situations such as races, shows, moult... Because PMV is so devastating and ubiquitous, it is extremely important to protect (=vaccinate) your birds against this disease.

The New KM-PMV Vaccine is:
• Proven effective against Pigeon Paramyxovirus disease
  - Gene sequenced to verify identity as PMV
  - Extensively tested in both Lab and Field for both effectiveness and also for safety
  - Developed from the actual field virus isolated from a pigeon that was sick and died from PMV disease

• Developed by successful pigeon fanciers/veterinarians, Drs. John Kazmierczak and Paul Miller; manufactured by ARKO, a successful, USDA licensed vaccine Lab.
  - Technical support available from Dr. Kazmierczak at (609)-771-0965 (West Trenton Animal Hospital)

• Same smooth, gentle adjuvant as KM-1 vaccine: eliminates vaccine reaction, down time, losses

• USDA licensed: legal to sell, possess, ship and use

• For use in all types of pigeons:
  - Racing, showing, meat, pet, flying, research...

To order KM-PMV, please contact one of these Vendors:

Foys Pigeon Supplies
www.foyspigeon Supplies.com – 1-877-355-7727

Jedds Bird Supply
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1ST 15,000 2ND 5,000 3RD 3,000 4TH 1,500 5TH --- 10TH 1,000
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FLYER MUST BE ACTIVE IN A CLUB, ALSO A MEMBER OF IF OR AU.
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CAN ACTIVATE EXTRAS OF $100 EACH.
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CAN ACTIVATE EXTRAS OF $100 EACH.
TOTAL 20 BAND MAX ONLY
THIS RACE IS INVITATIONAL, IF YOU’RE IN GOOD STANDARDS WITH A CLUB,
PLEASE ATTEND.

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SHIPPING THURSDAY OCTOBER 17TH FOR SATURDAY OCTOBER 19TH
PAYMENT MUST BE MADE BY AUGUST 1ST
OUT OF AREA 15 BIRD’S $1000 - 7 BIRD’S $500
ALL OUT OF AREA BIRDS WILL BE SENT TO ALBEE - 7315 GRAND AVE
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ALL LOFTS SUBJECT TO DRUG TEST.

FOR INFORMATION
CALL ALBEE @ 917-612-0322 OR SALLY COURT @ 646-721-0019
FIVE OUT OF AREA BIRDS PER LOFT

RACE COMMITTEE HAS FINAL DECISION

OUT OF AREA BIRDS 50/50 SPLIT
OUT OF AREA BREDERS HAVE THE RIGHT TO REDEEM THEIR BIRD IF DESIRED.
PLEASE KEEP OUT OF AREA BREDERS INFORM BIRDS ARE DOING.

***FIVE TIP RULE IN EFFECT***

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The International Federation

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The cost of the I-Com band is 50 cents each, the same price as regular stock bands. Stock bands and I-Com bands are sold in Units of 25 bands for $12.50 plus $5.00 shipping. The cost of 100 I-Com bands is $110.00, plus $8.00 shipping. All IF bands may be purchased by active I.F. members only.

The I.F. does not sell the chips for the I-Com rings at this time, you must contact your E-Clock dealer and check availability for your particular E-clock, and purchase the chips from them.

I-Com rings may be ordered as your regular club band. The I-Com rings are available from the I.F. now.

Please order by contacting:
Val Matteucci, IF Secretary & Treasurer
P.O.Box 374
Hicksville, NY 11802                   Tel:  (516) 794-3612

A Message from the Editor

Hello All International Federation Members and Happy New Year!

This 2019 issue of the SkyTalk is the 10th issue I have worked on, and the 6th year as the Editor. It's hard to believe how fast the time goes by. I would like to take a moment to thank all of the advertisers and club members I've worked with throughout each year for the IF. I truly enjoy working for and helping the IF membership and its officers.

My goal for the SkyTalk Magazine is to continue to produce a premium-printed keepsake publication filled with articles, updates, award winners, education, and colorful advertisements. In order to achieve this goal I rely on the members and encourage you to write and submit articles of interest whether it be on breeding tips to racing tips, loft building, and racing pigeon care. I also encourage some loft brags too with photos! I would like to have a few featured lofts in the next issue. Share your success stories and brags, these tips will help our rookies, junior flyers, as well as, our seasoned flyers. The IF SkyTalk Magazine is the membership's magazine. If you have an idea you would like to see published, contact me and I will try to make it happen.

Lastly, a very special THANK YOU to all the advertisers. You make the publication happen with your support. I truly enjoy working with each of you and work to accommodate all your needs. I'm glad to be able to publish your advertising on the IF Website (www.ifpigeon.com) for the year as well at no extra cost to you. Also, thank you Erik Hall for the hand in contacting our advertisers—it was greatly appreciated. Members, please support your advertisers.

If you have any questions, ideas for articles, or would like to advertise, please do not hesitate to contact me at the e-mail below. Good luck in this year's breeding and racing season! I look forward to hearing from you.

Warm regards,

Susan Hurrell / IF Creative Director & SkyTalk Editor / DaybreakD@aol.com
2020 Band Price List
Regular Band Or I-COM BANDS

NOTE: DEADLINE FOR ORDERING 2020 BANDS IS MAY 1ST – NO EXCEPTIONS

1) CLUB/COMBINE/PERSONAL BANDS – REGULAR BANDS OR I-COM BANDS (Quantity in 100’s) –

2020 Color is Red. Different color – add $25.00 per order. Other colors are White, Yellow, Blue Green & Orange.

<table>
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NOTE: For Band Orders over 1000, following is a listing of the postage/handling fee to be added to each order.
Please note when an order exceeds 1000 bands, the bands are .30 each (ex: 1100 x .30 = $330; 1500 x .30 = $450).

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<td>4000 &amp; Over</td>
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2) STOCK BANDS – 2019 IF Stock Bands are available with the letter “E” or “Scholar” at .50 per band plus postage and handling. Minimum order is 25 bands. Additional orders are sold in increments of 25 bands.

3) I-COM BANDS – 2019 IF I-COM Bands, with the Letter “R”, are available at .50 per band plus postage and handling. Minimum order is 25 bands. Additional orders are sold in increments of 25 bands.

NOTE: DEADLINE FOR ORDERING 2020 BANDS IS MAY 1ST – NO EXCEPTIONS

4) BAND ORDER CARDS - Fill in all information and return with payment for bands. Mail band orders with check made payable to IF of AHPF, Inc., to:

Val Matteucci
P.O. Box 374
Hicksville, NY 11802
Telephone: (516) 794-3612
Email: valmatteucci@optimum.net
2018 was a very challenging year to be a young bird racing pigeon fancier on Long Island. Anyone who had birds lost prior to their races were not in the minority this year. Breeders who sent in out of area birds for the many special races on Long Island and had birds that were still present for their designated races should acknowledge an achievement of their pigeon for that alone.

There were many talks of extreme numbers of young bird losses during early training this year. The young bird racing season was also off to a precarious start when the second 100 mile race was a smash with less than 30% of birds returning on the day. Losses continued to stack on cumulatively with further race losses and training toss losses in between. There were some races where predominantly unexpected birds arrived first to the loft and consistent/past winning pigeons show up home very late or went missing altogether. There were fanciers that went from a team of over 100 birds to less than 20 by the tail end of the YB season. In the words of my flying partner Tom DeMartino, this season seemed to be more of a demolition derby than a racing season!

What reasons could there be to attribute to these increase losses? Could the blame lay on larger factors such as hurricanes hundreds of miles away creating pressure systems and navigational inferences? Global axis shifts effecting geomagnetic fields or solar storms which also can effect the magnetic homing abilities? Perhaps the blame can be placed upon more local factors such as predator population levels or exhaust fumes during transit.

Another local factor could have been that the IF Convention race was in town, being hosted by a Long Island club. Due to this, a larger than usual percentage of pigeons from all around the country were introduced into many lofts. Some birds will be carriers for new strains of viruses that get shared with other lofts once they start mixing in the race crates. Birds that are sub-clinically infected do not appear to be sick however they are harboring something that will effect their performance and homing ability in the weeks following exposure.

Why is it that some lofts will always seem less affected than others? Are their birds healthier? Trained better? Luckier?! Whatever the reason, or combination of reasons, we can only hope that a more stable racing season lies in store for 2019.

By: Clifford Baynon

2018 Long Island Young Bird Race Challenges

MISSING

WHY?

By: Clifford Baynon

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2019 I.F. Band Listing
International Federation of American Homing Pigeon Fanciers, Inc.

BANA LOFT
Bana Loft
Tomasz Banasiak
208 Wilmont Ave.
Barrington, NJ 08007
(856) 649-4169

BARRERA
Barrera
Narciso Barrera
2018 McKinney St.
Burlington, NC 27217
(336) 684-1030

BB
Bound Brook Club
Ronald Kostecki
172 Fairview Dr.
Neshanic Station, NJ 08853
(908) 391-9093
RKostecki12@comcast.net

BCPA
Broad Channel R.P.A.
Robert Steiner, Sr.
404 N. Samsula Dr.
New Smyrna Beach, FL 32168
(386)428-3423

BHS
Bristol Club
Robert McCafferty
2442 Ogden Ave.
Bensalem, PA 19020
(215) 638-2980

3 AMIGOS
3 Amigos
Joseph Swint
985 Waring Ave., Apt. 4E
Bronx, NY 10469
(347) 248-6099

ARIZONA CHARLIE
Arizona Charlie
Charles Cienega
1185 Kelli Ln.
Cottonwood, AZ 86326
(928) 300-2411
charlescienga@gmail.com

ATHENS, GA
Athens Area Racing Pigeon Club
Rance Wright
171 Martin Pl.
Arnoldsville, GA 30619
(706) 742-8712

BAMBOINO
Bambino
Vivencio Suga
94-125 Pahu St. #1
Waipahu, HI 96797
(808) 393-1855

A
I. F. Stock
Val Matteucci
P. O. Box 374
Hicksville, NY 11802
(516) 794-3612
valmatteucci@optimum.net

ACA
Anthracite Concourse Assoc.
Harvey Moore, Jr.
333 Clarks Valley Rd.
Tower City, PA 17980
(717) 395-1168
Hmoore@epix.net

ACS
Atlantic City Seashore Club
Slawomir Baginski
504 South 6th St.
Galloway, NJ 08205
(609) 703-8967

AFL
Ado Zohorovic
7170 McBrayer Rd.
Cumming, GA 30028
(404) 392-3949

AIR
AIR
Joe Femminella
16 Gaymore Rd.
Port Jefferson Station, NY 11776
(631) 474-5112
JFF1528@aol.com

ATB
American Trenton Breeders
Jerry Johnson
07316 Lake Rd.
Hicksville, OH 43526
(419) 956-7639

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Athens Area Racing Pigeon Club
Rance Wright
171 Martin Pl.
Arnoldsville, GA 30619
(706) 742-8712

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valmatteucci@optimum.net

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Waipahu, HI 96797
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Barrera
Narciso Barrera
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Bound Brook Club
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Neshanic Station, NJ 08853
(908) 391-9093
RKostecki12@comcast.net

BCPA
Broad Channel R.P.A.
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404 N. Samsula Dr.
New Smyrna Beach, FL 32168
(386)428-3423

BHS
Bristol Club
Robert McCafferty
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Bensalem, PA 19020
(215) 638-2980
BOB
Bob's Loft
Bob Brown
3604 Bird Dr.
Erie, PA 16510
(814) 566-8453
Brown3538@windstream.net

BONANZA
CT Classic Club
Bob Carney
2042 John Fitch Blvd.
S. Windsor, CT 06074
(860) 967-6789

BONITA RPC
Bonita RPC
Mike Smith
601 N. Yucca Ridge Rd.
Glendora, CA 91741
(626) 334-2278

BPRC
Baileyton Pigeon Racing Club
Tina Evans
1304 Davis St.
Morristown, TN 37814
423-839-6476

BQC
Brooklyn Queens Club
Joseph Swint
985 Waring Ave., Apt. 4E
Brons, NY 10469
(347) 248-6099

BRA
Braintree Racing Pigeon Club
Dr. Dave Urnek
808 Commercial St.
Brainitree, MA 02184
617-823-0575
dave@allaboardupply.com

BRA-NWD
Dr. Dave Urnek
808 Commercial St.
Brainitree, MA 02184
(671) 823-0575
dave@allaboardupply.com

BOC
Bay Shore Club
Charles Barbiere
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Red Bank, NJ 07701
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Adonis517@verizon.net

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Baltimore Washington International
Bill Holman
1117 Chesaco Ave.
Baltimore, MD 21237
(410) 391-0689

cagrif57@optonline.net

BXC
Bronx Homing Pigeon Club
Clarence Griffin
51 Minturn Rd.
Warwick, NY 10990
(917) 807-6985

C
I. F. Stock
Val Matteucci
P. O. Box 374
Hicksville, NY 11802
(516) 794-3612
valmatteucci@optimum.net

CAPITOL CITY
Capitol City Club
Ed Stanislawczyk
390 Spotwood Gravel Hill Rd.
Monroe Twp., NJ 08831
(732) 521-3100
estan43@verizon.net

CFL
Joe Colondona
61 Inlet View Path
E. Moriches, NY 11940
(631) 960-3696

CC
CT Classic Club
Bob Carney
2042 John Fitch Blvd.
S. Windsor, CT 06074
(860) 967-6789

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Carroll County Club
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12001 Clyde Young Rd.
Woodsboro, MD 21798
(301) 845-6715
Wandblowe@aol.com

CCF
Coastal Carolina Flyers
Jerome Hickman
129 Tiff Lane
Elizabeth City, NC 27909
(757) 576-7157

CCM
Club Colombofilo Metropolitano
Jorge Compas
Urb Bairod Calle 25 BD-2
Cajus, PR 00725
(787) 373-2557

CBS
Cliff Stratulat
1049 Normandy Dr.
Moosejaw, Saskatchewan,
Canada S6H3G8
(306) 692-8208

CHEN LOFT
Chen Loft
Dave Chen
126 Red Oak Ln.
Bangor, PA 18013
(484) 542-6888
CLASSIC
Connecticut Classic Club
Bob Carney
2042 John Fitch Blvd.
S. Windsor, CT 06074
(860) 967-6789

CLASSIC SURVIVAL
Luis Sosa
1135 Ave. General Ramey
San Antonio, PR 00690
939-403-5238

CLAUSING
Clausing
David Clausing
P.O. Box 771
Palmetto, FL 34220
(863) 444-0300
clausingdavid@gmail.com

CLUB GUADALAJARA
La Puente RPC
Jose Navarro
624 E. Florence Ave.
W. Covina, CA 91770
(626) 392-7676

CMC
Central Mass. Club
Ray Cliche
190 Bardwell St.
Belchertown, MA 01007
(413) 543-5750
Racliche@yahoo.com

COPC
Carteret, Onslow Pigeon Club
Rex Straughan
347 Hogans Rd.
Hubert, NC 28539
(910) 330-2578
rex.straughn@hhrmc.org

COURT LOFT
Court Loft
Sal Bennici
314 Union St.
Brooklyn, NY 11231
(646) 721-0019

CVHP
Central VA Homing Pigeon Club
Danny Campbell
2586 Camp Hydaway Rd.
Lynchburg, VA 24501
(434) 942-1940

CVI
Connellsville R.P.C.
Robert Morris
1748 Grindstone Rd.
Grindstone, PA 15442
(724) 677-0301

CVR
Cumberland Valley R. P. C.
Deb Albright
1575 Salem Rd.
Chambersburg, PA 17201
(717) 816-8698

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Dutchess County Ulster Invitational
Ray Pereira
5 Farmview Rd.
Wappinger Falls, NY 12590
(914) 760-5642

DEA
Dennis Aycock
5411 W. Monte Cristo
Glendale, AZ 85306
(602) 938-4962
Deasaa5411@aol.com

DENNIS TERRIZZI
Dennis Terrizzi
73 Park Lane Dr.
Albertson, NY 11507
(516) 554-7812
dennaelc@optonline.net

DIAMOND
Diamond
Jack Marzillano
22 Hillberry Ln.
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DIAZ & SON
Diaz & Son
Tony Diaz
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tnova430@aol.com

DONOGHUE
Donoghue
Jesse Donoghue
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Rimrock, AZ 86335
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tnova430@aol.com

ECC
Effingham County R.P.C.
John Carr
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(912) 659-9347
jcarr12881@hotmail.com
2019 I.F. Band Listing  Continued

**EIR**  
Exclusive Invitational RPC  
Sonny Cangiarella  
6860 Lauren Ln.  
Riverside, CA 92509  
(951) 685-7130

**EMC**  
East Meadow Club  
Tim McManus  
26 Fordham St.  
Valley Stream, NY 11581  
(516) 761-3471

**EMPIRE**  
Tal Erglis  
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Half Moon, NY 12065  
(518) 371-7949

**EMPIRE-CA**  
Jim McNees  
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**ERIE,PA**  
Erie Racing Pigeon Club  
Bob Brown  
3604 Bird Dr.  
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(814) 566-8453

**ERP**  
Easton Racing Pigeon Club  
Gary Karcher, Jr.  
375 Center St.  
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**F**  
F-16 Loft  
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**FCC**  
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Gustavo Garcia  
311 E. Third Ave.  
Roselle, NJ 07203

