Massachusetts Association of Performing Rollers
Newsletter
Joseph J. Testa, Pres/Founder Mark J. Thompson, Sec/Treas. & Co-Founder
Volume 1, Issue 7 *Roller News* January 1991

The Future of Portable Flying

by J.J. Testa

Joe Stayer and I have had the opportunity to discuss in depth the eed for portable flying. The situation creates for the roller fancier the ability to be able to bring his hobby with him, making that aspect of the hobby unique. The idea of meeting a group of fellow roller enthusiasts at a predetermined location and having an opportunity to fly the birds is without doubt inspiring. Bringing people together to have some fun, creating new friendship, along with that competitive nature within us, to compete with a good team of rollers.

Joe Stayer along with other reputable portable flying fanciers is trying to organize a federation of fellow fanciers in putting these people together to promote portable flying.

Any M.A.P.R. member who would like more information in regards to this project, please contact either myself or Joe Stayer, and we will keep you up to date in regards to the federation's future plans and directions. Any ideas would be appreciated in regards to putting a competition together with any host flying club in the Northeast.

New Column

In Our Feb. Issue

Ask Dr. D.

Dr. Donellan is a licensed Doctor of Vetrinary Medicine. He will answer all your medical questions in regards to your rollers. Send your questions to Mark Thompson, 871 Mass Ave, Lunenburg, MA 01462.

In This Issue

Three Ways To Compete With Rollers

by J.J. Testa

The conventional way of flying competition rollers would be from your own backyard. Fellow members drive from loft to loft judging the birds. If there is over five competitions in the day. It becomes a a weekend affair, with membership growing like it is. And with more and more fanciers making an effort to fly in the competitions. There are alternatives to the time consuming ways of flying competition.

Portable Kit Flying

This method of flying is a challenge. But fanciers with a little extra time on their hands can accomplish the task of flying mobile. Granted the loss rate is expected for the beginner. But with knowledge and understanding of the training of portable flying, this is a method that saves a lot of time. There are M.A.P.R. members who will be attempting to fly this method for the first time this year. Portable flying opens up a whole new world for the roller fancier. It enables the flyer to compete in national competitions, to be able to visit fellow roller fanciers in another town or state. Or just to meet up with a group of flyer and fly for fun. It enables people to get together in the sport.

Transfer Flying

This has been around for awhile, and is probably the most convenient way of flying competition, once a young bird kit has been trained to your loft. You bring your portable kit box to the designated flyer's backyard for retraining.

An example, five members who are consistent competitors. Bring their kit box with birds to a member's yard. That member will retrain the birds to his area. These birds will be able to fly competition at home and at the other fancier's location, with no problems. If there are five of six members living within a 30 mile radius this is by far the best method. Once a roller has been settled into two different locations, competition becomes easy.

How To Accomplish Transfer Flying and Training

Once a young bird kit has been trained to your area. You take the birds to your fellow flyers yard. Allow two days to settle. One day in a roof flight on top of the kit box, and on the fourth day; free loft, hungry of course.

Start flying the fifth day, and every day for one week, bring the kit home. Fly as usual, and after one week bring them back. Fly for two weeks, and from then on, your rollers will be able to fly from two different locations.

Bouncers should bounce, but not with a bang.

M.T.

Genes Can Drive You Nuts

by Hans Roettenbacher

Recently, I read an article in the Seattle Times that struck a responsive chord. It described the research done by Dr. Theodore Friedman and his co-workers, Douglas J. Jolly, Abby C. Esty and H. Uli Bernhard at the University of California San Diego Medical School.

They isolated and copied a human gene that sometimes goes awry. When it does, it produces severe retardation and causes its victims to mutilate themselves by chewing off their fingers and lips. It's called the Lesh-Nyhan syndrome to honor the physicians who first identified it. The syndrome appears once in every 100,000 births. Considering the current population of the planet, it isn't rare anymore. Since this syndrome is genetic in origin, there is no cure. In early infancy the victims (all males because the gene is carried on the sex chromosome) appear to be normal. Before they are a year old the process starts and they will begin snapping at anyone who comes near. Nyhan says that at one time kidney failure brought early death but that complication can now be controlled. (Wonderful!) And Friedman says that standard tests can detect carriers and identify affected fetuses in the womb. That should be a great help to the delivering pediatrician in case the little bugger is precocious and starts snapping at birth.

The genetic engineering in the gene copying is new only in these instances. (Why anyone would want to copy a gene like that wasn't explained.) There were already gene modification undergoing practical applications. It's a field with a big future. I only hope some common sense (rare in the scientific community) prevails. I've gotten used to the lunacy in the medical profession on the periphery of aberrant cases. I wonder, though, if there would be any change in treatment if one of those little snappers wandered into the john while a doctor was using the urinal and...well, you know.

