



# The Cornpicker

Bulletin of Fairbury, IL Rotary Club

"Rotary Shares"

*Fairburyrotary.com*



### 2007 - 2008 Officers

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Editor. . . . .	Leroy McPherson

**DATE/TIME/**  
**PLACE:** Nov. 20, 2007 - 12 noon at Marchelloni's

**ATTENDANCE:** 21 plus Harry Pick and Charles Goodwin

**LOTTO:** Phil Hermes and Ed Palen

## ACTION ON THE AVENUES

### CLUB SERVICE

#### Programs:

- 11/27 - John Strong
- 12/04 - Christmas Party
- 12/11 - John Capasso
- 12/18 - Life International
- 12/25 - NO MEETING
- 01/01 - NO MEETING
- 01/08 - John Capasso
- 01/15 - OPEN
- 01/22 - Bob Nussbaum
- 01/29 - Dean Moser

### Bits & Pieces

Every human being is intended to have a character of his own; to be what no other is, and to do what no other can do.

William Ellery Channing (1780-1842)

### COMMUNITY SERVICE



Salvation Army Bell Ringer. Please sign up for December 5th and 17th. All the funds stay in our local community.

### AREA CLUB MEETINGS

Bloomington	12:00 Noon	Thursday	Elks Club
Gibson City	6:45 a.m.	Wednesday	The Country Kettle
Gilman	6:05 p.m.	Tuesday	Gilman Lounge
Lincoln	11:50 a.m.	Wednesday	Elks Country Club
Normal	12:00 Noon	Wednesday	Bone Student Center
Piper City	6:15 p.m.	Monday	Azz Izz Tavern

# P-2 AIRPLANE

## Harry Pick



Harry began flying in 1942. In the army, he was in charge of tracking devices. The P-2 was an all-wood airplane. They would weave copper wire through the wing panels or put a copper plate on

the bottom to be able to track the plane. These could be flown or use remote control to operate it. The big planes used 3 types of armor (guns). They had (4) 50-cal. machine guns, (1) 20MM and (1) 40 MM. Harry bought his plane in 1969 for \$7,500. (He could have bought two new Cessna Planes. In the body, he found a signature and contacted this person. There were only 3 planes like this built in reference to military records of this plane. In 1980 Harry started to work on the plane. He contacted the Smithsonian to send copies of the original plane. He contacted them again and they sent drawings. He contacted them again and they transferred him to the Gerber Foundation in Jan 11, 1984. They then sent him a complete file on microfilm. The P-2 had three major differences: 1) the fuel tank was after the Pilot; 2) an indication system for twin

carburetors; and 3) a collection box that sent air up through the nose of the plane. The P-2 was a remote control -Pilot Plane. It could be flown either way. It originally had a 200 H.P. engine. Some engines ranged from 150 HP to 180 HP. The plane is built using a scarf joint with a 12 to 1 ratio. He put 3,000 nails in this plane 1/2" separation and staggered. They let the glue set for 24 to 36 hours then would have to pull every nail back out. This plane has 5,000 parts and every major part has a serial # of 427. There were only three of these planes built with this being the only one left. For 27 years Harry has worked on this plane accumulating 8,000 hours of work. He found a lot of the plane's wood was rotten and had to be hand made again. He had to bevel plywood to fit by using a vat he made and boiling wood for two hours at 200 degrees, then take the wood and form it on the wing and use bond straps to hold it until it dried. In order to take off with this plane, they have to reach 60-65 M.P.H.. There is no margin of safety on his strip so it looks like the road. The FAA is coming tomorrow to OK it for flight. The life expectancy of this plane was originally 10 hours by military standards.