**FCON**  
French Connection Loft  
Bob French  
5014 W. Paradise Ln.  
Glendale, AZ 85306  
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**FSJ**  
Rich Fox  
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**FVC**  
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Peter Viola  
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**FSC**  
50th State RPC  
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**G**  
GE  
Greater Elizabeth Club  
William Daniele  
78 Oak St.  
Carteret, NJ 07008  
(732) 742-4982  
bdan989@yahoo.com

**GEF**  
Greater Elizabeth Pigeon Club  
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bdan989@yahoo.com

**GENESIS**  
Jerry Vincent, Jr.  
1 Autumn Ln.  
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(609) 883-2886

**GIG**  
Golden Isles Of Georgia  
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Jesup, GA 31546  
(912) 221-0027  
odessapigeon@icloud.com

**GOD**  
God  
Randall Jarrell  
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Pittsboro, NC 27312  
(919) 210-2500  
Biowater@aol.com
GOH
Gopher Hill Club
Ricky DuBois
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GOLD WINGS
Gold Wings Loft
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Mamamamadukes@aol.com

GPC
Greater Philadelphia Club
Ray Dydek
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GSB
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Lindenhurst, NY 11757
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GURNAY, USA
Gurnay Club
John Welling
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GVI
Grand Valley Invitational
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(970) 640-4653

H
HALL
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Lutz, FL 33549
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HOB
New Hudson County Club
Vincent Torre
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(201) 522-8599

HOM
Heart Of Michigan Pigeon Club
Shirley Ashley
6196 Five Pt. Hwy.
Eaton Rapids, MI 48827
(517) 663-1305
iluvbears@sbcglobal.net

HOMEWARD ANGELS
Homeward Angels
Leonard Meyers
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Landrum, SC 29356-9450
(864) 457-4676
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HPC
High Point Racing Pigeon Club
Kenneth Robbins
202 Back Creek Terrace
Asheboro, NC 27205
(336) 465-0858

HPL
High Point Loft
Bill Bonevelly
27 Joan St.
Wayne, NJ 07470
(201) 538-6803

HYLAN
Hylan
Nelson Ramos
309 Dongan Hills Ave.
Staten Island, NY 10305
(917) 215-3000
nmdemo@yahoo.com

IV ACES LOFT
IV Aces Loft
Dominick Aldelluzzi
1118 Seanton Ln.
West Point, VA 23181
(760) 310-4525
2019 I.F. Band Listing  Continued

IDF
Ideal R.P.C.
James Corso
1224 46th St.
N. Bergen, NJ 07047
(201) 867-2776
Cell: 201-450-4551

IRISH SYND
Irish Syndicate
Stephen Furlonge
965 E. Desert Ln.
Gilbert, AZ 85234
(480) 215-4255
stephenfurlonge@yahoo.com

IRPC
Interstate R.P. Combine
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141 Flowers Rd.
New Alexandria, PA 15670-3054
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Sting2359@aol.com

ISL
Islip Homing Club
Doug Franz
141 Brook St.
Bay Shore, NY 11706
516-527-0748

ISLBR
Islip Homing Club
Doug Franz
141 Brook St.
Bay Shore, NY 11706
(516) 527-0748

J
JAX
Jacksonville RPC
Lizett Rodriguez
7117 Oakney Rd.
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(904) 674-4636
Rodriguez9751@atl.net

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Jasmin Cirkic
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J & D LOFT
J & D LOFT
Don Giunta
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(516) 987-1598

JERZY
Jerzy
Mike Bride
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(908) 303-0992
birdbrainmike@roadrunner.com

JKMA
Suburban Combine, Inc.
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Phoenixville, PA 19460-2322
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Joe & Fran Politi
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JSC
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Jerry Jutrzas
102 Plains View Rd.
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K
KING LOU RACE
King Lou Race
Robert Waters
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KOLV
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LA LOMA
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Americo Ramos
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LAT
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LBR
Lindenhurst Homing
Walter Wesolowski
255 S. 14th St.
Lindenhurst, NY 11757
(631) 774-7788

LBRA
Lindenhurst Club
Walter Wesolowski
255 S. 14th St.
Lindenhurst, NY 11757
(631) 774-7788

LCC
Connecticut Classic Pigeon Club
Bob Carney
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(860) 967-6789

LCM
Lyndhurst H.P.C.
Nick Palladino
950 Westside Ave.
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(201) 435-3990
LFL
Luschinski Family Loft
Ed Luschinski
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Easton, MD 21601
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LGL
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Islandia, NY 11788
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LHC
Lyndhurst H.P.C.
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LHR
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LIN
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LLF
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Ted Wade
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LMA
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New Tri poli, PA 18066
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Ditoward@aol.com

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LORENCE FAMILY
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Joe Loxahatchee
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(631) 868-0662

LORENCE FAMILY
Loxahatchee Family
Cowboy Loxahatchee
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Marana, AZ 85653
(520) 237-8086

LPC
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(610) 220-9185

LPM
Lennox Park Club
George Watson
2533 Green St.
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Nick Lu
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Ludo
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MAUI
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MAX SPEED
Max Speed
Plotr Ksiazek
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Sugar Loaf, NY 10961
(845) 978-0253
2019 I.F. Band Listing  Continued

MCF  
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MDL  
MDL  
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(646) 261-3087

MET  
Metchun Pigeon Club  
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MH  
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M.KARGES951-515-5903  
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MTFL  
Meletios Tsarouthsis  
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MVRC  
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NAF  
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NCC  
Northern Catskill Club, Inc.  
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NEIL  
Neil  
Neil George  
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NET  
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NEW  
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NHF  
North Hudson Club  
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NJF  
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NLI  
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Tom Newman  
20 Oak Tree Dr.  
Smithtown, NY 11787  
(631) 724-2431  
tjnewman1@optonline.net
<table>
<thead>
<tr>
<th>2019 I.F. Band Listing Continued</th>
</tr>
</thead>
</table>

**NPC**  
North Penn Homing  
Terry Nogradi  
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**NPR**  
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Al Guzara  
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**NR**  
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**NSBR**  
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**NTC**  
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**NWJ**  
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**O**

**OLC**  
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**ONE OF A KIND**  
One of a Kind  
Alexander Mercado  
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**P**

**PAF**  
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**PEE WEE LOFT**  
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**PERA**  
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**PERTH AMBOY**  
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**PGC**  
Pine Grove Pigeon Club  
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**PHX**  
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Phoenixville, PA 19460  
(610) 933-6654

**PJ LOFT**  
PJ Loft  
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Polidoro
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Q
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QCP
Queen City Pigeon Club
Steve Balog
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(732) 752-2066

QUO VADIS
Quo Vadis
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RBC
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RDU
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Cal Pasca
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Durham, NC 27705
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REBEL LOFT
Exclusive Invitational RPC
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RED DRAGON
Red Dragon
Terrance Chen
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RED RIVER T
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New Tripoli, PA 18066
(610) 960-5286
### 2019 I.F. Band Listing

<table>
<thead>
<tr>
<th>Club Name</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SGF</strong></td>
<td>South Georgia Flyers</td>
</tr>
<tr>
<td></td>
<td>Kevin Williamson</td>
</tr>
<tr>
<td></td>
<td>13422 Old Post Rd.</td>
</tr>
<tr>
<td></td>
<td>Hortense, GA 31543</td>
</tr>
<tr>
<td></td>
<td>(912) 571-2706</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:williamsonpkw@aol.com">williamsonpkw@aol.com</a></td>
</tr>
<tr>
<td><strong>SHAMROCK</strong></td>
<td>Shamrock</td>
</tr>
<tr>
<td></td>
<td>Kevin Malley</td>
</tr>
<tr>
<td></td>
<td>8 Sunrise Dr.</td>
</tr>
<tr>
<td></td>
<td>Stony Point, NY 10980</td>
</tr>
<tr>
<td></td>
<td>(845) 942-0810</td>
</tr>
<tr>
<td><strong>SHC</strong></td>
<td>Scotts Hill Club</td>
</tr>
<tr>
<td></td>
<td>Gena Fredrickson</td>
</tr>
<tr>
<td></td>
<td>8053 Sidbury Rd.</td>
</tr>
<tr>
<td></td>
<td>Wilmington, NC 28411-7945</td>
</tr>
<tr>
<td></td>
<td>(910) 686-9834</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:fredrickson1951@bellsouth.net">fredrickson1951@bellsouth.net</a></td>
</tr>
<tr>
<td><strong>SHSC</strong></td>
<td>Spring Hill Sportsman Club</td>
</tr>
<tr>
<td></td>
<td>John Gallagher</td>
</tr>
<tr>
<td></td>
<td>16605 Diplomat Dr.</td>
</tr>
<tr>
<td></td>
<td>Spring Hill, FL 34608</td>
</tr>
<tr>
<td></td>
<td>(727) 378-7103</td>
</tr>
<tr>
<td><strong>SI</strong></td>
<td>Staten Island</td>
</tr>
<tr>
<td></td>
<td>Anthony Montelli</td>
</tr>
<tr>
<td></td>
<td>21 Comstock Ave.</td>
</tr>
<tr>
<td></td>
<td>Staten Island, NY 10314</td>
</tr>
<tr>
<td></td>
<td>(917) 972-3655</td>
</tr>
<tr>
<td><strong>SCHOLAR</strong></td>
<td>I F Stock</td>
</tr>
<tr>
<td></td>
<td>Val Matteucci</td>
</tr>
<tr>
<td></td>
<td>P. O. Box 374</td>
</tr>
<tr>
<td></td>
<td>Hicksville, NY 11802</td>
</tr>
<tr>
<td></td>
<td>(516) 794-3612</td>
</tr>
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<td><a href="mailto:valmatteucci@optimum.net">valmatteucci@optimum.net</a></td>
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<td>(845)798-4693</td>
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<td><a href="mailto:joeyp01@aol.com">joeyp01@aol.com</a></td>
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<td><a href="mailto:vrooney3124@cox.net">vrooney3124@cox.net</a></td>
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<td><a href="mailto:info@sampogna.ca">info@sampogna.ca</a></td>
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<td><strong>SCH</strong></td>
<td>Schenectady Homing Pigeon Club</td>
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### Additional Listings

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</table>
2019 I.F. Band Listing  Continued

SKY
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Vinny Moreschi
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Peter Viola
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VPCA
Valley Pigeon Combination
Juan Cintron
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Bridgeport, CT 06606
(203) 690-2636

W
WANG
Jason Wang
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Port Richey, FL 34668
(917) 669-6699
Royal9800@yahoo.com
Photos Wanted!

Send in some photos! I would like some new photos of racing pigeons to use in the next issue of SkyTalk, and on the IF Website. All photos should be sent in a large file size suitable for printing (300 dpi). I’m looking for photos of the nest (babies), coops, posed photos and of course any flying photos (zoomed in single birds, groups and race releases.) Photo credit will be displayed too. Send one, send a bunch...

Send throughout the year. Show us all what you have.

Thank you!

Susan Hurrell, IF Creative Director

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P.O. Box 374
Hicksville, NY 11802
Telephone: (516) 794-3612
I.F. HALL OF FAME - 2018 OLD Bird Awards

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<th>Pos</th>
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<td>AU 16 NRA 72</td>
<td>Michael Zuber - Zuber Loft - New Britain, CT</td>
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<tr>
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<td>Michael Zuber - Zuber Loft - New Britain, CT</td>
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<td>AU 16 EGM 8209</td>
<td>Michael Zuber - Zuber Loft - New Britain, CT</td>
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I.F. CHAMPION LOFT - 2018 OLD Bird Awards

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<td>Robert Bankard - United Pigeon Combine</td>
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2018 Old Bird Awards and Old Bird Champion Loft Results Compiled and Submitted by: Walter Cichon

Congratulations to All I.F. Award Winners!
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<td>Joe Lorefice - Pal Joey - Holbrook, NY</td>
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<td>Sami Eljamali - Samis Loft - Shirley, NY</td>
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<td>Michael Zuber - Zuber Loft - New Britain, CT</td>
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<td>Michael Zuber - Zuber Loft - New Britain, CT</td>
<td>167.57</td>
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<td>IF 18 EMC 2005</td>
<td>Pawel Grabowski - Pawels Loft - Franklin Square, NY</td>
<td>162.10</td>
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<td>Michael Zuber - Zuber Loft - New Britain, CT</td>
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<td>Andrzej Szyszko - Szysza Loft - Stanhope, NJ</td>
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<tr>
<td>8</td>
<td>IF 18 SLI 951</td>
<td>Wiktor Gontowicz - Wiktor Loft - Brooklyn, NY</td>
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<td>9</td>
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<td>Pawel Grabowski - Pawels Loft - Franklin Square, NY</td>
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<td>10</td>
<td>IF 18 VIOC 72</td>
<td>Skubal Zenon - Skubal - Brooklyn, NY</td>
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<td>Skubal Zenon - Skubal - Brooklyn, NY</td>
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<td>Pawel Grabowski - Pawels Loft - Franklin Square, NY</td>
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|     |               | **26-75 Lofts**                           |        |
| 1   | AU 18 LEGU 18022 | Joe Lorefice - Pal Joey - Holbrook, NY       | 206.77 |
| 2   | IF 18 SLI 951   | Wiktor Gontowicz - Wiktor Loft - Brooklyn, NY | 52.35 |

|     |               | **76-150 Lofts**                          |        |
| 1   | IF 18 LCM 1532 | Diane Kasharian - Hope View Loft - Blairstown, NJ | 411.45 |
| 2   | IF 18 PA 6531  | Diane Kasharian - Hope View Loft - Blairstown, NJ | 397.58 |
| 3   | IF 18 LCM 561  | Andrzej Szyszko - Szysza Loft - Stanhope, NJ | 381.93 |
| 4   | IF 18 NWJ 9    | Al Kasharian - Whitehall Loft - Hackettstown, NJ | 372.52 |
| 5   | IF 18 QCM 1742 | John Kasharian - J Kash Roofing - Hackettstown, NJ | 362.84 |
| 6   | AU 18 A 18318  | Diane Kasharian - Hope View Loft - Blairstown, NJ | 359.19 |
| 7   | IF 18 WTCM 1284 | Andrzej Szyszko - Szysza Loft - Stanhope, NJ | 353.17 |
| 8   | IF 18 NWJ 11   | Al Kasharian - Whitehall Loft - Hackettstown, NJ | 327.23 |

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<td><strong>5-25 Lofts</strong></td>
<td></td>
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<tr>
<td>Joe Lorefice</td>
<td>Islip Pigeon Club</td>
<td>.9757</td>
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<tr>
<td>Sami Eljamali</td>
<td>Southeastern Long Island Club</td>
<td>.9727</td>
</tr>
<tr>
<td>Zenon Skubal</td>
<td>Viola Club</td>
<td>.8797</td>
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| **26-75 Lofts** |                                  |        |
| Sami Eljamali | Long Island Combine               | .9801  |
| Joe Lorefice | Long Island Combine               | .9743  |
| Robert Bankard | United Pigeon Combine            | .9649  |
| Mike Sherwood | Southern New England Combine      | .9507  |

---

2018 Young Bird Awards and Young Bird Champion Loft Results Compiled and Submitted by: Walter Cichon
# Registered Champions Results

## 1999–2018

<table>
<thead>
<tr>
<th>Reg#</th>
<th>Band#</th>
<th>CLR/Sex</th>
<th>Name</th>
<th>Owner</th>
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<tr>
<td>1999-001</td>
<td>IF 97NHF3310</td>
<td>BC/C</td>
<td>Hooker</td>
<td>Lou Bernadone</td>
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<td>1999-002</td>
<td>IF 95SMR0787</td>
<td>B.Pen/C</td>
<td>The Terror</td>
<td>Al Smith</td>
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<td>1999-003</td>
<td>IF 92 RPC0658</td>
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<td>Savannah</td>
<td>John Stauffer</td>
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<td>AU 93FVC6330</td>
<td>BC/C</td>
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<td>John Stauffer</td>
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<tr>
<td>1999-005</td>
<td>AU 88SAV946</td>
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<td>Ron &amp; Bev Liszcz</td>
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<td>1999-007</td>
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<td>Jose &amp; Reinaldo</td>
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<tr>
<td>2002-001</td>
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<td>Laura J. Famularo</td>
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<td>Jack</td>
<td>Tom Baldwin</td>
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<tr>
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<td>Steve Jenkins</td>
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<td>2005-001</td>
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<td>Andiamo</td>
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<tr>
<td>2005-002</td>
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<td>2006-004</td>
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<td>Marshall Davis</td>
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<td>2007-002</td>
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<td>Paul Walsh</td>
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<td>IF-06-Scholar-100</td>
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<td>Paul Walsh</td>
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<td>Ray Torres</td>
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## Registered Champions Results 1999-2018 (Continued)

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<tr>
<th>Reg#</th>
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<td>IF-10-SOI-4276</td>
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<td>Johnny Boy</td>
<td>John Glemser</td>
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<td>Al’s Sure Bet</td>
<td>Al Kasharian</td>
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<td>Power Blue</td>
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<td>IF-12 UPC-703</td>
<td>BB/C</td>
<td>Red Band Cock</td>
<td>Robert Bankard</td>
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No new Registered Champions for 2018

*Results Compiled and Submitted by: James Walker*

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## 2018 I.F. SPEED RECORDS

### Young & Old Birds

**No Entries Received for 2018**

### 2018 IF SPEED RECORDS (as of 12/1/18)

*Speed Records Results Compiled and Submitted by: Beverly Gottlieb*

TO BE INCLUDED IN THE

INTERNATIONAL FEDERATION OF AMERICAN HOMING PIGEON FANCIERS, INC.