What caught my attention about the Lesh-Nyhan syndrome was that we have a similar aberrant manifestation in the gene for rolling. Sometimes it too goes awry. There's a lot we don't know about it but there are a few things we know for damn sure. We know: (1) It can produce a wide variety of performance. (2) It is not located on the sex chromosome. (3) It is a heterozygous gene. (4) It sometimes goes awry and makes birds self-destruct. We also know that we need to consider more than the gene for rolling in order to make sound rollers consistently.

The most pitiful example of the self-destruct syndrome can be found in parlor rollers. When they have it bad, they can make you sick your stomach. When flying rollers have it bad, it's over fast. I'll never forget one particular self-destruct act I witnessed and I never saw another one like it. It was a winter in Colorado, where you can fly about 350 days a year. The ground was frozen as hard as concrete. I was flying one of the young bird kits. When the kit was about 400 feet high, a young hen pulled out and hovered over the back pasture for about ten seconds, like a kestrel getting ready to stoop on a field mouse. The she cut a terrific spin. I knew as soon as she started that she never intended to stop. It was as though she had picked

(Genes continued on next page)

(Genes continued from page 3.)

her spot and time to self-destruct. After she hit I walked out there. She was stretching her legs for the last time. Then she was dead. What she had done appeared to be intentional. It was as though she had been programmed to do that at that time in her life. It wasn't the first rolldown I had ever seen but it was the one that me examine the phenomenon from a different perspective. I concluded that the only reasonable explanation was that it was triggered by genetic programming--genetic predetermination.

Genes are composed of DNA (deoxyribonucleic acid -- not related to the acid in car batteries), as you know. Some of our DNA is interchangeable with that of all other life forms on this planet, including plants. Genes have only one function: To direct the production of an enzyme messenger to carry a special program message. The genes get hitched together like freight trains to form chromosomes -- each gene chain on each chromosome in its allotted position for proper delivery to its destination. (And they are infinitely better at spot delivery than are the railroads.)

Picture all those chromosomes consisting of chains of genes and all those genes firing off an enzyme containing a special and specific program so that every cell of the developing embryo will be programmed and everything that bird will ever be will be determined before it ever breaks out of the shell. It's incredible to think that anything as small as an enzyme can package the equivalent of the memory bank of a relatively sophisticated computer and can deliver instructions that remain viable for as long as the bird lives. Barring accident, predation, disease, or human intervention, the bird will develop in accordance with the program imprint it received in the egg. There's nothing we can do later to change it. It will also pass on everything it has received, both good and bad, to its own offspring.

So obviously, the key to control is to get a handle on those programs. How does mother nature work that? Nature operates in an open environment with competition within a species, with other species, predation, etc. to determine survival and fitness for reproduction. In an open environment there would be no rollers at all because they would be easy meat for a variety of predators and would thereby get culled out. Roller are the product of an artificial environment created by man for his own enjoyment. They are sheltered, protected from predators, provided with food, grit, and water, and reasonably private perches and nesting boxes. They are given security for as long as they please their provider. But what is actually happening is that birds nature would have eliminated get to live in comfort and reproduce--not through natural selection but through matings determined by their benefactor. The matings selected by their benefactor are not often in harmony with nature's processes. Too many are based upon incomplete and faulty information, maybe even ignorance--in isolated cases. Most matings are made by the by-guess-and-by-gosh method, wishful thinking, and the "blending" approach--as if genetic material can be mixed like paint pigments. Are there any "mea culpas" when they don't work? There should be.

(Genes continued on next page)

(Genes continued from page 4.)

When we coop them up, select the matings and allow them to produce young according to our plans, we have interfered with what would otherwise have been natural selection in nature's evolutionary process. We have diddled with mother nature. And we have also ignored one of nature's primary rules: Adapt or die! (Has anyone seen a dinosaur lately?) The rule applies to all life on the planet. The champions at adaptation are the bacteria families. They can do it in minutes. Not only that but they can pass on the know-how to their very next generation. We are at the end of the food chain for other forms of life on the planet. But we are in the food chain for bacteria. Guess who's gonna survive in the end? Mother nature plays no favorites. Homo sapiens carry no more weight than do bacteria. So, if we stray too far from nature's processes in mating the rollers they will either self-destruct or panic and fly away. Either way, We don't get a chance to screw them up further. Nature's only interest in pigeons is that they be fit to survive and reproduce their species. Homo sapiens tend to ignore that in favor of their own interests-- some of which are downright frivolous and 180 degrees out of phase with reality. We demand immediate gratification. We just ain't in step with the real ruler.

Medic Corner

Chronic Respiratory Disease

What is it and how to deal with it

by Mark Thompson

Chronic Respiratory Disease is a bacterial infection of the bird's respiratory system. It affects lungs, air sacs and trachea. The presence of this disease causes fluid to accumulate in the air sacs and lungs, making breathing difficult for the bird. It is quite simular to that of pneumonia. Left untreated, the bird will slowly succumbs due to respiratory distress caused by C.R.D.

Symptoms of C.R.D.: Labored breathing at rest with beak open in severe case, clicking or rattling sound in the throat. The bird becomes listless with feathers ruffled, some loss of appetite and sometimes may remain alert.

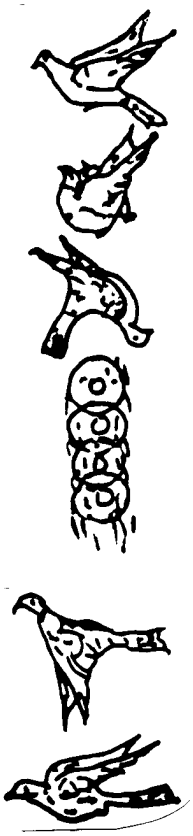
Causes: Damp and Poorly ventilated loft, excessive amount of dust from droppings and very humid, hot weather conditions.

Treatment: Tylan 200, an antibiotic for swine and cattle is the best choice. A dosage of .1 ml per bird is injected into the breast muscle, once a day for three days. For flock treatment: Gallimycin concentrate, is a water soluble antibiotic. Mix concentrate 1/2 teaspoon per gallon of water and give for 5-7 days. LS-50, another antibiotic for CRD. Dosage: same as gallimycin.

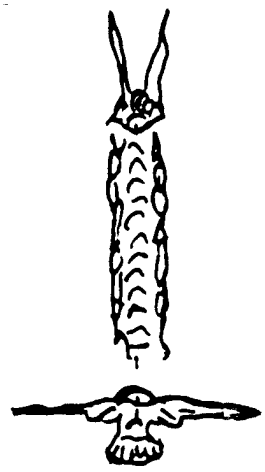
Yearling Competition

by J.J. Testa

ROLLING
SIDE VIEW



BACK VIEW



Yearling competition is a time for young birds to again have the opportunity to prove themselves. These are the best of our 1990 young birds, having survived hawks, overflights, and accidents. The fall moult has brought about dramatic changes in the looks of our birds and these are the chosen few remaining from our young bird kits. Strong on the wing and daring in the spin, these are the ones who will prove to be the best from your best; birds to be considered potential stock birds in the future.

Yearling competition is where the test of the birds and the handlers come into play; to be able to raise youngsters and keep them long enough to prove their worth. These are the birds that are the character of your family. This is where the fancier gets his due, pays his dues, and eats a little crow.

Yearlings are the best that roller competition has to offer. Young birds going into their second year, confident of their aerial expertise, physical condition and power of flight. This is where the real excitement is. Realizing that the M.A.P.R. in its first year, did not have the opportunity to really get into the yearling competition; hopefully, our members will breed enough youngsters this year to be able to participate in all our future yearling competitions.

We Have T-Shirts!!

T-shirts will be sold at the Roller show on Feb 23rd. They are $5.00 each. Sizes: small, medium, large and X-large. Colored T-shirts have the printing on the back. Sweatshirts & hats will be available soon.

Recipes For Good Rollers

1. Obtain the best stock you can, rather than re-invent the wheel.
2. Breed appropriate rollers for your own environment. Test fly them as long as you can before deciding to stock them.
3. Breed for quality, not quantity.
4. Breed from as many pairs as are quality rollers. Use all others as feeders.
5. Experiment freely, cull radically.
6. Select your pairs by imagining your loft's on fire and you only have time to save one cock and one hen.
7. Use your eyes to select stock, not your ears. Ignore others compliments, your own spoken boasts, and your dreams and fantasies.
8. Be dubious about qualities, unforgiving of faults.
9. Select fast, tight, straight, frequent, stable rollers for stock.
10. Consider the birds' history, and the specimen before stocking it.