SPEED RECORDS — YOU MUST BE A MEMBER AND SUBMIT IN WRITING THE SPEED, ALONG WITH VERIFICATION, TO THE SPEED RECORDS CHAIRMAN. SPEED RECORDS FORMS ARE ON PAGE 70 AND THE IF WEBSITE.
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MEUCHEN SHOOTOUT RACE & AUCTION
* OPEN TO ALL NJ & NY FLYERS* (Minimum Distance 145 Miles)

175 Mile Young Bird Race & Auction Race LIBERATED FROM NEWBURG PA.
Separate Liberations / Separate Races! Futurity birds will be liberated after the auction race
Ships Friday August. 23\textsuperscript{th} 2019 BASKETING 7:00 - 10:00 PM LIBERATION SATURDAY August, 24th
QUEEN CITY CLUB HOUSE at: 1811 BRUNELLA AVE. PISCATWAY, NJ 08854 (DO NOT MAIL) CLUB PHONE 732-752-0223

1800 POINTS FIRST PRIZE!
All Bond sales close the night of shipping of the first CJC YB Race ALL PRIZES ARE BASED UPON NUMBER OF BAND, BOND SALES.
EARLY BIRD SPECIAL: One Bond 7 birds for $100.00 or 2 bonds for 15 birds for $200.00 BEFORE JUNE 1
AFTER MAY 31\textsuperscript{st} Bonds are 6 birds for $100.00 or 2 bonds for 13 birds for $200.00 Bands $12.00 ea.

STEVE BALOG SR MEMORIAL AUCTION
HONORING ALL THE FALLEN FANICERS THAT HAVE CONTRIBUTED SO MUCH TO THE SPORT

1000 POINTS FIRST PRIZE GUARANTEED!
AUCTION BIRDS WILL BE LIBERATED BEFORE THE SHOOTOUT FUTURITY The race committee reserves all rights and makes the final decision.
SUNDAY MARCH 31\textsuperscript{TH} AT QCP CLUB HOUSE AT: 1811 BRUNELLA AVE. PISCATWAY, NJ 08854 (DO NOT MAIL)

BIRDS DISPLAYED AT: 12:00PM AUCTION STARTS AT 1:00PM
BIRDS FROM AWARDS WINNERS LOFTS WILL BE UP FOR AUCTION!
AUCTION PRIZES SPLIT 60% BREEDER 40% FLYER. LOCAL LOFTS MAY DONATE A MAXIMUM OF 5 BIRDS!

2019 QCM FUTURITY RACE & AUCTION
* OPEN TO ALL NJ & NY FLYERS* (Minimum Distance 225 Miles)

250 Mile Young Bird Race, Auction & 1 Bird Derby Ships Friday Sept. 20\textsuperscript{TH}
LIBERATION SATURDAY SEPT. 21\textsuperscript{ST} FROM MADISON VA. BASKETING 7:00 - 10:00 PM
FROM: QUEEN CITY CLUB HOUSE at: 1811 BRUNELLA AVE. PISCATWAY, NJ 08854 (DO NOT MAIL) CLUB PHONE 732-752-0223

2500 POINTS GUARANTEED FIRST PRIZE!
ALL PRIZES ARE BASED UPON NUMBER OF BAND, BOND SALES, AUCTION SALES & DERBY ENTRIES.
All Bond sales close August 31\textsuperscript{ST}
EARLY BIRD SPECIAL: One Bond 7 birds for $125.00 or 2 bonds for 15 birds for $250.00 BEFORE JUNE 1
AFTER MAY 31\textsuperscript{st} Bonds are 6 birds for $125.00 or 2 bonds for 13 birds for $250.00 The race committee reserves all rights and makes the final decision.

QCM AUCTION
1000 POINTS FIRST PRIZE GUARANTEED! AUCTION PRIZES SPLIT 60% BREEDER 40% FLYER
REFRESHMENTS & DOOR PRIZES! HAVE A GREAT TIME! Local lofts may donate a maximum of 4 birds!
FRIDAY APRIL 12\textsuperscript{TH} BIRDS DISPLAYED AT: 7:00PM AUCTION STARTS AT 8:00PM
AT THE QUEEN CITY CLUB HOUSE at: 1811 BRUNELLA AVE. PISCATWAY, NJ 08854 (DO NOT MAIL) CLUB PHONE 732-752-0223
BIRDS FROM AWARDS WINNERS LOFTS WILL BE UP FOR AUCTION AGAIN!
Auction birds will be liberated with the QCM futurity/Auction birds are eligible for all capital prizes & pools for the flyer
CONTACT FOR OUT OF AREA ENTRY, AUCTION BANDS,FUTURITY BANDS & BANDS, ALL INFO:
Wesley Wilczewski 917-681-4468 929 Raritan Rd. Scotch Plains, NJ 07076 / John Panek 908-581-7262 e-mail hbrookone@yahoo.com
Steve Balog Jr. 732-718-4643 1120 Hanover St. Piscataway, NJ 08854 e-mail bandsloft@aol.com / Baron Solcido 551-208-4430
Make check payable to: QCP Club FOR MORE INFORMATION SEE US AT: WWW.QUEENCITYPIGEON.COM

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JOIN US IN 2019 FOR THE 5TH ANNUAL

UNIT TEN CHALLENGE RACE
HOSTED BY THE UNIT TEN RACING PIGEON CLUB
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$15,000 FIRST PRIZE GUARANTEED
2015 Prize payout was $77,000 • 2016 Prize payout was $82,000
2018 Payout was $96,800 there were 90 prizes in the final race 300 miles
Option series - 150 miles and 200 miles races
Entry fee is 3 birds for $250 or $100 each. Option series is additional $50 per bird.
Prize split 60% breeder, 40% to the handler.
Option series 40% of the entry fees to the 150, 60% to the 200 race.

2019 High Point Bird from all three races combined.
1st Place - $1,000 | 2nd Place - $500 | 3rd Place - $250
Bird must be clock in all three races to win.
Top prize winners will be drug tested.
All birds become property of the handler 1099’s will be issued.
Handlers must be members of the Unit Ten Club and they cannot handled there own birds.

UNIT TEN AUCTION RACE AND BAND RACE
Please contact Sal Lama for more information.

Ship Birds to:
SAL LAMA
17820 MONTEVERDE DRIVE
SPRING HILL, FL 34610
727-364-7554

HANDLER’S LIST AVAILABLE AT:
www.unittenrpc.com

JOHN FERRARO, PRESIDENT OF UNIT TEN CLUB
Phone - 727-856-1839

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FORTH ANNUAL CATSKILL MOUNTAIN
RIP VAN WINKLE CLASSIC

SPONSORED BY NORTHERN CATSKILL PIGEON CLUB, INC.
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11,200.00 + POINTS IN TOTAL PRIZES*

*BASED ON A MINIMUM OF 125 BIRD PAID ENTRIES ADDITIONAL PRIZES WITH ADDITIONAL PARTICIPATION

NO SPLIT: 100% POINTS TO BREEDER!

300 MILE RACE, 9/21/19** WESTFIELD, N.Y.

**DENOTES TENTATIVE RACE DATE

FOUR TRAINING RACES: TWO 100 MILE, ONE 150 MILE & ONE 200 MILE

PRIZES: 1ST PLACE 5,000 POINTS

2ND PLACE 2,500. POINTS 3RD PLACE 1,500. POINTS

4TH PLACE 1,000. POINTS 5TH PLACE 900. POINTS

FIRST BIRD CLOCKED AFTER THE 29TH BIRD, THAT DID NOT WIN A PRIZE.

BREEDER GETS FREE 3 BIRD ENTRY IN NEXT YEAR’S RACE

11,800 POINTS AWARDED IN 2018
15,350 POINTS AWARDED IN 2017
15,400. POINTS AWARDED IN 2016

ENTRY FEE:$125.00 PER BIRD...3 BIRDS /$300.00...

5 BIRDS /$500.00...10 BIRDS / $800.00

5 BIRDS ENTERED 1 GOES IN ROTATION, 10 BIRDS ENTERED 2 GO IN ROTATION

HANDLERS TEND TO FILL UP QUICKLY SO RESERVE YOUR SPOT!

BIRDS ACCEPTED FROM Feb.1, 2019 to June 1, 2019, FREE replacements until June 15th 2019. Breeder pays all shipping charges. All birds will be inoculated upon arrival. Payment in full must accompany all entrees. Top 25 birds will be become property of NCC Pigeon Club, and will be auctioned off; 33% of the proceeds go to the Breeder, (NOTE: breeder’s share is forfeited if breeder does not supply pedigree before date of auction), 33% go to the Handler and 33% go to Northern Catskill Pigeon Club, Inc. all other birds become property of the Handler. Handlers CANNOT fly their own birds. For more information: go to: www.nccpigeonclub.com

OR Call Joseph Costa 845-758-3555 or Walter Sigda 518-391-8537 TEN + HANDLERS TO CHOOSE FROM TO DATE:
Breast Muscles of the Racing Pigeon
– Sprint vs Distance Birds –

By: Gordon A Chalmers DVM

Written originally in the magazine Pigeon Sport (UK), and later reprinted in the Racing Pigeon Digest (USA), a very intriguing, well-presented article on the breast muscles of pigeons by Alan Wheeldon of Britain advanced his views on the differences between the flight muscles of sprint and distance birds. Like a welcome bolt from the blue, the article, which was based on one published in Scientific American (Sept, 2000) in reference to human athletes, was certainly stimulating, as it attempted to explain the differences between sprinting strains vs distance strains of racing pigeons.

His proposal was based on a key structure in the muscles fibers, actually a contractile protein known as myosin, which is closely involved with the function of any muscle, including the powerful major breast muscles of the racing pigeon. The actual form of myosin present in any muscle fiber determines its contraction velocity, that is, its speed of operation, usually called its twitch speed. Thus, the form of myosin in the thigh muscles of humans trained for sprint events for example, is different from the form of myosin in the thigh muscles of humans who compete in endurance events. Alan Wheeldon is certainly to be complimented for his efforts, as they appeared to explain for perhaps the first time, a fundamental, illuminating difference between sprint and distance birds.

Oh, if it were only so! How beautifully this logical information would dovetail with what we would like to hope and believe are tangible differences between sprint and distance performing pigeons. Regrettably, this forward-looking article, which is remarkable for its stimulating, thought-provoking information, is based on the muscles of human and other mammals, which are significantly different from those of the great breast muscles of the pigeon.

At this juncture, I would also make the point that, in general, sprinting as we describe it in pigeons is completely different from, and therefore, in my opinion, not at all comparable to sprinting in humans and other racing mammals. For example, if a human athlete competes in a 100-meter sprint event, what flight distance (1, 2, 5, 10, 20, 30, 60, or more miles, etc.) for pigeons is actually known to be exactly comparable? How do we (or can we) measure and compare the two in any meaningful way? I know that some fanciers like to guess about this, but in the final analysis, that is all it is – a guess.

I would further suggest that comparing sprinting humans and other racing mammals with sprinting pigeons is very much like comparing chalk and cheese – which is no comparison at all. One group competes on solid earth, at distances up to a few hundred meters, and the other competes in the air above it, at distances up to a few hundred miles, so is it truly possible to make valid comparisons? I have serious doubts about this, but maybe someone knows the answer.

Add to these points the fact that regardless of the distances of the so-called sprint/middle distance races in which our birds are entered, the birds utilize fat as the major source of fuel during these races, as they certainly do in long distance races as well. Conversely, sprinting human and other mammalian athletes utilize primarily glycogen as fuel in their races – so once again, any comparison between human sprinters and sprinting pigeons just doesn’t seem to be valid at all. On a practical level, perhaps we should simply refer to so-called sprinting strains of pigeons as short/middle-distance strains, terms I will use hereinafter.

Using one of the thigh muscles of the human as a good example of a powerful muscle, we can make some basic comparisons with the great breast muscles, known as the major pectorals of the racing pigeon. Recall that the major pectorals are the largest muscles in the body of the pigeon and make up 20% to over 30% of the total weight of the bird. They are the large muscles that we feel with our fingertips as we handle a bird. At the microscopic level, we can see that the large breast muscles are made up of elongated, cigar-shaped cells that, by convention, have been called fibers whose tapered ends attach to one another to make up the entire muscle. These cells are called fibers because when delicate micro-techniques are used to tease them out, they resemble fine threads or fibers.

In the breast muscle of the pigeon, there are only two types of muscle fibers, one a narrow diameter fiber, and the other,
a broad-diameter fibers on the edge of each bundle for the most part, and the narrow-diameter fibers located more deeply within each bundle. (A very rough, comparable example would be a number of thick and thin cigars tied together by a rubber band. For the most part, the thick cigars would touch the rubber band, whereas the thin cigars would be located more deeply within the whole bundle of cigars.) Many thousands of bundles of fibers, arranged end to end and beside one another, make up the entire muscle we feel with our fingers.

The broad-diameter fibers are known as white fibers, whereas the narrow-diameter fibers are known as red fibers. Red fibers far outnumber white fibers. For every white fiber, on average, there are approximately 14 red fibers. In actual repeated counts of 100 fibers at a time, Dr. John George, the dean of muscle research in pigeons at the University of Guelph in Ontario, Canada, determined that between five to 14 were white fibers, and 86 to 95 were red fibers.

Why are these facts of value to us as racing pigeon fanciers? Well, the white fibers in the major breast muscles have very fast contraction velocities (that is, the speed at which they operate or twitch), ranging from 31-37 milliseconds. A millisecond is 1/1000 of a second, which means that one complete contraction or twitch of these white fibers takes a mere 31/1000 to 37/1000 of a second! At such rapid velocities, the truck, sudden dodging bursts of speed during flight, and breaking to land, etc. – in fact, any action that causes the wings to beat faster. As well, one can obtain a further practical appreciation of the speed of these fibers by noting the rapidly trembling wing tips of a bird in top form, or one shivering on a cold day.

Now, because they twitch so quickly, white fibers also become exhausted very rapidly, and for this reason, could not be expected to handle sustained flight, but instead, they deal with sudden, even explosive emergency flight.

Although the red fibers also have very fast contraction velocities ranging from 47 to 62 milliseconds – which means they complete one contraction or twitch in 47/1000 to 62/1000 of a second – they are obviously not quite so fast as the white fibers, and as a result, they become exhausted much more slowly than the white fibers. Hence, their chief function is related to rapid, prolonged flight over the few to many miles of the training toss or race, a major point of importance to us as pigeon fanciers.

In the powerful thigh muscles of racing humans and other mammals such as horses and dogs, there are two basic types of fibers, consisting of Type I and Type II fibers, but the Type II fibers are further subdivided into Types IIA and IIX, for a total of three types of fibers – note this basic and important difference from pigeons, which, to repeat a pivotal point, have only two types of fibers in the great breast muscles.

Now, Type I fibers in humans and other mammals are red, and the two forms of Type II fibers are white.

Each of three designations is based on the particular form of myosin present, and in turn, it determines the contraction velocity of each type of fiber. Thus, Type I fibers in humans have relatively slow contraction velocities, they tire slowly, and so, are known as slow-twitch fibers. These fibers dominate the thigh muscles of those athletes who compete in marathon events.

The two forms of Type II fibers in humans have very fast-contraction velocities, they tire quickly, and are known as fast-twitch fibers. They are the dominant fiber types in the thigh muscles of humans who compete in races such as a 100-meter track event. It is known that, with appropriate training, the number of fast Type IIX fibers decreases, as they become converted to Type IIA. In humans, the maximum contraction velocity of the fast Type IIX fibers is very fast indeed, and in fact, is 10 times the contraction velocity of the slower Type I fibers. The contraction velocity of the Type IIA fibers lies somewhere between these to extremes.

For interest, Dr. George has listed the percentage of slow Type I and fast Type II fibers (Types IIA and IIX combined) in the thigh muscles for each of the following species: Humans – in Sprinters, the content of Type I fibers is 24%, Type II fibers – 76%; in Elite Marathon runners, Type I fibers – 79%, Type II fibers – 21%; in Middle Distance runners, Type I fibers – 62%, Type II fibers – 38%. The average human has 53% Type I and 47% Type II fibers. Horses – in Quarter horses, Type I fibers – 7%, Type II fibers – 93%; in Thoroughbreds, Type I fibers – 12%, Type II fibers – 88%; in Heavy Hunters, Type I fibers – 31%, Type II fibers – 69%. Dogs – in Greyhounds, type I fibers – 3%, Type II fibers – 97%; in Crossbreed dogs, Type I fibers – 31%, Type II fibers – 69%. Note that for sprinting animals, including humans, the percentage of Type II fibers is very high, whereas for marathon runners, the percentage of Type I fibers is very high.

Pigeons have only two types of fibers in the major breast muscles, and according to Dr. George, with whom I discussed this subject, this arrangement does not change with training as it does in humans. This is a major difference between the thigh muscles of mammals and the great breast muscles of pigeons. Note again that there is NO third type of muscle fiber in the major breast muscles of the pigeon as there is in humans, a highly important difference between the two. In fact, the slow-twitch, red Type I fibers of human and other mammalian athletes simply do not exist in the great breast muscles of the racing pigeon.

As we have seen, in pigeons, the two types of fibers in the major breast muscles are both extremely fast (fast-twitch), but the white fibers have a much faster contraction velocity than the red fibers. As both red and white fibers have very fast contraction velocities, their designations are based on a
Breast Muscles of the Racing Pigeon
– Sprint vs Distance Birds –

(combined)

combination of: 1) their contraction velocities, 2) whether oxygen is needed in the metabolism (means “utilization” or “breakdown”) of fuel, and 3) the use of glycogen as fuel. Hence, red fibers are designated as Fast-twitch, Oxidative, Glycolytic (FOG for short). Not indicated in this designation is the highly important fact that the FOG fibers contain an abundant supply of fat, their key fuel for flights of any distance.

The white fibers are designated as Fast-twitch Glycolytic (FG for short). The word Glycolytic in both FOG and FG means that both fibers contain glycogen that is metabolized for energy. The word Oxidative in FOG refers to the required use of oxygen by these fibers in the metabolism of fat for the generation of energy for sustained flight. Incidentally, under the same system of terminology, the slow-twitch red Type I fibers in the thigh muscles of humans, horses and dogs, etc., are designated as slow-twitch Oxidative (SO for short) fibers.

As we have seen, both red and white fibers in the breast muscles of the pigeon contain the fuel glycogen. Glycogen consists of many units of the sugar glucose linked together in a particular chemical configuration, and is, in fact, the storage form of glucose in the body. In addition to their content of glycogen, the red fibers also contain a preponderance of fat, the chief fuel for rapid, sustained flight. Overall, studies by Dr. George on the breast muscles have shown that they contain about 10-14% fat and only 3.5% glycogen.

Fat in the FOG fibers is metabolized in the presence of both glucose that is likely derived from the glycogen stores, and, importantly, with the use of oxygen (hence the designation “Oxidative” in FOG) in the production of energy, to allow the wings to beat on the average of 5.4 beats per second for the duration of the flight. The with fibers contain only glycogen as fuel (thus, “glycolytic”) that is metabolized in an anaerobic (an = without; aerobic = oxygen) system for the production of the energy needed for sudden, lightning-fast, even explosive bursts of speed.

By way of further explanation, it should be repeated that the red FOG fibers metabolize primarily fat in the production of energy for sustained, rapid flight. Since the metabolism of fat in these fibers requires oxygen, its not surprising that there is an abundant supply of tiny blood vessels called capillaries that spread and interconnect like a mesh over the surface of each red FOG fiber. These capillaries are part of a massive pipeline that delivers a ready supply of both oxygen and fuel to these fibers, and in turn, removes carbon dioxide and other end-products of metabolism.

On the other hand, as they do not contain fat, the white FG fibers use only glycogen which is metabolized very rapidly to glucose as a source of energy, and importantly, in the absence of oxygen. Not surprisingly, in comparison with the red FOG fibers, the white FG fibers are definitely not well supplied with capillaries. Because the supply of oxygen to these fibers is low, they function under mainly anaerobic conditions.

As noted earlier, in the large breast muscles of the racing pigeon, there are no muscle fibers comparable to the slow-twitch, Type I red muscle fibers in humans. Instead, the red fibers of the pigeon seem to be more comparable to the two white fast-twitch fibers found in humans, and have been especially adapted for rapid, sustained flight, using mainly fat in the production of energy.

Now, in humans, with training toward sprint events, the number of fast Type IIx fibers decrease as these fibers become converted to type IIa fibers. No such change is known to occur with training in the breast muscles of pigeons. White fibers in the pigeon aren’t known to convert to red fibers, or vice versa, under the influence of training. According to Dr. George, the relationship of 14 red fibers to one white fiber remains the same, regardless of training. However, the capacity of the red fibers in the breast muscles to handle increasing workloads does improve with training.

In this situation, the enzyme activity needed for the aerobic metabolism of fat in these fibers during sustained flight increases dramatically in response to the workloads induced by loft exercise, road training and subsequent racing. In humans, with the three types of fibers, there would seem to be some greater biological flexibility in the sense that, through proper training, one type of fast fiber (Type IIx) can convert to another type of fast fiber (Type IIa) for greater efficiency in sprint events.

Because the conversion of one fiber type to another type is not known to occur in the major breast muscles of pigeons, the logical explanation offered by Alan Wheeldon to explain differences between short and long distance strains simply do not appear to apply to pigeons, as all of us might have hoped they would. Dr. Benjamin Rosser is a former graduate student and protg of Dr. George, and a Professor of Anatomy in his own right, and one who currently works actively on myosin in the breast muscles of pigeons and other birds. Based on his experience, at the moment, Dr. Rosser would tend to discount forms of myosin as a factor in any difference between short and long distance strains of pigeons.

He notes that in adult, stable fibers, myosin is usually true to fiber type. He indicates that it is possible that the levels of various oxidative and glycolytic enzymes could easily vary within each type of fiber. Dr. Rosser would be inclined to look at variations in muscle mass or the size of fiber types in short vs distance...
in Alan Wheeldon’s article – in which he did indicate that it was “one man’s opinion” – as it seemed to provide valid, reasonable explanations for the differences between short and long distance birds. In presenting information that the moment differs from the detailed views he has expressed, I mean only to provide facts derived from the extensive research of Dr. George, Dr. Rosser and their colleagues.

Dr. Rosser further suggests that it is possible that there could be differences in the absolute numbers, relative frequencies, dimensions, forms of myosin, or levels of energy-generating enzymes in the two types of fibers among the different strains of pigeons. Any of these factors could be correlated, in part, with differences in flight characteristics among different strains of racing pigeons. Even so, in his view, the important question is still: “Which of these are the key variables between short and long distance stains of racing pigeons?”

Thus, at the moment, the differences between short and long distance pigeons continue to remain a biological mystery, an enigma that indeed, invites further detailed investigation and, it is to be hoped, final resolution. At this writing, Dr. Rosser has prepared a research proposal for consideration by North American racing pigeon organizations as potential sources of funding, to try to answer this and other important, relevant questions that may arise.

In presenting this contrasting information, I admit that I was tantalized and pleased by the information contained in Alan Wheeldon’s article – in which he did indicate that it was “one man’s opinion” – as it seemed to provide valid, reasonable explanations for the differences between short and long distance birds. In presenting information that the moment differs from the detailed views he has expressed, I mean only to provide facts derived from the extensive research of Dr. George, Dr. Rosser and their colleagues.

A the same time, I would compliment Alan for presenting logical, well considered reasons for the differences between short and long distance strains, based on his interpretation of information from Scientific American – even though his fascinating information applies to humans and other mammals, but as far as we know now, not to pigeons. We await the results of Dr. Rosser’s investigations.

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**ONE LOFT RACES??????**

By: Erik Hall - Email: erikhall@optonline.net

I recently got a call from a new flier, and we all know there aren’t many of them. He wanted to buy some young birds but his first question to me was “do I compete in one loft races with the “big boys”? He was only looking for pigeons to fly within his local club but said he had been told that if he wanted the best pigeons he should get them from someone who is successful in one loft races. He had called a couple of fliers who advertise their “champion” but said he couldn’t afford pigeons from there “champion lines”. Thinking about what he said I decided I would express my thoughts.

Every year there are more and more one loft races. They are popping up in every corner of the country. So many pigeon fliers are no longer flying in their local clubs, but now are just breeding and sending to one loft races. This has become an easy way to be an “active” pigeon flier. No more getting up early in the morning to train or to the training truck the night before, no more having to care for and feed a hundred young ones, no longer do you have to worry about keeping them healthy. Now all you have to do is send your birds to these races and just wait and hope for the big payday. Is this real proof of champion pigeons? With these one loft races we see hundreds of “Winners”? Champion pigeons? Equal first from 100 miles, Equal first from 200 miles, and Equal first from 300 miles. Wow these are pigeons that are second to none or are they? Now lets take a look at the results, If they have been properly taken care of and kept healthy and somewhat trained the results are, 100 miles, equal first, most of the loft was on the first drop, who was the lucky ones to run in first, all equal first winners, 200 miles, again a large portion of the entries are on the first drop, more equal firsts, and then the big one, three hundred miles, and again many champions on the first drop and the “grand champion” ran in first.
Now the pigeons racing career is over, three races, that's all it has to fly to be a “champion”, now we can sell young ones from these “champions” for big bucks. No longer do we need to breed pigeons that have to compete in a ten race series of young bird races and go on to again prove themselves in old birds. No longer do we have to breed pigeons that are smart enough to orient themselves and race to their respective homes. No longer do we have to breed pigeons that can withstand fifteen weeks or more of training and racing.

Young birds especially need a lot of training as they are natural followers, take a look at the one loft races and see how many of them only start training a couple weeks before the 100 mile race, how many of these equal first winners do you really think were just followers?

I, as I’m sure many of us do, follow the results of all these one loft races, I am amazed when I see that when they have them trained to 20 miles they have already lost one hundred or depending of the amount of entries losses are up to 300-400 pigeons. Did that many bad pigeons get sent to the one loft races? Recently I saw one of these races where over four hundred pigeons where entered and on race day in the 300 only two made it home on the day, four by the end of the second day, how well where they trained? How healthy where they? Unfortunately this is not the abnormal, so many of these races the birds are poorly trained or are not healthy. So, are the winners of these races the real “Champions” or are they just the survivors? On the other hand, many of these lofts lightly train the birds so they don’t lose to many and they never learn to break apart and you have all the birds home within a few minutes, can there be that most of these young ones sent to these races are so good or are they just followers.

Having raced pigeons for almost fifty years and been fortunate enough to have won over 150 races in the tough New York area in that period of time against some of the best in the business I never saw or heard of so many proclaimed “champion pigeons” as we read about today with these “one race wonders”. A champion pigeon was always a pigeon that performed outstanding over the period of a full race season winning several times.

I in no way wish to belittle the efforts of the owners of all these one loft races. I know there are some real top pigeon men that sponsor these races and truly put a lot of hard work and effort to make them successful. On the other hand I know that there are also many of these races sponsored by people who are just out to make a easy buck. At $100 perch fee times number of entries for a quick season of very little training plus many of the one loft races receive free feed from the feed companies just to promote their feed and also free supplies from some of the supply houses. Do the math, it’s a nice gig, and from that you may get a “champion.”

I truly believe that in the end we will end up with a poorer quality of pigeon, breeding from one race wonders that have mostly just followed the bundle in it’s short career. Personally if I where looking to buy breeding stock I want it to be from pigeons that have gone through the test of time and flown several 300’s as a young bird, finishing at or near the top, rather then buy pigeons that have flown a short three race series and possibly just got lucky in the final race. Many times you will see ads from the lofts that claim terrific results repeatedly in one loft races and they claim they have superior birds, but take a look at the number of one loft races they enter and more importantly the number of pigeons they enter per race. You only read about the one they scored in. A blind squirrel will always find an acorn if enough fall to the ground!

I am not trying to put down the one loft races as I have entered a few myself and have been lucky enough to have had a couple of “equal Champions” and competing in them can be fun but I also play Lotto and go to the casino’s, when I win there I don’t proclaim myself a professional gambler.

This is only my personal opinion and in no way is it meant to be a personal attack against anyone in particular. If I have offended anyone I am sorry, it was not meant to do so. I just have to question what direction the sport of racing pigeons is going and can we honestly say we are breeding better and smarter pigeons breeding from all these “one loft champions”. I have always in the past and will always in the future believe that true quality pigeons are the ones that have raced a full season of young birds AND at least one full season of old birds.

So in the end I am left with several questions, first again I ask, what kind of pigeons will we be breeding from? How will local clubs, combines, and even the IF and AU survive without support and dues paying members, and in a sport that is not getting many new fliers how will it
survive when all that is left are one loft races, it will be hard to tell new fliers that to compete you need to send birds out to these races and be sure to send along $100 or more per bird for perch fees and $200- $500 per bird entry fee. To many this would be a financial burden that they could never entertain. I realize to some this is now the only way that they can compete in pigeon racing because their local club has already disbanded for lack of membership. There are other options, many clubs across the country hold special races open to out of area fliers to send birds to compete in races thru out the season.

One Loft Races – Part 2

By: Erik Hall - Email: erikhall@optonline.net

I wrote the previous article in the spring of 2017 and it was published in the Racing Pigeon Digest at that time. At that time I received approximately fifty responses from pigeon fliers all over the United States and a couple from Europe and Australia. To my amazement I only received ONE email not agreeing with the article. I did have many lengthy discussions with not only pigeon fliers and breeders but also with the owners of one loft races regarding my feeling on this topic.

Several of the owners of the one loft races felt that I was to critical of the one loft races. My intention was not to put down all the one loft races around the country. Since retiring to Florida I have attended two of the one loft races held locally to where I live. One is the Flamingo One Loft race held by a long time friend, John Gallagher, and his hard working partner, Jim Milligan, This is a first class operation and Jim and John train and handle the birds as you would your own. Jim took time out with myself and my friend from Boston, Steve Cappallini, after last years race and went thru the loft answering any questions we had and showed us every thing they do to maintain perfect health and condition. Another one loft race locally is sponsored from another friend of several years and that is Big Andy and the Big Andy One Loft race. Andy also runs a good race.

I am not singling out these two one loft races as being the best as I am sure many of the one loft races around the country are class operations. On the other hand there are, as I mentioned in the previous article, many of

and finally in their special race. This enables the clubs to make some extra money to stay afloat and your pigeons can prove themselves against the best of competition for a full season and you can still get a financial reward at the end. Give it some thought!

Oh, I sent the new flier who called me 6 young birds free of charge and wished him success even though they were not bred from “equal champions”!!!

I fully understand the reason for some breeders that feel one loft races are the only way that they can continue to race pigeons. Many areas no longer have clubs that people can compete in. But as I mention there are other options if you want to truly test your birds. I know that since I have retired from racing I will enter pigeons in the two local one loft races where I can go and watch the races and have an enjoyable day meeting with pigeon flyers from around the country. I will not consider my birds as champions if they have equal firsts or champions from flying a three race series. I will send my birds to races that the handlers compete in a complete race series.

My main point of my previous article is the breeders that advertise all these super winners as equal first when they clock at the loft together with large bundles of birds. These, my friends are NOT winning champion birds. In my discussion with one of the owners of a one loft owner his feelings on this was and I quote “ If the buyer is stupid enough to pay a large sum of money for equal winners then good for the seller”????

I believe that that is not the answer to a sport that is not growing. How many expensive birds can anyone buy and get poor results from their young before they quit the sport????????
The Myth of “Carbohydrate Loading” in Racing Pigeons

by Gordon A. Chalmers, DVM

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More and more frequently these days, we read and hear about “carbohydrate loading” in pigeons. The basis of solid, published scientific evidence, the bottom line, is that it is just not so (although it seems to be true in human sprinters). The advocates of this process continue to push the idea for racing pigeons, in spite of firm evidence to the contrary. They don’t seem to be swayed by the facts.

One overseas company (Britain) and one individual in North America have published literature that compares pigeon athletes with humans, and even horses and dogs. The overseas company even goes so far as to recommend training birds in a certain fashion, and then, at one point, pushing them to exhaustion in training, after which, they are given solutions high in carbohydrate to allow for rapid so-called “carbohydrate loading” just before competition.

This procedure of loading carbohydrate is well known in human athletes, especially sprinters – to load the system with vital glycogen for the upcoming race. It is not valid for the same purpose in racing pigeons, because their fuel requirements for racing are different from those of humans.

I would now like to put the facts before readers and the racing pigeon fancy.

At the outset, it is important to state and emphasize the point that pigeons are not the same as human, equine or canine athletes, in their muscle structure, and they certainly don’t have the same fuel requirements – in spite of the fact that the proponents of so-called “carbohydrate loading” continue to insist that pigeons are the same as other species mentioned, and can be loaded with carbohydrates in the same way, and to the same effect.

Unfortunately, in some cases, a little knowledge can be made to sound like a lot of knowledge – and it is in this area that these people fail, in my opinion. Having said that, I would like to acknowledge the fact that their ideas do have some practical merit, but more on that later.

Considerable research has been done on the breast muscles of pigeons by researchers at the University of Guelph in Guelph, Ontario, Canada. Over many years – at least 30-35 years, this research group, headed by Dr. John George, has compiled an impressive list of papers published in a variety of international scientific journals on the breast muscles of pigeons.

This work has included the normal light microscopic appearance of the major pectoral muscles (the large muscles we feel with our fingertips as we handle the bird) of the pigeon, along with electron microscopic views of these muscles. These electron microscopic photos, which magnify the muscle millions of times, demonstrate the appearance of resting and working muscle, and also highlight the key fuels needed for short or prolonged flight.

A considerable amount of chemical analysis of these muscles, blood, and other tissues was also performed on groups of birds exercised variously for 30 minutes, 1 hour, 2 hours, 5 hours, and up to 18 hours. Some of the facts that came out of this extensive amount of work include the following brief information.