The Do's and Don'ts of Your Flying Rollers

by Mark Thompson

When you release a kit of rollers. You're standing in your yard, watching and waiting for them to do their thing. They fly into one direction, which creates a turn and nothing happens. To knowledgable roller fanciers, this is called the easy turn. Knowingly you have good birds. Why do they roll on most days and don't roll on some days? There are several good answers to this situation. (1) The birds had seen hawks in the area and are nervous. Often they will not roll; they'll fly high until the hawks are out of sight. If they feel safe high in the sky, they may roll at this time and we would not be able see them. Why do they fly high? Self-defense, they can gain altitude much faster than do hawks. Hawks and falcons, are larger than pigeons and are slow in gaining altitude, but incredibly fast in diving after prey. (2) The wind is a factor. Wind speed and direction. If it's windy, the birds are fighting the wind more than rolling. (3) Barometric pressure plays a large role in weather forecasts and affects performance of your kits. A fair day with a few clouds, is 30.0 inches mercury; best flying condition. A bright sunny day with no clouds, is 30.2 inches mercury or higher. This is a condition birds will fly more than roll. They will fly high and may cause overfly or fly aways. A stormy day is 29.5 inches mercury or lower. As we know we wouldn't stand getting soaked in the rain or getting turned into snowmen by a snowstorm. An overcast sky, is 29.6 to 29.8 inches mercury. On the next page, is an article, "A Rollerman's Weather Guide", written by Steve Hatchett. It will explain in great details about our weather system.

A ROLLERMAN'S WEATHER GUIDE

(By Steve Hatchett-1989)

The performance of Birmingham Roller Pigeons is influenced by many factors. Some of these are under our direct control, but one we are powerless to change. This is, of course, the weather. By understanding its forces and signs, we have hope of avoiding some of the troubles it can bring, such as flying too high and long, and the dreaded overfly.

I believe that temperature and the stability of the air are the main weather factors linked to high flying. Cooler air aloft can keep rollers up high when the ground temperatures are too warm, and reduce their motivation to come back down. Strong updrafts can carry the birds very high in a short period of time and make it difficult for them to descend. Once the kit reaches higher altitude they become more susceptible to overflies. They can be blown out of the area by strong upper level winds, or become lost in clouds. I will explain these factors and the signs we can use to recognize them. Armed with this knowledge we can better judge when the best time fly is, and when to hold the kit in.

1. LARGE WEATHER SYSTEMS

PRESSURE

Strictly speaking, ATMOSPHERIC PRESSURE is the force exerted by the weight of the atmosphere (air) above an area. We measure this pressure with a BAROMETER. As the weight of the air around and above us increases, the barometer reflects this with a higher reading and vice versa. We can generalize this by saying high pressure represents heavy air, and low pressure represents light air.

As we go up in altitude there is less air between us and the top of the atmosphere. This results in a decrease in pressure. As the pressure decreases, the air expands. We see this effect when we drive up to the mountains and plastic jugs and bottles with air in them get puffed up. The higher we go, the thinner the air gets.

On the weather maps we usually see an array of Highs and Lows. A LOW PRESSURE AREA is a region where the air is less dense (lighter) than the surrounding area and is generally rising. Two common causes of this lower pressure is the heating of air from condensation of water in storm clouds, and surface heating of air as is found over desert areas. A HIGH PRESSURE AREA is a region where the air is more dense (heavier) than the surrounding area and is generally sinking. High pressure is often caused by cooling of the air at the ground, which increases its density.

Strong low pressure systems can be dangerous because of updrafts, clouds, and strong winds. In summer, high pressure can increase the tendency toward high flying because the birds will have to fly higher than normal to find the lighter cooler air.

WIND

The difference in pressure between a High and a Low forces the air to flow from the High to the Low. The larger the difference in pressure, the greater the force, and therefore the stronger the wind.

You might expect the winds to blow straight from the High to the Low, but this is not what happens. The rotation of the earth causes the air to swirl into the Low in a circular counter-clockwise direction. The air flowing out of the High moves out in a clockwise direction (See Figure 1). South of the equator, the direction of rotation is reversed. This is the same force that causes the water in a bathtub to swirl around as it goes down the drain.