Firstly, about 85-95% of the major pectoral muscles in pigeons are comprised of red muscle, whereas only 5-15% of these massive muscles are comprised of white muscle (the kind seen most prominently in the pale breast muscles of the domestic chicken). In the pigeon, these muscles are arranged in bundles, with the white muscle on the edge of each bundle, and the red muscle located more deeply in the bundle.

Secondly, both of these muscle types operate very quickly, but white muscle (also known as “fast-twitch” muscle) is even faster than red muscle (also called “low-twitch”). To give you an example of the speed with which red-muscle can operate, it is known that the breast muscles of the hummingbird are compromised only of red muscle, and everyone is aware that the wings are a mere blur as this tiny bird flies. So red muscles operates very quickly indeed, but white muscle operates (or twitches) even more quickly. Because red muscle twitches relatively slowly, compared with white muscle, it also tires very slowly, and so it is evident that red muscle has the ability to allow the bird to fly rapidly over prolonged distances for many hours at a stretch.

On the other hand, white muscle twitches even more quickly than red muscle, and as a result it also tires out very quickly. Because of these facts, it is obvious that white muscle cannot be relied upon for distance flying (distance meaning training toses and races of various lengths). So what is the function of white muscle? It appears that white muscle is most useful in handling very rapid, explosive bursts of activity, such as the launch or the dodging flight of sheer exuberance, or escape from aerial predators, for example.

Thirdly, the key fuel requirements of these two types of muscle have some major differences. Research by Dr. George and his coworkers has shown
that red muscle uses mainly fat for sustained flight, but also contains some glycogen. (Note: Glucose is the chief sugar used by many living creatures as a source of energy. Glycogen is the storage form of glucose in the body. Many units of glucose are linked together by tissues like the liver or muscle, in a particular chemical configuration that we recognize as glycogen, the storage form.) White muscle in racing pigeons contains only glycogen as a major source of fuel.

In some of the early preparatory work done by Dr. George and his graduate students, tiny sections of the breast muscles of normal, resting pigeons were fixed in formalin and processed in a number of chemical solutions, cut very thinly, mounted on a glass slide, and stained by special methods to demonstrate the presence of glycogen and fat, and were then examined under a standard light microscope.

These examinations showed that white muscle fibers stained intensely for glycogen, but not at all for fat. On the other hand, the red fibers stained intensely for fat and contained smaller amounts of glycogen.

Chemical analysis of the white muscles of the pigeon has indicated that they contain about 10% glycogen, whereas the red muscles contain only about 2.5% glycogen—considerably less. When a random piece of muscle that contained a combination of red and white muscle was analyzed, Dr. George found that it contained from 10-15% fat and about 3.5% glycogen.

In further work at Guelph, it was found that when pigeons were exercised for 30 minutes, the amount of fat (present as fatty acids for transport) in the bloodstream increased by about 18%, compared with the amount of fat in the bloodstream of resting birds. As well, the fat content of the liver increased by about 30%, in the breast muscles, the fat content increased by about 25%. Clinching these findings was the fact that the amount of fat in body fat depots (fat storage areas) decreased by about 25%.

Translation: as fat is required by working muscle, it is mobilized from the fat depots, transported in the bloodstream as fatty acids to the liver, and then to working muscle, where it is used as a source of fuel. Remember, this is after 30 minutes of work!

In other studies, after pigeons were exercised for 1 hour, sections of breast muscle were again stained for glycogen and fat, and examined microscopically. There were some interesting and significant findings. Firstly, after 1 hour of exercise, all of the glycogen in the white fibers was completely gone! However, in the red fibers, glycogen continued to be present, along with abundant amounts of fat. Referring again to the white fibers, Dr. George found that after as little as 10 minutes of exercise, glycogen had disappeared completely from the white fibers!

Translation: for the explosive launch phase of flight and to reach cruising speed, the bird relies heavily on glycogen in the white fibers, so much so that, very quickly, the supply of glycogen in these fibers is entirely utilized. However, the red fibers continue to contain some glycogen and importantly, are loaded with fat, the fuel that will sustain the bird for many hours of rapid flight.

Said in a slightly different way, glycogen is the important fuel in the white fibers for the launch phase of flight, but once cruising speed has been reached, the pigeon shifts quickly to its fat supplies in the red fibers for the remainder of the flight, drawing on body stores of fat to replenish amounts used for fuel in the red fibers. In later work, Dr. George and his group found that, after 18 hours of exercise, surprisingly the white fibers were once again recharged with glycogen! Recall that after 1 hour of exercise the white fibers were completely depleted of glycogen, and now, at 18 hours, here they are, filled with glycogen, once again!

How and why did this happen?

Explanation: once cruising speed has been reached, during the remainder of the time on the wing, the white fibers become recharged with glycogen which is obtained from supplies in the liver. Glycogen stored in the liver is converted to glucose, which is then transported in the bloodstream to the breast muscles, where it is, once again, built into glycogen for storage in the white fibers and is ready use, if needed.

The “why” is answered by pointing out that white muscle is used primarily for the launch and for any situation requiring explosive and dodging bursts of speed — escape from aerial predators, avoiding clashes with other birds in the flock, dodging high cable and power lines, etc., any of which could occur at any time during a race or a toss, and the bird must be ready for these sudden contingencies.

At 18 hours, findings in the red fibers are entirely and dramatically different. Here, the red fibers once loaded with fat, are seen to contain much reduced amounts of fat. This is an understandable finding, as fat is the chief fuel for rapid flight over many miles, and supplies of fat in the body cavity will eventually become depleted, unless birds arrive home before this happens.

The reduced amount of fat in the red fibers is a good indication that fuel reserves in the body cavity have become precariously low. So it becomes understandable why birds are often unable to maintain rapid cruising speed beyond perhaps 14 to 16 hours at a stretch, simply because their main fuel supplies are running out — much as the gasoline gauge in your car registers nearly empty, if there is a long extended period of driving between service stations.

Now, to explain why “carbohydrate loading” in racing pigeons is a myth. The evidence is clear — the major fuel for sustained, rapid flight in racing pigeons is fat! Why anyone would advocate flying pigeons to exhaustion (as part of a training procedure allegedly to
deplete glycogen reserves, and then to “reload” the system rapidly with carbohydrate as a major source of fuel) in the first place seems to make very little sense, given the facts about fat as the major fuel for racing. Carbohydrate loading is a time-tested, practical procedure for human sprinters, but does not seem to be valid for racing pigeons, given their different fuel requirements for sustained flight.

Except for the launch phase of flight and certain contingencies that would require dodging or otherwise explosive bursts of speed, the scientific evidence is clear that pigeons fly their races on fat — not on carbohydrate! These are the key facts that we need to understand clearly.

Now, at last, a nod to the advocates of “carbohydrate loading.” Recently, I discussed this concept with Dr. George (and who better than the dean of muscle research in pigeons, to give a considered opinion?) The value of grains containing high levels of carbohydrate, or carbohydrate solutions in drinking water for racing pigeons, lies in the fact that carbohydrates, such as glucose, are useful as raw material in the production of fat!

To further substantiate this point, several years ago, researches in the US found that when radioactively labeled glucose was injected intravenously into hungry, young pigeons, there was rapid incorporation of this labeled glucose into fatty acids in the liver! In fact, they found that within three minutes after the injection, the glucose given was being converted to fatty acids! These findings illustrate the great capacity of the pigeon to produce fat very rapidly when it receives the raw materials to do so.

So, despite its value in human sprinters, and because of extensive published research indicating that fat is the key fuel in pigeons for racing, “carbohydrate loading” as espoused by its advocates, does not appear to be a valid concept in racing pigeons.

The carbohydrates in the diet or in solutions given in drinking water to pigeons supposedly to “load them with carbohydrate” do not “load” as they do in humans, and perhaps, other sprinting species, but are used chiefly as raw materials in the production of fat, the key fuel for sustained, rapid flight in racing pigeons.

It is true, however, that these same carbohydrates do have a natural role to play, not only in the key production of fat, but also in the production of glycogen for use in both red and white muscle fibers. However, the essential fuel for prolonged hours on the wiag (in the bird’s terms, “prolonged” meaning not only training sessions but also short, middle, long and marathon races) clearly seems to be fat.

Not only scientific evidence, but also logic would say that this is so. Our birds are grain eaters, and many of the grains we use in our rations contain a high percentage of carbohydrates, present as starch, and in general, tend to be low in fat content, with some exceptions. As we approach the middle and latter half of the week in the racing season, we increase the cereal grains — corn, wheat, rice, etc.- and decrease the higher protein components of the diet — peas, beans, etc.

The carbohydrates in the cereal grains are present as starch, which is composed of many units of glucose linked together in a particular chemical configuration. Starch is the storage form of glucose in grains, much as glycogen is the storage form of glucose in the tissues of birds and animals.

The connection between starch and glucose is obvious. As grains are ground in the gizzard and are passed into the intestines for digestion, the starch is broken into its smallest units — glucose — which is then absorbed through the wall of the intestine, picked up by blood vessels in the wall, and transported to the liver.

Some glucose is transported from the liver by the bloodstream to other tissues that require it immediately, some is built into glycogen for storage in the liver, and some is converted rapidly by the liver into fatty acids. Incidentally, in birds, in general, almost 50% of the fat needed in the body is produced by the liver from nutrients, such as carbohydrates.

If high-carbohydrate grains are fed or solutions of carbohydrates are given in the drinking water — and this is their value — the same process occurs, and the necessary fat reserves for racing are produced from these carbohydrates by the liver.

So much for classical “carbohydrate loading” in racing pigeons.

Carbohydrates are useful in pigeons as raw material in the essential production of fat for sustained flight, but not, as its advocates claim, for the classical glycogen loading that occurs in sprinting humans and other species. As pigeon fanciers, we need to remove the expression “carbohydrate loading” from our vocabulary, simply because it applies to human and other sprinting species, but not to racing pigeons.

It would be edifying if the proponents of “carbohydrate loading” in racing pigeons would simply read the scientific literature — available to any one who wants access to it — containing the evidence as it relates directly to racing pigeons, rather than assuming and stating that racing pigeons are the same as racing (sprinting) humans, dogs, horses, etc., in terms of fuel requirements for flight (as they seem to have done in this point). Dealing with the facts in this situation is not a difficult concept.

In closing, in this entire discussion which emphasized the facts about fat as the important fuel for racing, and the understanding of these facts, I am reminded of a pertinent quotation from Stephen Becker, in A Covenant with Death, 1964, one of my favorite authors, who writes: “Facts are hard. Understanding is harder. Wisdom is hardest.” So true.
What The I.F. Can Do For You

The International Federation is a Non-Profit Corporation Organized and Existing Under the Laws of the State of Pennsylvania.

1. Every November the International Federation has its own convention. Attended in large numbers. People attend this convention that are not even members of the International Federation because of the fellowship. There are seminars, loft visits, young bird races, awards banquet, bird auctions, friendship renewals, as well as plenty of activities for the children and wives.

2. The International Federation publishes a SkyTalk magazine yearly for our members. This magazine is full of advertisements for supplies, and supporters of the organization. A complete set of, Constitution and By-Laws, is available on the web page www.ifpigeon.com. Complete Band listings as well as award applications, award winners, interviews of champion I.F. members, articles from the leading Vets in the USA.

3. The International Federation supports a Scholarship Fund. An awarded is given to the winners of a scholarship essay for first second and third place; The Scholarship is available to members or members’ families to assist them with their secondary education.

4. The International Federation has legal defense funds available for members used primarily for fighting zoning ordinances.

5. The International Federation has its own awards program. Trophies are presented at the convention banquet. Recipients are recognized for their outstanding accomplishments in a national pigeon publication.

6. The International Federation has a web page that is updated regularly, the newsroom will give our members information that is current and relates to our sport.

7. The International Federation has Club and Individual bands available to the membership at close to cost plus shipping.

8. The International Federation has its own legal staff, as well as an attorney that is a member of the Board of Directors.

9. The International Federation employs its own secretary to assure business continuity.

10. The International Federation provides its members easy access to its officers, awards and Constitution and By-Laws chairman.

11. The International Federation is closely associated with Bird Shippers of America whose primary purpose is to protect the right to ship live birds, of various types, through the United States Postal Service and hire a lobbyist in Washington, D.C. who actively leads us through the complicated scheme of our country’s politics in trying to succeed in our mission to ship our pigeons.

12. The International Federation has a HELP-A-BEGINNER COORDINATOR who will assist new people into the sport of Racing.

13. The IF has literature for promotional and beginner programs for our membership. The literature is also available in Spanish.

14. The International Federation has a Junior membership available to any under the age of 18.

15. The International Federation believes in Home Rule and this give clubs local control of their guidelines for racing in their clubs. The mission of this organization is to promote pigeon breeding, training, racing and exhibition, to Instruct and assist novices, organize districts or clubs and impart info. To promote the sport perfecting through organization a closer association of pigeon fanciers for their protection and For the development of good fellowship throughout the globe among them.

Furthermore, this organization is dedicated to the humane treatment of the animals around which we have formed a common bond.

The primary objectives of the I.F. are:

A) To plan and execute programs designed to advance the IF and the sport.

B) To maintain a policy of Home Rule.

C) To form local affiliates (Clubs, Combines, Concourses, Centers, etc.) through which the affairs of the IF and its members will be transacted.

D) To issue and sell an official, registered leg band.

E) To encourage national, state, and local legislation which may be beneficial to the sport, the IF, and its members, and to provide as much legal aid to its members as possible.

F) To maintain a limited financial surplus sufficient to protect the IF against times of emergency and to assure its continued operation and perpetuation.

The International Federation has serviced its members since 1881. We urge all pigeon enthusiasts who race, show, or just enjoy the keeping of pigeons to join the International Federation and experience the fellowship of our organization. YOU’LL BE GLAD YOU DID!

Additional resources including pigeon supply houses, publications, videos and web sites can be found at:

www.IFpigeon.com
The Long Island Challenge Race is the perfect event to test your breeding pairs against the best of New York. New York’s Long Island Challenge Race has been a successful event since its conception in 2006. Each year’s event starts off with the breeding of young birds that are sent to the SLI club to be entered into its club auction race. Young birds are sent in from all over the country as well as local fanciers and SLI club members. At times owner 400 young birds are entered into the event. Once auctioned off to club members the birds become the property of the handler. It becomes their responsibility to handle the entrees and have them ready for a 300 mile Challenge. Many hours of preparation are taken to have the birds in top condition for race day. There are many different strategies taken during this preparation to help insure a successful outcome. When race day final arrives, the entrees are brought to the club, identified and placed in shipping crates only containing Long Island Challenge entrees. Once they arrive at the 300-mile liberation point, they are released independently of any other race birds. From the 300-mile race station, one can only hope for the best results upon arrival. It is a daunting course with unpredictable wind direction and many obstacles along the way. Winning speeds for this race have been recorded from 900 ypm to near 2000 ypm. Only the very best racing pigeons can score in this event and are surely prized by the breeder and handler. It’s always a good feeling of accomplishment to know that the precise pairing of racing pigeons along with good handling can rise to the occasion and capture the first prize. Are your birds up the challenge? Be on the look out for the 2019 Long Island Challenge Flyer and jot down the auction dates. Send in your entrees to see if your birds are up to “The Long Island Challenge.”

The 2018 Challenge Race winner was bred in Little Rock Arkansas by Benjamin Yao. Congratulations Ben! 18/ARPU-16191 (Van Reet cock) clocked in 1st place followed by 18/LBR-1404 (a Ludo Claessen hen), both handled by LUDO/TDM Loft. This was a challenging season for LUDO/TDM Loft, not the least of which being an issue with the birds chronically wanting to land up on the loft roof upon arrival home, losing valuable minutes prior to clocking in from races. We had resorted to some creative solutions to help break the birds of this undesired roof problem. Our mid-season stringing up of DVD’s around the loft roof was an attempt at deterrent of these time wasting roof landings. At first this had the equally negative effect of keeping birds flying spooked for many minutes upon arrival before landing.

As the race weeks stacked up, the birds grew more accustomed to the loft roof additions and began to waste less time upon race return. By the end of season Long Island Challenge race, winning 1st and 2nd place, these 2 pigeons helped bring the season to a memorable close for LUDO/TDM loft.
Dear Beginner:
Welcome to the Help-A-Beginner program! The program is kicking into gear and this letter is to inform you of the expected time frame of events that will occur. Save this letter and use it as a guideline for the year.

January-February
Some of America's best flyers/breeders are being asked if they will volunteer to be part of the Help-A-Beginner program and how many beginners they would be willing to help.

Late February-March
A letter will be sent to all beginners and breeders/mentors assigning beginners to mentors. The beginners will first call or write their assigned mentors to work out all the details, this will entail sending $60.00 to the mentor to cover the cost of shipping birds. This cost will include, but is not limited to the purchase of proper shipping containers. It is important to remember that you will be working around the mentor's schedule and not the other way around. The mentor should receive your utmost respect.

March-July
Beginners will begin receiving birds from their mentors. It is important that you follow-up with your mentor letting him know that you received the birds and how you like them, and how you plan on settling them. Be sure to mention if you plan on flying them on your young bird team, etc. Remember your mentor will be sending you good birds and wants to know that the birds arrived safely. This is also the time to ask questions pertaining to your breeding and old bird season. May-June I will be checking with all the beginners and mentors to see how everything is progressing.