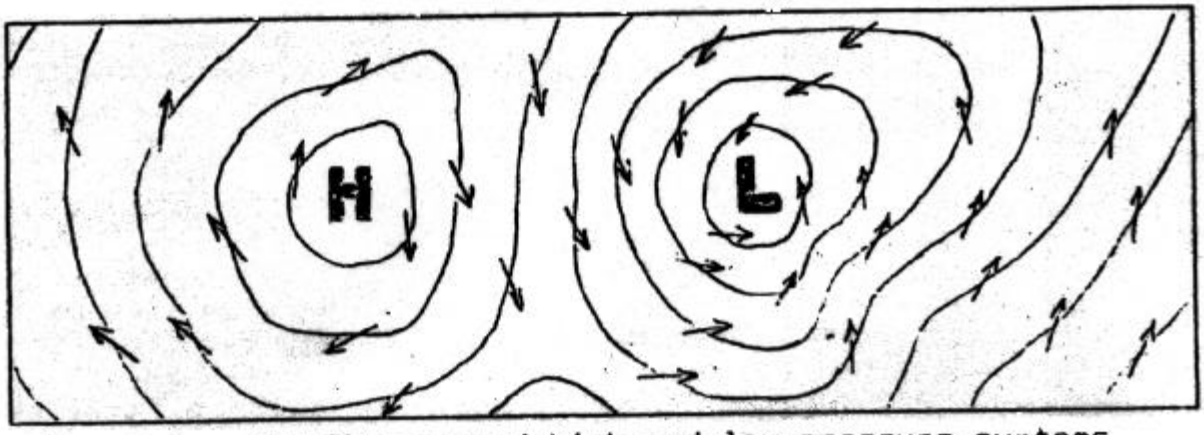


Figure 1. Air flow around high and low pressure systems

Winds at the surface are modified by obstacles such as hills, buildings, and trees. The resulting friction and turbulence slows the wind and changes its direction. At higher altitudes the wind is usually faster, and its direction more uniform. It's not unusual for the winds a few thousand feet up to be much faster and have a different direction than what you experience on the ground.

FRONTS

Over different parts of the earth the air takes on very different characteristics. The air over warm ocean water is warm and moist, the deserts hot and dry, and over the polar ice cap the air is very cold and dry. These bodies of air with uniform temperature and moisture content are called AIR MASSES.

The air masses form over their regions, but as we all know, they don't always stay put. When air masses of different characteristics collide, the FRONT marks the boundary between them at the earth's surface. Usually, the greater the difference between the air masses, the greater the activity of the front.

The cold front is caused by cold air invading an area of warmer air. The cold air slips under the warm air, forcing the warm air up over the cold air mass (See Figure 2). The warm front is

caused by warm air overtaking a mass of cold air. The warm air slides up and over the cold air as it displaces it (See Figure 3).

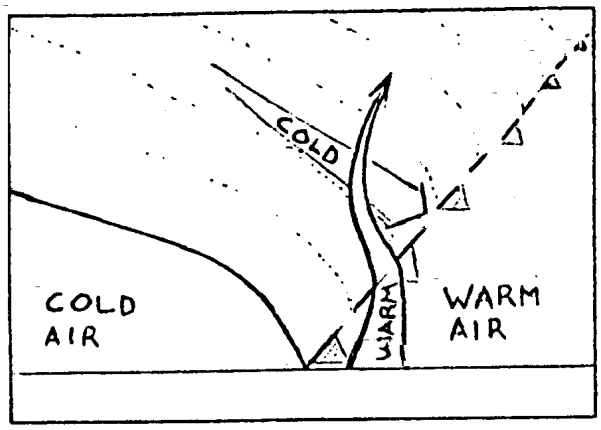


Figure 2. Cold Front

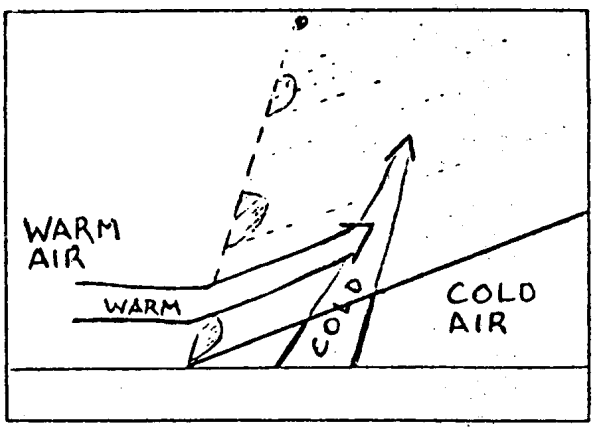


Figure 3. Warm Front

As a warm front is approaching, or soon after the passage of a cold front, high flying may be encouraged by the rising warm air that is lying over the colder air at the surface. The strong winds that usually accompany the passage of a front can also be dangerous.

2. LOCAL WEATHER

LOCAL WINDS

While large weather systems control the general wind strengths and directions, local terrain can exert many modifying effects. Bodies of water such as oceans and lakes do not change temperature as quickly as the land. During the day, the land heats up causing the air to rise. The air flows inland from over the cooler water to replace it (See Figure 4).

Local geography can also effect local winds. Air flowing over mountains is lifted as it goes over the mountain, and then forms downdraft eddies on the opposite side (See Figure 5). Hills and canyons can cause winds to funnel through an area, resulting in much stronger winds than surrounding areas.

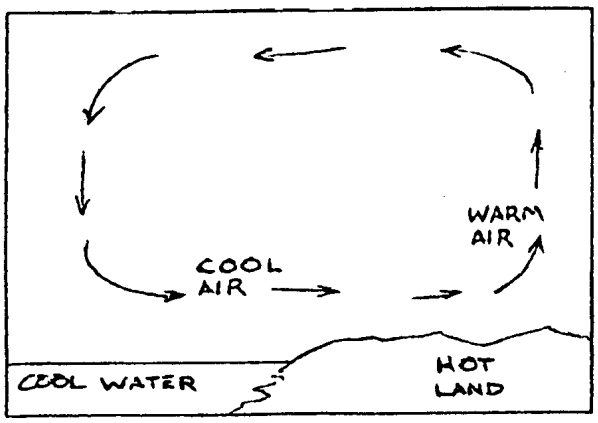


Figure 4. Air over water

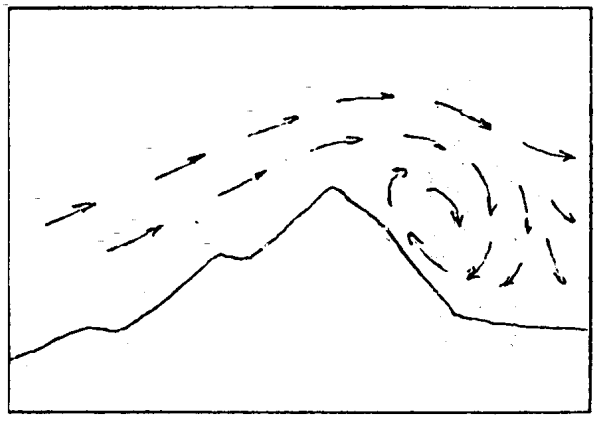


Figure 5. Air over mountains

These factors should be taken into consideration when flying your birds. Forecast winds of 10 miles per hour might mean winds of 40 at your house. Take note of the unique factors of your own location.

LAPSE RATES AND AIR STABILITY

As mentioned before, as air rises it expands. The process of expansion causes the temperature of the air to drop. Likewise, if air descends, the pressure is increased resulting in a compression of the air and a rise in temperature. The change in temperature for dry air is about 5.5 degrees Fahrenheit for every 1000 feet change in altitude. This rate of temperature change is called the STANDARD LAPSE RATE. By using the accompanying chart (See Figure 6) you can see how air that is 90 degrees would be a comfortable 79 degrees 2000 feet higher.

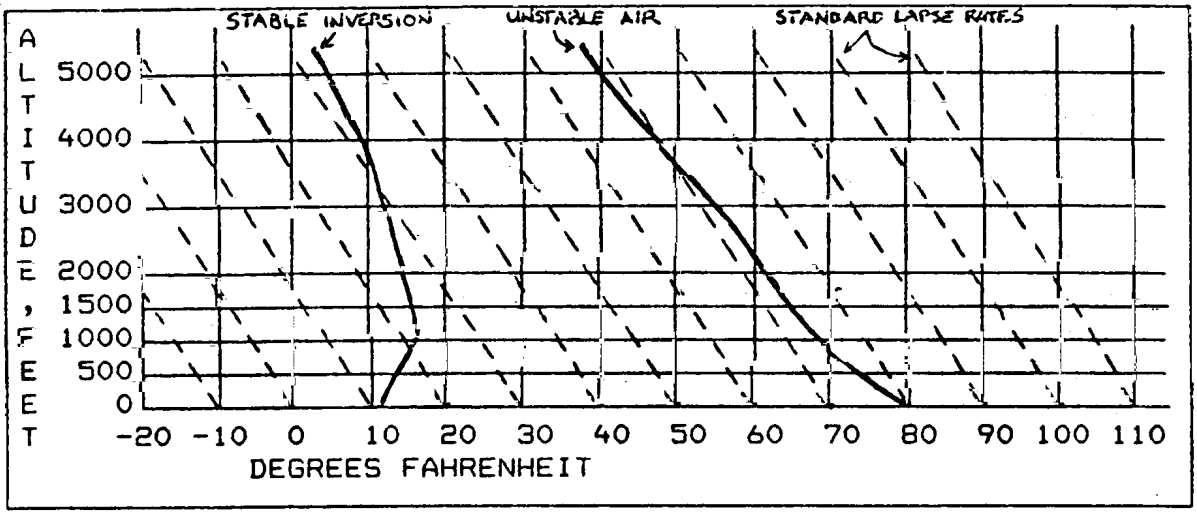


Figure 6. Standard lapse rate chart

If we were to actually measure the temperature at different altitudes above us we would find that they are not the same as predicted by following the lines on our chart. If we plotted the actual temperatures on the chart and connected each one with a line, this would show the actual LAPSE RATE of the air above us.