June
You should be in continued communication with your mentor and keep him updated on your progress. I can't emphasize enough the importance of keeping the lines of communication open with your mentor.

Late July-August
Most everyone is beginning to train his or her young birds. Now is a good time to get some tips on how to handle the training to prevent losses. Be sure to ask about medication, feeding, etc.

September-November
Young bird race season will probably be in full swing and a regular call to your mentor will help avoid mistakes and help improve your results.

Entrepreneur's Name: ____________________________
Street Address: ________________________________
_____________________________________________
City, State, Zip: ________________________________
_____________________________________________
Home Telephone: (___) _________________________
Work: (___) _________________________________
Email Address: ________________________________

Years in the sport of racing pigeons: [ ] Yes [ ] No

Do you belong to an I.F. Affiliated Club? [ ] Yes [ ] No

Were you an IF member last year? [ ] Yes [ ] No

Have you flown one YB or OB season? [ ] Yes [ ] No

Member of which Racing Pigeon Club: ____________________________

Name of Club President: __________________________
President's Phone number: (___) __________________

Name of Club Race Secretary: ______________________
Secretary's Phone number: (___) __________________

I am seeking help with: [ ] YB [ ] Breeders [ ] General Information

I feel I qualify and warrant help from this program because: ____________________________

_____________________________________________

I certify that I meet all the qualifications for the Help-A-Beginner program and I agree to accept the responsibility of the expense for shipping any birds to me. I also agree to keep the breeder updated of all successes obtained as a result of his/her help as well as sending final results in to the IF HAB Chairman at the end of the season.

Signature of Beginner: __________________________

We certify that the above named applicant is a member of our club in good standing and has flown at least one race season, but not more than one young or old bird season. The applicant has a loft, which is not detrimental to the image of the sport and maintains the loft in a clean and healthy fashion.

Signature of Club President: ______________________
Signature of Club Secretary: ______________________
Scholarship Rules

1. This contest is open to all students who are members, sons and daughters of members or grandchildren of International Federation members. **Membership must be continuous for a five-year period.** Students must be attending an accredited two or four-year college or university and not have already graduated. Only one entry per student is permitted. One-year scholarships are awarded annually and are limited to undergraduate studies at accredited educational/technical institutions. Scholarships are not automatically renewable. The student must take 12 credits. Current scholarship recipients must re-apply each year and are limited to a total of two scholarship awards. Essay must be accompanied with official transcript from high school or college.

2. The contest is for an original essay written in English. It must have a minimum of 500 words and not exceed 750 words excluding title page and bibliography. One or two letter words such as I, to, and we are not counted. When counting words in a date, a numerical date (2012) or a date spelled out (Seventeen seventy six) shall be counted as one word. The topic of the essay shall deal with how pigeons touched and affected the student’s family life. Also the topic of the essay, can deal with an event, person, philosophy or ideal associated with the Racing Pigeons. Clear, well expressed, original essays are sought.

3. The Essay document shall have two parts: a) title page, b) essay. The title page shall include the essay title, the contestant’s name, address, and telephone number. In addition, the title page shall include the name, grade, address, and telephone number of the high school or college the contestant is attending. The name and address of the person who is a International Federation member, through relationship to said member, and the club to which they belong.

4. The essay shall be typed double-spaced on white bond paper using a computer, a word processor, or a typewriter. Graphics are not permitted. The original copy of the essay should be submitted including a file in MS Word, MS Works or a text file.

5. The essay will be judged on the following criteria:
   A. Historical accuracy
   B. Clarity of thought
   C. Organization
   D. Grammar and Spelling
   E. Creativity
   F. Documentation

6. The International Federation establishes the closing date for this contest will be October 1st of each year.


8. The winning essays of the contest will be submitted for publication in The Skytalk magazine.

9. Participants in this contest agree that the interpretation of rules and the decisions of the International Federation and its judges are final.

SUBMIT ENTRY TO:

Scott Landry
11 Evergreen Lane
Industry, ME 04938
Phone: (207) 491-9041
scottlandry78@gmail.com
Scholarship Application

International Federation of American Homing Pigeon Fanciers

Name: _______________________________________________ Date of Birth: ____________

Address: ___________________________________ City: __________ State: ______ Zip: _______

Phone Number (_____)_____________ Email: _____________________________________________

(If under 21): Name of Parent or Guardian ____________________________________________

Address: _______________________________ City: __________ State: ______ Zip: _______

Phone Number: (____)________________

Name of Pigeon Flyer that inspired you: _________________________________________________

Relationship to above individual: ______________________________________________________

Most Recent School Attended: ___________________________________ Year Graduate HS: ______

School Address: _______________________________ City: __________ State: ______ Zip: _______

Name of College You Plan On Attending: _______________________________________________

Address: _______________________________ City: __________ State: ______ Zip: _______

Date of Acceptance: ______________________

Program that you will be enrolled in: _________________________________________________

Duration of program: ______________________________________________________________

Refer to Scholarship entry rules and attach your essay to the entry form.

SUBMIT ENTRY TO:
Scott Landry
11 Evergreen Lane • Industry, ME 04938
Phone: (207) 491-9041
scottlandry78@gmail.com
1. To qualify a bird must:
   • Win five or more diplomas of 85 airline survey miles and over.
   • Win one or more diplomas with an airline survey of a full 290 miles or more to its loft. (Exception for Hawaii: substitute from the longest possible race station where under 290 miles.)
   • Win diplomas in two or more separate years of competition.
   • Score 125 or more points.

2. A bird can only score points or get credit for a diploma once for a single performance. This is to say that a bird cannot get credit for more than one diploma if competing in two or more organizations at one time. (Owner decides which club or combine diploma performance to use.)

3. Points toward champion are allotted thusly:
   • Winning bird receives a base of 20 points, regardless of the size of the organization in which it competed.
   • The second diploma winner gets one point less than the winner.
   • The third diploma winner gets three points less than the winner, etc. until diploma positions are gone based one diploma position for every 5 lofts or fraction thereof.

4. Examples for points awarding:
   • 211 birds, 20 lofts, and 391 miles–The winner gets 20 points plus 2.11 plus 3.91 for 26.02 points. The second diploma gets one point less or 25.02. The third diploma gets 2 points less or 24.02. The fourth diploma gets 3 points less or 23.02.
   • 2000 birds, 198 lofts, and 391 miles–The winner gets 20 points plus 20.00 (for birds) plus 3.91 for 43.91, second diploma gets 1 point less or 42.91 and so on with 20th diploma getting 23.91 points.

5. When a bird has achieved this award, each diploma performance will be listed on the Champion Certificate showing position, distance, date, speed number of birds and lofts competing.

6. Points will NOT be totaled on the certificate. Thus, later diploma performances by a champion may be entered on the certificate. Only one champion certificate will ever be issued to an individual bird. (Champion bird diplomas issued prior to January 1999 which are non-registered may be returned by your club secretary to the Champion Pigeon Chairman for certification and issue of a Registered Champion Certificate diploma. (There is no charge for this service)

7. The bird must have won the diplomas within the last 10 years. If you feel your bird meets the “Requirement” for the Registered Champion Certificate, contact your club secretary with the diplomas the bird has won. The secretary will then check the requirements and figure the points. If the secretary is satisfied that the bird qualifies, he or she will complete the record section.


The club secretary will then forward this application to the Champion Pigeon Chairman who will recheck the bird’s record and issue a Champion Registered Certificate signed by an I.F. official. DO NOT SEND DIPLOMA. The certificate will be sent to the club secretary for the signature of the club president and the club secretary. Certificates are issued at no charge.

Registered Champion Certificate Chairperson
James Walker
309 Green Avenue
Lyndhurst, NJ 07071
(201) 939-3142
Please type or BLOCK-LETTER the following spaces so that we will get your name, etc., correct. Forms also available on line at www.ifpigeon.com

I, ________________________________________ of _______________________________ Street, City of _______________________________ and State of _________ Zip ___________ do hereby submit to my Club Secretary for verification and completion of this application for a REGISTERED CHAMPION BIRD AWARD.

Banded __________________________Name if any __________________________owned and flown by me.

Date____________Signed______________________________Record of Diploma Performance___________

This Entry Form must be signed by the Officer of the Organization you are submitting your race results for!

Combine results submitted; Combine officer’s signature required.
Club results submitted; Club officer’s signature required.

<table>
<thead>
<tr>
<th>Signature of Club Secretary</th>
<th>Name of Club</th>
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<td>For official use only</td>
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### Club Secretary’s Calculation of Points

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<th>DATE</th>
<th>SPEED</th>
<th>BIRD</th>
<th>LOFTS</th>
<th>POSITION 20 OR LESS</th>
<th>DISTANCE 1%</th>
<th>BIRD 1%</th>
<th>TOTAL</th>
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Entry Forms
Also Available online at www.ifpigeon.com

RETURN TO:
Registered Champion Chairperson
James Walker
309 Green Avenue
Lyndhurst, NJ 07071
Phone: (201) 939-3142
Champion Loft Award Rules

You must be an I.F. member to qualify for this award. Race results and schedule must be submitted.

Champion Loft Award Rules

CATEGORIES:
- 5-25 lofts
- 76-150 lofts
- 26-75 lofts
- 151 to 300 lofts

*Only Average Speed Races from one Club or Combine race series.

All races must be flown during the calendar year submitted.

All races submitted for each division application must be from the same organization. You may not mix results from different clubs or include a combination of the club with combine results. No section results are permitted! It is necessary for combine results to have been flown from the same club.

Distances used are based on the individual's loft survey, not the designation of the race distance by the club, combine or other competing organization. Your loft must fly the minimum distance (*51) at each distance to be eligible. All survey decimals will be rounded up. For example, 151 miles will be considered 200 miles and can be used at 100 miles. The same rule will apply on all loft distances right to the 500. You must fly at least 451 miles to qualify for the 500 mile race.

You may use a longer average speed race in place of a shorter race. Old Birds: only submit the best finish in a 100-200-300-400-500 mile Race.

Results for old bird entry for I.F. Champion loft is September 1.

Young Birds: only submit the best finish in 2-100, 2-200 and 2-300 or more mile races. Results for young bird entry must be submitted by December 31.

If flying “A” and “B” race on the same day, submit all “A” or all “B” race results. No mixing of A & B race. The exception to the use of mixing A & B race is only allowed race cancellation of a previous scheduled race occurs; a make up to race is rescheduled for release on the same day. The release may be from the same station, or a shorter, or longer station will be allowed for release as long as they are considered for the Average Speed for that series of races.

One race per day, per Club, or Combine is allowed. If you fly two or more clubs in the same combine, your total entry of birds shipped to the common release point must be counted in your club or combine entry for the I.F. Champion loft award. This is to take into account for any drag to your loft by the amount of birds, you shipped. No section results are allowed.

The use of a race less than 250 miles in place of a second 300 mile average speed young bird race is acceptable if your Club/Combine does not fly two 300 mile Young bird races. Please make a note on your application. The race must be at least 225 miles or over to qualify.

We understand that many clubs start out with a high turnout for shipping and later in the season the number of loft's shipping drops, therefore, the new rules allow consideration for our smaller clubs to compete for awards. Now, races with fewer than five lofts will qualify as long as there are three lofts at three different locations participating in the race. This rule change does not allow.

Two lofts on the same property, in the same race, to be counted as the 2nd or 3rd loft in the race, as part of the three loft requirement.

“Your loft will only be entered once into a Category, “The largest Category.” An example is if you have 10 lofts in the club and 25 lofts in the combine. You may only enter your best results once into the same category. If you combine is 50 lofts, then you may enter your loft results into that category as well. The exception will be if you fly in a second club and have results for this second club that puts your loft in the same category twice results determined by formula/factors.

Applicant must be paid up IF member by April 1st to be eligible for Old birds and September 1st for young birds. An application can be submitted by the flyer or breeder or by a club/combine official on behalf of the bird or loft. Secretaries are urged to send in applications for deserving members or their birds, so they can receive the credit that they have earned and is due their accomplishments.

Legible copies of race results must be submitted with each application, with each position highlighted or otherwise identified. Do not send diplomas. Race results should show the name of the competing organization, the number of birds shipped by the organization, the survey distances flown by individual birds and/or lofts, and all positions won by birds in the race. If this information is not provided on the race sheet, a certification of the information by the race secretary is permissible. Race schedule must accompany application. To cut down on paper work, we will accept win speed reports as an alternative of actual race reports, for your loft. You must send Race Winners report and the Single flyer report and fill out the award application in full.

Applications completed incorrectly or improperly, or received more than two weeks after the deadline date, September 1st for Old birds, and December 31 for young birds, (though properly postmarked before the deadline) are subject to disqualification. Applications postmarked after the deadline date will be disqualified.

Faxed or Emailed results are not allowed! Applications are online, and forms are online.

SUBMIT TO:
Walter Cichon
P.O. Box 436
West Islip, NY 11795

Email:
Pigeon0446@hotmail.com
Champion Loft Award Entry Form

Name ________________________________

Address ___________________________________________

Fly in Assn. with _______________________________________

Loft Name ___________________________________________

Pres. Signature _________________________________________

Race Sec. Signature ____________________________________

Please enclose race results that go with these races.

Only Average Speed Races are permitted.
Send Race Schedule. OB 100, 200, 300, 400, 500.
YB (2) 100, (2) 200, (2) 300

This Entry Form must be signed by the Officer of the Organization you are submitting your race results for!
Combine results submitted; Combine officer’s signature required.
Club results submitted; Club officer’s signature required.

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<th>DATE OF RACE</th>
<th>DISTANCE OF RACE</th>
<th>TOTAL # OF LOFTS IN RACE</th>
<th>TOTAL # OF BIRDS IN RACE</th>
<th>POSITION</th>
<th># OF BIRDS SENT BY YOUR LOFT</th>
<th>WINNER’S SPEED</th>
<th>YOUR BEST SPEED</th>
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Entry Forms Also Available online at www.ifpigeon.com
This person does not have to be a pigeon fancier, but can be anyone you think has contributed to the pigeon hobby and sport. Please explain why you feel the person you have selected should receive this award. Attach any articles, etc. that you feel may be helpful to your choice.

_____________________________________________________________________________________
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_____________________________________________________________________________________
_____________________________________________________________________________________

PERSON OF THE YEAR CANDIDATE
Name ________________________________
Address ________________________________
Phone _________________________________
Pigeon Fancier □ Yes □ No

Name ________________________________
Address ________________________________
Phone _________________________________

SUBMIT BY AUGUST 1ST TO:
Rich Smith
289 W. Valley Stream Blvd.
Valley Stream, NY 11580

Entry Forms Also Available online at www.ifpigeon.com
Individual Membership Application

Please print and then fill out the form below including a check for $15.00 made out to the “International Federation” and mail to the following address:

Val Matteucci
P.O. Box 374
Hicksville, NY 11802

Name:______________________________________________________________

Address:________________________________________________________________________

City/State/Zip Code:_______________________________________________________________

Phone:___________________________________________________________________________

Email:___________________________________________________________________________

Place an “x” next to Member or Renewal.

☒ $15.00 New Member Dues
☒ $15.00 Renewal Dues
☒ $25.00 For International Members
☒ $10.00 Junior Dues (17 years & under)

I hereby request formal admission to the International Federation of America homing Pigeon Fanciers Inc. and if accepted to membership, agree to be bound by its Articles, Bylaws, Regulations and Conditions as they may now exist or may be subsequently adopted.

Signature:________________________________________________________________________

Print Name:______________________________________________________________________

The International Federation would like to welcome you to the sport!
Thank you for your membership.
Speed Records
Award Entry Form

This Form May Also Be Used For Young-Bird Entry

Check One:  □ Old Bird  □ Young Bird
Distance _______Speed-Ypm _______Mph _______
Date _______ Flyer __________________________
Name _____________________________________

Check One:
□ Club  □ Combine  □ Concourse  □ Other
___________________________________________
___________________________________________
Name Of Loft _______________________________
Owned By __________________________________
Street Address_______________________________
___________________________________________
City, State, Zip_______________________________
Telephone__________________________________
Flying With _________________________________

For the young bird speed list best races from the following distances:
50-100, 100-150, 150-200, 200-250, 250-300, 300-350, 350-400, 400-450, 450-500, 500-plus.

For the speed list best races from the following distances:

You must submit in writing the speed along with verification to the Speed Records Chairman.

Deadline for submission is December 1st of each year.

This form can be used for all speed record entry, in which case the copies should be sent to the Speed Records Chairman.

This report must be signed by:
President _________________________________
Organization _____________________________
Address __________________________________
Telephone ________________________________
Race Secretary _____________________________
Organization _____________________________
Address __________________________________
Telephone ________________________________

This Entry Form must be signed by the Officer of the Organization you are submitting your race results for!

Combine results submitted; Combine officer’s signature required.
Club results submitted; Club officer’s signature required.

• If entry is either officer, please have someone else sign.
• Use one entry form for each submission. All requested information must be included.
• Have this form signed by the president and race secretary of each organization at the level entered, (if on a club level, the club officers will sign; if on a combine level the combine officers must sign, etc.)
• Only races flown from a single common point and a common day at a common time will be considered.
• There must be an entry of at least five (5) lofts in every race.
• List only the first position of your loft in any race.
• You must be an if member in good standing dues paid for the entry year!
• Submit copies of race results with this form.
• All races flown within the last 5 years are eligible.

SEND ENTRIES TO:
Beverly Gottlieb
7140 Race Rd.
Hanover, MD  21076
beverlygott@hotmail.com
Rookie of the Year
Entry Form

- Awarded to first-time flyers whether young or old birds series.
- Submit all races in which you participated for average speed at club or combine level.
- Form must be filled out properly. Submit results with application.
- Must be paid-up IF Member before you enter your first race.

**Deadline for submission:**
**December 1st**

Series OB/YB Band # Position Distance Lofts

1. ______________________________________________________
2. ______________________________________________________
3. ______________________________________________________
4. ______________________________________________________
5. ______________________________________________________
6. ______________________________________________________
7. ______________________________________________________
8. ______________________________________________________
9. ______________________________________________________
10. _____________________________________________________
11. _____________________________________________________
12. _____________________________________________________

This Entry Form must be signed by the Officer of the Organization you are submitting your race results for!
- Combine results submitted; Combine officer's signature required.
- Club results submitted; Club officer's signature required.

**MAIL TO:**
Help-A-Beginner Chairman: Sam Pixley
34 Mills Hollow Drive
Fredericksburg, VA 22406
(540) 752-9014
spixley3@verizon.net

Entry Forms Also Available online at [www.ifpigeon.com](http://www.ifpigeon.com)
HALL OF FAME RULES

Rules & Regulations

CATEGORIES:
- 5-25 lofts
- 26-75 lofts
- 76-150 lofts
- 151 to 300 lofts

A H.O.F. pigeon must be clocked a minimum of three times in the top 10 percent of the birds in three individual races. The more times you clock your bird in the top ten percent the more points the bird will receive. Birds in competition with fewer than five lofts will qualify as long if there are a minimum of three lofts from three different locations participating in the race. Winners will be determined by a formula which consists of a base points set up in each Hall of Fame category, the number of Lofts in competition, the distance your bird flew and the amount of pigeons in the race. Plus the birds entered in the race by the applicant are all part of the formula/program.

There is no mixing Club, Combine, Concourse or Federation results into one application for a given bird. All races must be from the same level of completion.

No section results are allowed at all, only overall results accepted for your H.O.F bird.

Your bird will only be entered once into a Category, “The largest Category”. An example is if you have 10 lofts in the club and 25 lofts in the combine. You may only enter your best results once into the same category. If you combine is 50 lofts then you may enter the same bird into that category as well.

If your bird fly’s a special race outside your competition level then you may use that special race or races within the level of competition you are entering. You may use a special race one time either at the club level or with the combine results. A special race is a race that is outside the scope of your regular scheduled club or combines races. A special race is not a derby that is flown as part of another race.

We understand that many clubs start out with high turnout for shipping and later in the season the number of lofts shipping drops, therefore, the new rules allow consideration for our smaller clubs to compete for awards. Now, races with fewer than five lofts will qualify as long as there are three lofts at three different locations participating in the race. This rule change does not allow two lofts on the same property, in the same race, to be counted as the 2nd or 3rd loft in the race, as part of the 3 loft requirement.

Race schedule must accompany Application. Results determined by formula/factors. Applicant must be paid up IF member by April 1st to be eligible for Old bird’s awards, and September 1st for young birds.

An application can be submitted by the flyer or breeder or by a club/combine official on behalf of the bird or loft. Secretaries are urged to send in applications for deserving members or their birds, so they can receive the credit that they have earned and is due their accomplishments.

Legible copies of race results must be submitted with each application, with each position highlighted or otherwise identified. Do not send diplomas. Race results should show the name of the competing organization, the number of birds shipped by the organization, the survey distances flown by individual birds and/or lofts, and all positions won by birds in the race. If this information is not provided on the race sheet, a certification of the information by the race secretary is permissible. Race schedule must accompany Application.

To cut down on paper work we will accept win speed reports as an alternative of actual race reports, for your H.O.F application. You must send Race winners report and the Single bird report for each bird you are submitting for H.O.F and fill out the H.O.F. application in full. Applications completed incorrectly or improperly, or received more than two weeks after the deadline date (though properly postmarked before the deadline) are subject to disqualification. Applications postmarked after the deadline date will be disqualified.

Faxed or Emailed results are not allowed! Applications are on line, and forms are on line.

Winner in each category receives an engraved glass trophy plaque.

Deadline for submission of Old Bird entries is September 1st and for Young Birds December 31st.

SUBMIT TO:
Walter Cichon
P.O. Box 436
West Islip, NY 11795
HALL OF FAME
Award Entry Form

Owners Name: ____________________________

Street Address: __________________________

Town, State, Zip: __________________________

Telephone: ________________________________

For Performances in: _____Young Birds       We hereby certify that the above data represents the
       _____Old Birds       true performance of the bird entered in this record
       
       
Club Affiliation: _________________________  Owner: ________________________________

Band No: _________________________________  Club Secretary: ________________________

Color & Sex: ______________________________  Club President: _______________________

This Entry Form must be signed by the Officer of the Organization you are submitting your race results for!

Combine results submitted; Combine officer’s signature required.

Club results submitted; Club officer’s signature required.

SUBMIT TO:
Walter Cichon
P.O. Box 436
West Islip, NY 11795
(631) 422-0446
Email: Pigeon0446@hotmail.com

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<th>DATE OF FLIGHT</th>
<th>DISTANCE</th>
<th>TOTAL # OF LOFTS</th>
<th>TOTAL # OF BIRDS</th>
<th>YOUR POSITION</th>
<th>YOUR SPEED</th>
<th>WINNER'S SPEED</th>
<th># OF BIRDS YOU ENTERED</th>
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</tbody>
</table>

Entry Forms Also Available online at www.ifpigeon.com
I was born and raised in Brooklyn, New York. I started caring for my father’s birds in 1953, and we joined the Parkway Homing Pigeon Club, in 1957. Two years later we won our first race. We flew with the loft name, Ferraro & Son. After two years in the military, I came back to Brooklyn, NY. I met my wife Theresa, bought a house, had two daughters, and built a loft of my own. I took the name Son of Ferraro.

The year was 1997, Theresa told me about this place in Florida, which was a pigeon friendly community, so we planned a vacation, the week of the classic, and made our way to Florida. It wasn’t long, before we found a house, and made the move to Florida, which brings me to the topic of my story.

I had flown a 400 mile race, and a day later I had gotten a call, from a young man 200 miles south of me and on the opposite coast of Florida, one of my pigeons had wandered into his backyard, he wanted to know what he could feed her, I told him to give her some peanuts and take her about 10 miles away, and release her. Two days later I got up, and guess who I found trying to get into the loft? Sure enough it was my little girl 536.

A month later she was back in action, so I shipped her to a 500-mile race, you guessed it, she won the race by 20 minutes, and was fourth in the Tampa Bay Combine. The next year, I couldn’t keep her out of the clock, she was right there week after week with my first birds. I put her in for the International Federations Hall Of Fame and she won the 26 to 75 Loft category! So once in a while good things really do happen… Here was a bird, who was put in a 400-mile race, over flew 200 miles, wound up flying 600 miles, came back 200 miles, and wound up winning the IF Hall Of Fame. She certainly is my little sweetheart.
Inspired By The Pigeons

How have homing pigeons changed your life? How didn't they change my life as I sit here in front of my computer asking myself. My life has evolved through the homing pigeon community from the minute I wake up every morning and pour myself a bowl of cereal and look out my kitchen windows and just see these amazing creations circling my house and landing on their homes. To the minute I am getting ready to go to bed and look out and see the pigeon coop lights on. (Quick little secret I always wondered if they talked to each other before bed time). Let me introduce myself my name is Bryan Sousa, I am an eighteen year old with a bunch of pigeons in my backyard as many people would say. Growing up so young with such a passionate father, having such a strong passion for racing pigeons, really opened my eye and taught me if you just have some type of passion and love for something that you will always have happiness in your life. No amount of money could bring you happiness but what does is, something you love and enjoy doing.

I will never forget the very first time I walked into the Lyndhurst Homing Pigeon Club who would thought there would be one right in my home town. I was so scared and shy that I would hide behind my dad’s legs. I was only five what five year wouldn't be shy and scared. I never thought I would get over my shyness. Until the day I went for my first club member meeting and someone very special to me, grabbed me and put me on their lap and handed me a gavel. That person was Vinnie Torre the president of club or formally in my head uncle Vinnie. Uncle Vinnie has been there since day one showing me around the club. I was always a helper, I wanted to do everything there no matter what it was. I remember being 3 feet tall standing on the side of uncle Vinnie asking him, where do I put a mark on the pigeon counter on the holding creates on shipping night. How exciting it was to see all the members with all this excitement getting ready for the big day race day. Who was going to be the winner standing outside with my dad only hoping it would be him, just so I could see the biggest smile on my father’s face. That was the best feeling to see my dad so proud and happy of his pigeons but to me the pigeons weren’t just pigeons they were family to me.
I remember going inside the pigeon coops and naming all my favorites like “Snow White”, “Princess”, and we can’t forget about my dad’s favorite “154”. From that day I knew I wanted to educate myself and others on the amazing community of racing pigeons. So I sat my dad down and asked him every question I could think of and then began working on a power point. At a very young age I was exposed into technically and has me the tech savvy person I am today. I told my dad that I needed to record a baby pigeon being born breaking through their little egg and being born into this amazing world. After I got all my footage and all my research was done and everything was ready and set to go. I asked myself what was I going to do with all this hard work I did. And light turned on in my head and I came up with why don’t I teach my school about the homing pigeon community. Walking into school that Monday morning I walked straight into the principal’s office with my little twelve inch laptop. And I said I want to teach the school about pigeons and he said what asking me confused looking me up and down most likely thinking what is this little third grader asking me right now. I grabbed my laptop and showed him, my power point and he was so impressed with what I came up with, he said he thought it was a great idea but for me to start with my class first, which I did. My teacher and I came up with a day and she gave me one hour to teach my class. As I began all the students looked at me very weird but the more I got into it, and started showing my videos the more they became fascinated on what I was talking about. And then the eighth grade English teacher walked into my class room during my prestation and asked my teacher what we were doing and she said Bryan why don’t you explain so I did, and she said that it was so awesome and asked me after if I could teach her class. I said sure but really in my head I was freaking out, because I was going to be talking in front of eighth graders.

I did that for the next two years with new kids coming into the school. I was a pro at this by then, and since then I been an amazing public speaker being able to speak in front of crowds and not being afraid. And I would like to thank the pigeons because without them being in my life I would never be able to be a part of such amazing community. When one does ask me how have pigeons changed your life I tell them this exact story and I never get tired of telling it.

Congratulations Bryan... Great Job!

JOIN THE IF TODAY.
Tell Your Friends...

Only $15.00/year Membership Dues!
Only $25.00 Year for International Member Dues!
Sign Up Your JUNIORS (under 17)... Only $10.00/year Dues!

www.IFPigeon.com
My Grandparents and Homing/Racing Pigeons

Generally, people tend to think of pigeons as a street bird that crowd the sidewalks and travel in large groups. To me, pigeons symbolize so much more. They symbolize my childhood, my family, hard work and friendships. Many are unfamiliar with the sport that is associated with pigeons. Pigeon racing is when homing pigeons are trained, then released hundreds of miles from their home, their time is tracked and the flyers with the fastest birds are declared the winner.

Pigeons have been in my life since the day I was born. My grandparents raced pigeons as a hobby, and I spent most of my weekends at their house, helping them with the pigeons or waiting for the birds to return home. During racing season, we would go to the diner every Saturday or Sunday, eat a good breakfast and then return back to their house and wait for the birds. We would set up outside, my grandpa sat by the table in his infamous chair, and my grandma and I would sit on the swinging bench. We would sit outside waiting for the birds, often my grandparents would let other birds that were not in this race out, so that I could play with them and feed them. When the first racing bird was observed, everyone would get into positions, my grandfather would make sure the birds landed correctly, and my grandma and I would look out for more.

My favorite part of the pigeon races was after all the birds had returned home. I would give them a bath and feed them. My grandfather would release all the birds out, including the birds that had not been in the race, so they all could fly and return. We would then clean them four at a time. I enjoyed cleaning the birds and loved seeing them shake the excess water off. I remember how their feathers would shine against the sun. Once we got them back into their coops, it was time for feeding. They would all rush to the board, once I walked into the coop.
There were quite a few pigeons that I had a special bond with, and I often named the pigeons. My favorite was Jack. He had a red hue to him and was one of my grandfather’s best pigeons. He had won many of his races, and I will always believe he was good luck, because I had named him.

As I grew up, my relationship with pigeon racing got more hands on. I would go with my grandfather to New Jersey and Pennsylvania to release the birds for training. Without fail, every time the birds would be home before us. It still amazes me that the birds know how to get back home. I even began going to the International Federation (IF) Conventions. The IF Conventions consisted of members of lofts from all over. Their main objective for attending was a big race, but it was also a great way for people with the same passion to interact and make new contacts. I remember when I went to the IF Convention in Boston, there had been racers from all over the U.S. It shocked me how my grandfather knew so many people there, not just the ones in his clubs. Months before the convention, birds are sent to a local flyers house near the convention. Birds are then trained, and during the convention the birds are released and timed. Many members go to the local flyers house and wait for the birds.

Pigeon racing has helped shaped me into the person I am today. Like most sports, there is a lot to learn. It taught me that if you work hard, you will see that in the outcome, however if you just put fifty percent of yourself into something, you will not get the outcome that you desire. It also taught me that if you are competing against someone, it should not affect your relationship with them. My grandfather’s best friend Richie also took part in the sport of pigeon racing. Whenever one of their birds came home, they would call each other so the other would be on the lookout. They would also travel together to train their birds. This showed me that you can work together and not against each other, even if you want the same end goal.

Lastly, pigeon racing brought me closer to my family. Without pigeons, I don’t know what kind of bond I would have had with my grandparents. Pigeon racing allowed me to be at my grandparents every weekend, to be outside and to be entertained. It brought me closer to them and gave me memories that I will forever remember and cherish.

Congratulations Shannon… Great Job!

We didn’t have a Rookie of the Year for 2018. Please involve the youth in our great sport. Mentor a new flyer and help someone become IF Rookie of the Year! (form on page 71)

– Richie Smith, IF President –
# I.F. 138th Convention
## 300 Mile YB Race Results

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Congratulations to All!

Thank you for making this another successful IF Convention Race.

www.IFPigeon.com
The 138th IF Convention was hosted by The Lindenhurst Homing Pigeon Club (www.LindenhurstHPC.com) located in Lindenhurst, NY on wonderful Long Island. Most of the events took place at the Radisson Hotel in Hauppauge, NY (November 1nd – November 4th, 2018). But officially it all started in December of 2017 when we had our startup auction. The startup auction was a success and we would like to thank all who donated and participated in the auction from what I remember (Drank a little too much) everybody had a good time and the club made a good amount to get the ball rolling. We started receiving the first birds in beginning of March at first the birds came in slowly but that changed by the time April rolled around they were flowing in and by June 15th a total of 1676 convention birds were received by our committee. We met at the clubhouse from Tuesday thru Saturday from March thru the end of June to receive birds for the Convention as well as our LBRA auction race which had 915 birds in 2018.

The race was supposed to be shipped on Thursday, November 1st. but due to the weather we had to put the race on hold for a Friday shipping. But there was still a decent crowd at the hotel and we had a seminar by Ulrich Lemmens from Belgium which was full of useful information. Followed by a question and answer session which included Mike Haffner from Ohio and Dr. Piaget from New Jersey. Shipping night had a large crowd of pigeon fanciers and the room was filled with excitement as breeders were handling their birds for the first time since they left their breeding loft. 474 birds out of 40 lofts were shipped to the final event. The birds were brought to the race station with the intent to release them on Saturday morning but the weather forecasts were off and we weren't able to release them Saturday and had to hold them over for a Sunday release. Meanwhile on Saturday we had the auction for Ulrich Lemmens and Ruud Bakkers pigeons which were imported from Holland and Belgium. Followed by the Convention banquet Saturday night. The banquet was outstanding the atmosphere was great and the food was delicious!

After two delays due to the weather we were finally able to get the birds up on Sunday morning. The birds were released in Somerset, PA at 8:45am in picture perfect conditions with a very light winds in the birds faces. Walter Wesolowski had a pig roast for lunch at his loft for anybody who wanted to attend and quite a few people showed up there before they dispersed to the lofts where they planned to watch the race. A good time was had by all we all ate the pig along with some other food that Walter provided and we just shot the breeze until. We got the call that A&F and Tim Mc Manus two of the shortest lofts in the race had clocked so the few guys who lived close by that had to clock their birds rushed home to wait for their birds. Little did we know at the time A&F’s bird bred by the Polish Connection was the winning pigeon. That night since we didn't have the hotel for Sunday. Everybody met at our clubhouse to figure out the final results. Congratulations to all that placed birds on the race sheet.