The difference between the actual lapse rate and the standard lapse rate is the key to understanding the stability of the air. As air is forced to rise because of mountains, heating at the surface, or weather fronts, it cools at the standard lapse rate. It will continue rising as long as it is warmer than the air around it. The air is stable when the air above is warmer than the standard lapse rate would predict. In stable air there is not very much up and down movement of the air. The air is unstable when the air above is colder than the standard lapse rate would predict. In unstable air there is a lot of vertical movement of the air. Examples of unstable air are thunderstorms and hot air thermals.

At night, the ground usually cools off significantly. This

causes the air near the ground to cool off also, increasing its stability. When the sun comes and strikes the ground, it begins heating it up. The heat from the ground is transferred to the air next to it. As the the day wears on, the ground gets hotter, and the air warmer and less stable. When there is snow on the ground, most of the sun's energy is reflected by the snow. This helps keep the air stable even during the day.

By observing the clouds and listening to the weather man, we can often get a good idea of the stability of the air and the temperature of the air above. In general, low pressure means unstable air, and high pressure means stable air. Unstable air can contribute to high flying caused by strong updrafts. We can also see that the morning will usually be a safer time to fly, since the air is more stable. By using the lapse rate, we can make a good guess of the altitude of comfortable temperatures. If it was hot, and you could ride a thermal up to air 15 degrees cooler where would you be?

CLOUDS AND DEW POINT

Air can hold only so much gaseous (invisible) moisture. The warmer the air, the more moisture it can hold. Cooling the air does the opposite, it reduces the amount of water it can hold. When air cannot hold any more water it is said to be saturated. The temperature at which the air is saturated is called the DEW POINT. If saturated air is cooled any more, the excess water condenses back out into liquid. In nature, clouds and fog are the examples of saturated air where the water is condensing back into liquid form.

As air rises and cools, it may cool to the dew point. This is where we see the base of the cloud. The base of the cloud is not the boundary where the cloud is resting on the air below. Instead, we must visualize the air rising from well below the cloud, all the way to the cloud top. The base is simply the altitude where the air has cooled to the point where its water begins condensing into droplets we can see.

It takes energy to evaporate water from liquid to gas. Accordingly, when water condenses back from gas to water, that energy is released into the air. The result is that when the air is rising and the water begins condensing, the air cools even less than expected because of the energy from the condensation. This often causes that air to be much warmer than the air around it, and it rises even faster. This is what happens inside a thundercloud.

Some clouds are a sign of stable air. Fog is one example of this, as are the low clouds common to the California coast in the summer. By learning to read clouds you can tell a lot about what is going on around you. You can tell the strength of upper level winds by watching the speed the clouds are moving. Sometimes you can see the speed of updrafts by watching the movement of a wispy piece of the base of a cloud. Puffy cumulus clouds show the instability of the air, and how high the associated updrafts are

rising. Flat stratus clouds show stable air with little vertical movement.

Clouds present the obvious danger of reduced visibility. If there is a large cumulus cloud overhead, your birds may ride the rising air right up into it. Sometimes these updrafts may reach speeds over 30 miles an hour straight up. Since the air all around the birds is also rising, they may not realize just how fast they are climbing until they are in the cloud and it's too late.

After reading this it may seem amazing that any birds return at all. Our experience tells us that in actuality it is not as precarious as it sounds. When the overfly does occur though, I doubt it is by the choice of the birds. They can't be that anxious to leave the guarantee of food and shelter. By keeping an eye on the sky and knowing the forces the kit is fighting, we can adjust the feed, the time we fly, and in extreme cases whether we fly, and by doing so extend our control of the situation. --

Thanks Steve for the great article.

M.A.P.R. Welcomes New Members

Name	Address	City	State	Zip
Joe Carraggi	87 Nicholas Rd.	Raynham	MA	02767
Anthony Desaro	2306 Poindexter Ln	Sellersburg	IN	47172

OOPS!! Wrong Channel

I have discovered two erroneous phone numbers. Here are the corrections.

Clifford Tainter 617-361-2595

Gerry Champagne 617-893-5757

Competitors, Get Ready

Our first competition will be held on Sat. March 23 & Sun. March 24.

Group subscriptions to American Pigeon Journal, are now available to members. The deadline is April 13, 1991. I need to send ten or more subscriptions at one time to qualify for group rate. It is $12.00 per year. You Save $4.00 off the regular subscription rate. Remember, this only applies for one year subscription.

Classified Ad Section

Custom Built Supplies
Basic nest fronts

12" x 24" Doweled fronts
$9.00 w/hinges
$8.00 w/o hinges
Or will build to specification

Pigeon Carriers, Doweled tops. Cloth, soft vinyl or hard sides. Built to specs, single up to 30 bird capacity.

Advertising Rates:

Full Page $25.00 with photos $40.00
Half page $15.00 with photos $25.00
Quarter page $9.00 with photos $12.00
$2.00 per single column inch.