Finally the top 30 birds from the race were auctioned off on December 1st. that was another great event. The clubhouse was packed and the auction went off without a hitch and we would like to thank all who attended. It was the final event for the 138th IF Convention it was sad to see all the fun come to an end but it was a relief it was all done and we were able to pull it all off even though people doubted us from the start.

Myself and the rest the Lindenhurst Homing Pigeon Club would like to thank the International Federation (IF) for giving us the opportunity to host the 138th IF Convention, we were honored to do so. Thank you to all the committee members who helped us run this race without your help it would be impossible to run a race of this caliper. We would also like to thank all the breeders and all who attended for the support! And we’d like thank all who participated in our LBRA auction race as well without that race and everybody’s support our club wouldn’t have been around to host this IF Convention. Hope to see you all participate in our LBRA auction race this year. (See ad on page 88) This years IF Convention is hosted by the Braintree-Norwood Racing Pigeon Club in Boston, MA. Hope to see you there! Let’s keep the old tradition of pigeon racing alive!

Walter J. Cichon, 2nd
Lindenhurst Homing Pigeon Club President
Family, Friends & Feathers
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Secure clock evaluations are a fully functional and approved part of the Benzing Live! As a Benzing Live user, your birds’ arrival times can be seen in REAL TIME on any number of devices, from a PC or laptop to a smart phone or tablet, automatically, easily, and with total security. Hundreds in the USA are now using it.

Benzing Live users are seeing REAL TIME “LIVE” clocking, not only of their own birds, but of all of their competitors who are also using Lives. Some clubs around the country are already taking advantage of the convenience of having all of their members on the system. Their club and combine race reports literally develop before their eyes as the race birds are being clocked. Many fanciers are reporting that this is making their racing events far more exciting and relaxing. Add in the great convenience of not having to go back to the club to get their race results, and not having to wait sometimes days, a week, or even longer to know how their birds did in the race is making the BENZING LIVE a “NO BRAINER.”

Independent world-wide testing has certified the Benzing Live system as totally secure and safe from tampering. It is now approved by the FCI for world-wide use, and over 24 countries around the world are already using it. Fanciers around the world are realizing how great a value it is to know the results of their races immediately, without having to deal with driving back to their club. This is the way that all pigeon races will be evaluated in the very near future. Available now through Siegels. All you need is a Benzing M1 or G2, and a Benzing Live.

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Use it every day or at least 4 days a week at 1 tablespoon per gallon and be amazed at the health of your flock!
Popular special still on: Buy one - get one at 1/2 price.
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Pints ($19.95) Quarts ($39.95) or Gallons ($139.95) your choice.

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A Siegel’s favorite for over 45 years! Outstanding formulation of liquid minerals with amino acids, vitamins, and electrolytes.
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Great for growing babies, or for giving tired birds just returning from races or hard training. $16.95 Qt.

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The “game changer” product we predicted it would be! Give this in the food on a regular basis and your birds will not be bothered by mosquitoes, pigeon flies, red mites or internal round worms and you will see a huge reduction in feather lice.
Birds rest better because they sleep at night instead of fending off biting insects.
NO POX, NO MARLARIA, NO WORMS!
Mix in the feed for 5 days in a row, then every second or third day thereafter. You will be amazed!
ALL NATURAL! NO CHEMICALS, NO POISONS!
Your birds will be relaxed and ready to perform.
1 KG-$24.95(each KG treats approx 1000 lbs of feed), 5 KG ($99.95)

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The Lindenhurst Homing Pigeon Club
EST. 1934
Proudly Presents
The 2019 LBRA

300 Miles Somerset, PA
The 2018 LBRA had over 75,000 in prizes. With 10,000 for First and 75th place paying 500.
Over 10% of the birds sent in to be auctioned off in 2017 won at least 500.
The 2019 LBRA bands are $50 each with a maximum of 20 bands per breeder.
Birds must be banded with LBRA bands.
All capital prizes split 50/50 Breeder/Handler
To get bands send a check or money order made out to the Lindenhurst HPC to:
Walter Cichon 631-422-0446
168 Fiddler Pl.
West Islip, NY 11795
Walter Wesolowski 631-774-7788
255 S 14th St.
Lindenhurst, NY 11757
LindenhurstHPC@Hotmail.com
Walterweso@yahoo.com
Only Nassau and Suffolk County lofts can handle birds.
All out of area birds must be shipped to:
The Lindenhurst Homing Pigeon Club 340 S. Broadway Lindenhurst, NY 11757
Please ship the birds on the Tuesday or Wednesday prior to the auctions.

Auction Dates
Saturday March 16th 10AM
Saturday April 6th 10AM
Saturday April 20th 10AM
Saturday May 4th 10AM

The Race will be shipped Friday October 11th and flown Saturday October 12th (Weather Permitting)
Race will be subject to drug testing. Any bird testing tested positive on 4439 or more times in the past will not be able to participate.
Local breeders have a right to disqualify birds at their discretion.

5th Tip Rule Will Be Used - Race Committee Decision Is Final And Binding

If you want more info on our club or our races check us out online...
WWW.LINDENHURSTHPC.COM
Results also on PigeonRing.com

The LBRA Auction Race has been the biggest and best race on Long Island for almost 10 years and is probably the best bang for buck in the whole country.
At the Lyndhurst Homing Pigeon Club’s Trophy Night, February 2018, Jimmy Corso was presented with the IF Person of the Year Award. Jimmy has been an active member of many clubs over the 60 plus years as a pigeon flyer. He is a member of the Hudson County Club, the Lyndhurst Club, the Ideal Club, and the North Hudson Homing Pigeon Club which is his passion.

It was a great honor for the members of the Lyndhurst Homing Pigeon Club and the North Hudson Homing Pigeon Club to recognize a great flyer and friend; a true legend in the sport. Jimmy is a true sportsman and gentlemen.

Following is a copy of his plaque.

2018
International Federation
of
American Homing Pigeon Fanciers, Inc.
Person of the Year
Presented to
James "Jimmy" Corso

AN EXTRAORDINARY EXAMPLE OF DEDICATION AND SUPPORT IN THE PROMOTION OF THE SPORT OF RACING PIGEONS. JIMMY, JEFFERSON LOFTS. NHF (NORTH HUDSON FUTURITY) IS ONE OF THE LONGEST RUNNING AND SUCCESSFUL BAND RACES IN THE AREA MAINTAINING AN AFFORDABLE RACE FOR THE "WORKING MAN." HE HAS ALWAYS SUPPORTED AND HELPED NEW FLYERS GET STARTED WITHOUT ANY FANFARE AND IS A FRIEND TO EVERYONE. JIMMY’S LOVE OF THE SPORT HAS BEEN A LIFE-LONG PASSION FOR OVER 60 YEARS.
Sammie L. Pixley
Submitted By: Donald (Donnie) Blackwell
Member: Washington Combine Flyers Club

Sam is a member of the Washington Combine Flyers Club who was awarded the IF Charter in the later 1950’s. He has been a member of this club for 40 years, and has held every club position. He is currently serving as Concourse President.

As a inter city youth and growing up in Washington, DC, Sam acquired his first pigeon at the age of nine. In 1962 he strayed in a red check pigeon with an IF convention band on it. That is when he was “bitten by the bug.” He kept pigeons until he was drafted into the Army, and served in the Viet-Nam war.

While dating his future wife Joyce, he discussed with her his dream of one day having pigeons again. She was definitely all for it, and has been one of his staunch supporters. Along with his daughter, they all make it a “family affair.”

His deceased friend of over 30 years, Colonel Croft Grantham, introduced him to the Washington Combine Club, and shared over 50 years of knowledge with him. Sam has been a persistent and consistent worker ever since.

Sam has won his share of awards, trophies, and plaques, as well as winning numerous awards working with non profit organizations in the area of youth responsibility and respect for law, etc. Besides his love and appreciation for the sport and keeping homing pigeons, one of his goals has been to help the WCF maintain its membership in the IF. He has held every position in the WCF club as well as every position in the Washington Metropolitan Concourse.

He has helped members and new beginners in the area and outside the area who are interested, or have shown interest in our great sport. He has helped members build their lofts, attain pigeons at no cost, supplied information, supplies, used clocks, etc., to get them started.

He has served the pigeon world personally by retrieving lost pigeons when he failed to find someone else willing to do it on more occasions than one can count, at all hours of the day and night. He once received a call from an Animal Rights Organization, and being unable to find a local flyer, he drove over 150 miles to retrieve the pigeon, and stressed to the Organization that the IF Membership make every attempt possible to retrieve a lost, sick, or injured pigeon. He consistently stresses how important it is to the sport, that flyers retrieve lost, sick, or injured pigeons.
Sam was a member of the Concourse committee to have fundraisers to purchase a new trailer. A new trailer was purchased, and upon its arrival, he was also a key individual in modifying the trailer, taking into consideration the health and welfare of the pigeons. If there is work to be done, you can depend on Sam without asking him, basking the pigeons, preparing the truck and trailer, and making sure it is safe to put on the road.

Sam was very instrumental in managing three IF convention races in the Washington DC area that received a huge accolade, not only from local clubs, but from various clubs that attended each event. If you have ever been to one of the conventions, you probably have observed him monitoring the activities, and not resting until the convention was over.

As part of the planning committee, he has always stressed the importance of having activities that also involved the wives and children, and making it a family affair. He always involves his family in the sport and truly believes when the family is involved, the members will enjoy the sport immensely.

Sam has also been a member of the IF Board of Directors for many years and is currently serving as Vice President-Help A Beginner Program. He has represented the IF at numerous conferences, seminars, and work committees on pigeon related issues. He visits club scouts, school's show and tell, veteran's organizations, and senior citizen outreach, sharing his vast knowledge of homing pigeons.

In the early 1970's, Sam was instrumental in establishing a zoning ordinance in Fairfax County, VA allowing pigeons to be kept on a 10,000 square foot lot, which is considered one of the best ordinances in the Country.

On a number of occasions, Sam has helped widows of deceased members find homes for pigeons, auctions, removing pigeon lofts, and pigeon related equipment.

Sam treats everyone with respect and fairness, and it has been a blessing to have the friendship that he and I have developed over many years. He currently resides in the Stafford, VA area with his wife, daughter, and pigeon loft(s), with 120 young and old pigeons. He has won numerous races with his family of Van Loons.

**Note:** I would like to thank Sam’s wife Joyce, his daughter, Sameika, and members of the WCF club for allowing me to interview them while preparing this submission. I would also like to thank the IF for the support it has given our club over the years.

---

**Damian F. Levangie**

Damian F. Levangie of Braintree, MA passed away peacefully on December 2, 2018, at the age of 86. Damien was a lifelong resident of Braintree and was retired from General Dynamics where he worked as a program coordinator. He proudly served his country in the United States Air Force during the Korean War, earning the Korean Service Medal, Good Conduct Medal, National Defense Service Medal and the United Nations Service Medal. In his free time, Damian was a member and President of the South Shore Pigeon Flyers. He was also a member of the Braintree VFW and American Legion Post. A devoted son, brother, uncle and friend, Damian will be greatly missed by all who were blessed to have known him. Damian was the beloved brother of Gwendolyn Woolf of Carver and the late Joan Grace and Gerard Levangie. Son of the late Joseph and Madilyn Levangie. Also survived by many nieces, nephews and friends.
NEVER HAPPEN & TIM

150 TREMONT ST.
BRAINTREE, MA 02184
617-281-6688

GREATER BOSTON CONCOURSE MEMBER
SINCE 1961

ABSOLUTELY NO BIRDS FOR SALE!!
MASTER & VISA ACCEPTED

NEW I.F. SPECIAL SERVICE OFFICER
(SELF APPOINTED)

OFFERING RE-ADJUSTMENT COUNSELING
FOR MEMBERS THAT HAVE AN ON-GOING P.R.D.
(POST RACE DEPRESSION)

ALSO FOR THE MORE DISTURBED FANCIER,
IN HOUSE THERAPEUTIC EVALUATION FOR P.R.J.
(PRE-RACE ANXIETY -- “THE JITTERS”)

MOST HEALTH PLANS ACCEPTED

GOOD LUCK TO ALL
IN 2019!!
**2018 MEMBERS**

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<td>Chen, Terrance</td>
<td>6 Chute Road, Dedham, MA 02026</td>
<td>617-816-6622</td>
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<tr>
<td>Connerney, Manny</td>
<td>16 Traverse Street, Newton, MA 024358</td>
<td>617-285-7497</td>
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<td>Farrell, Ken</td>
<td>63 Auburn Street, Whitman, MA 02382</td>
<td>617-957-4809</td>
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<td>Gallagher, John</td>
<td>15 John Quincy Lane, Weymouth, MA 02191</td>
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<td>Lewis Paul</td>
<td>710 Lynfield Street, Lynn, MA 01904</td>
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<td>Lopes, John</td>
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<td>Lopresti, Chuck</td>
<td>310 Cedar Street, Braintree, MA 02184</td>
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<td>Maldonado, Luis</td>
<td>161 River Street, Hudson, MA 01749</td>
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<td>Mathieu, John</td>
<td>575 Pond Street, Weymouth, MA 02190</td>
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<td>Prakov, Hasan</td>
<td>401 Prospect Street, Norwell, MA 02061</td>
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<td>58 Fitzparick Street, Stoughton, MA 02072</td>
<td>*781-341-0534</td>
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*Social Member

**CLUB OFFICERS**

**PRESIDENT:** Manny Connerney  
**VICE PRESIDENT:** John Mathieu  
**RECORDING SECRETARY:** Kevin Williams  
**RACE SECRETARY:** Pete Shalginewicz  
**TREASURER:** Dr. Dave Urnek

**2019 IF CONVENTION HOSTS**

Convention Information:  
WWW.BRA-NWD-RPC.COM
2019 IF CONVENTION
BOSTON, MA

The 139th IF Convention

Hosted By
BRAINTREE-NORWOOD RACING PIGEON CLUB

October 31st - November 2nd
350 Mile Race (Weather Permitting)
Race Ships 10/31/19 - Liberation 11/01/19

1st Place - 25,000 points
60/40 Breeder/Handler Split

Entry Fee: $125.00 Per Bird
5 for $500.00 (1 Bird Rotation)
14 for $1,000.00 (2 Birds Rotation)
30 for $2,000.00 (3 Birds Rotation)
Max 4 Birds Per Handler

Accepting Birds April 1st, 2019 thru June 1st, 2019
(Replacement birds accepted till June 15th)

Call handler of choice prior to shipping to reserve spots if you do not, birds will be put in rotation.
Breeder covers shipping cost and must send in a USPS approved box. All birds will be vaccinated for
PMV upon arrival. No handler may handle his or her own birds. Handler positions open to Boston
Concourse & Southern New England Members only. Must have electronic clock for race.
First 35 birds will be auctioned off after race. Remaining birds are property of the handlers.

500 Points 1st AU Bird Clocked
Champion Breeder Award (Most Birds in Top 100) 1st - 1,000, 2nd - 500, 3rd – 300
(ALL POINTS BASED ON NUMBER OF ENTRIES)

Ship Birds To: Steven Cappellini (781) 424-4881
3 Holmes Street, Hanson, MA 02341

PAYMENT MUST ACCOMPANY BIRDS
MAKE CHECKS PAYABLE TO NORWOOD HPC

Max 50 bird per handler. Race committee reserves all rights.
Committee decisions are final. We will be following IF rules.
All birds are subject to drug testing if need be before and after race.

Hotel info and itinerary to follow.
Visit www.bra-nwd-rpc.com for more info on convention.
Any questions email: info@bra-nwd-rpc.com
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<td>D. McLaughlin</td>
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<td>Ariel &amp; Sons Loft</td>
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<td>Southern New England</td>
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</table>
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Prepare ads EARLY. Send in with payment and you will be close to the front!
The LATEST ads will be accepted is 12/1/19.

Ad Specifications:
Magazine is trimmed to 8 1/2” x 11” — Bleed size 9” x 11 1/2” (¼” on all sides)

Photo Requirements:
Original photos always produce the best results. If emailing photos, please scan at 100% size at 300 dpi. Digital photos should be full reproduction size at 300 dpi. We cannot reproduce web site photos. We are not responsible for low-res photo quality if sent to use.

Ad Copy Requirements:
Ad copy must be sent by email, or attached in one of these formats (.doc, .wps, .txt). Do not type copy in all CAPS unless you want it printed in all caps.

Camera-Ready Digital Ad Formats Accepted:
300 dpi .jpeg or .tiff files (full size), Press Quality .pdf file, 300 dpi .psd file (please flatten or rasterize text in PhotoShop files).

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Prime pages are sold EARLY. If you desire a certain page call early for availability. Advertising publishing fees are as follows:

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<tr>
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<td>Inside front cover</td>
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<td>Color - 1/2 Page</td>
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(2019 - SOLD)

(Only size available in black & white.

(The earlier your ad is received and PAID, the closer to the front of the book you will be.)

For More Information Contact: Susan Hurrell at (315) 765-8136 or DaybreakD@aol.com
Convention ad for 2019

Awaken to a New Experience...
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Outshine the Competition.

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Illustration • Watercolor

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Whitesboro, NY 13492
315.765.8136
Fax 914.239.4593
DaybreakD@me.com
www.daybreakdesign.net
Thank You 2019 Advertisers!

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Looking for distributors
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IFPigeon.com

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JOIN

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JUST JOIN THE IF.

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