Put your name on your birds. Order name bands from M.A.P.R. Belgian plexiglas. Colors white, blue, orange, pink, green, or yellow. You get 3 lines, 15 letters and spaces per line. Can get the year, but not consecutive numbering.
50 bands $20.00, 100 bands $30.00.
Allow four to six weeks for delivery
To order, write to: Mark Thompson, secretary, 871 Mass Ave, Lunenburg, MA. 01462. For info call: Mark, Ph# 508-582-6470.

German Shepherd Pups For Sale
German bloodlines exclusively
Courage, Stability, Protection
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Pure Whittingham Rollers
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Rollers
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Call Joe Testa
Tel# 508-582-4059

P.R.A. NEWS

The 69th N.P.A. Grand National was held in Pomona, California on January 17-19, 1991. It was an extraordinary exhibition of pigeons. There were 7,297 entries, making it the largest pigeon show ever held in the United States. Fanciers from all over the United States and the world, were there to enjoy this event. The Don Andrews art collection was an interesting addition to the show. We can hardly wait until next year!

The P.R.A. thanks all those who supported and participated in the 1st N.P.A./P.R.A. Verified Performer Display portion of the event. **Flying performing roller pigeons** are well on their way to becoming a distinct breed. We thank the N.P.A.and L.A.P.C. for their help in coordinating the event. We especially thank Mike and Joan Worley for publishing the American Pigeon Journal. All of us who have pigeons are indebted to Mike and Joan for their work.

The P.R.A. Verified Class was a great success. We had nearly 50 P.R.A. verified rollers on display. We met many new potential rollermen, and laid groundwork for future conventions in the east. We are grateful to Richard Jaconette for his support and endorsement. He has a vast knowledge of all facets concerning flying rollers. Since Richard is retiring next year, he'll soon have plenty of time to fly his kits.

We truly appreciate Doug Brown and the California Performing Roller Club for flying their birds for us. We enjoyed visiting their lofts and watching their kits fly. If you want to see some nice rollers, go visit the C.P.R.C. in Los Angeles.

The 70th N.P.A./P.R.A. Grand National Show Convention will be held in Milwaukee, Wisconsin sometime in January 1992. David Kowalksi, well known author of **True Spinning Rollers**, will be the P.R.A. verified display judge. Dave has a well rounded knowledge concerning flying performing rollers. P.R.A. directors, start verifying your top rollers and plan to display them at this event! Those of you living in the Milwaukee area who would like to fly your kits for us, contact P.R.A. Director Dan Ouellette. There are several fanciers in the west who plan to attend the Milwaukee show. Anyone interested in traveling together, let us know. We have a year to prepare, so let's get together and show our support for the **FLYING PERFORMING ROLLER PIGEON.**

A tentative date of November 1991, has been set for the 6th Annual P.R.A. Fly and Display Convention. It will be held in San Jose, California in conjunction with the Debut P.R.A. West Coast Fly. The P.R.A. verified display judge will be Jerry Lynn of San Diego, California. Jerry has been breeding and flying roller pigeons for many years, and flies consistently good kits year after year. We are expecting a huge turnout, so start verifying your top performers and plan to display them.

Joe Testa will be the P.R.A. West Coast Competition fly judge. Joe is our P.R.A. eastern representative, and Founder/President of the Massachusetts Association of Performing Rollers. He is a well respected east coast fancier, and has many years of practical experience in flying rollers. We look forward to showing our lofts and flying our kits for Joe. We will be using P.R.A. fly rules, and are asking for a $20 entry donation. I will contact all area directors soon with the specifics. Anyone interested in helping coordinate the P.R.A. West Coast Fly, please write or call.

A FEW WORDS TO P.R.A. JUNIOR MEMBERS: P.R.A. programs were specifically designed to include novices and younger hobbyists. The P.R.A. believes the future of the roller hobby lies in the hearts and minds of our P.R.A. juniors. Stand up and be counted! Our P.R.A. Junior Representative Kelly Spurling, also writes the A.P.J. "Spotlight on Youth" column. We welcome and encourage all juniors to participate in P.R.A. programs and activities. Become involved. Contact Kelly Spurling, P.R.A. Junior Representative, 1475 Sun Glo Drive, Grants Pass, Oregon 97527, (503) 474-5088. YOU CAN LOOK FORWARD TO OUR SUPPORT, SO PARTICIPATE!

The P.R.A. extends a special note of gratitude to those of you who have donated time, energy, and money to support our organization. Through your generosity, we are able to continue our activities and award programs. The P.R.A. is supported solely through donations. We need your contributions in order to remain strong. We thank you for continuing to demonstrate your support.

Dan Ouellette
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1991

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