

# Flying Tiplers Set New Worlds Record 1955

New Endurance Record of Continuous Flying for Young Tiplers 15 Hours and 58 Minutes

Various Phases of Training Fully Explained

*By Douglas M. Prud'homme, Canada*

The Canadian Flying Tippler Society presents the new Canadian and North American Record holder. This kit of young Flying Tiplers (14 weeks old) flew from 5:30 am to 9:28 pm on July 10, 1955 creating a new endurance record for young of 15 hours, 58 minutes of continuous flying.

Yes, it was quite an achievement. After 22 years the record was finally put forward another few minutes. Three times in that 22 years the young bird record was broken, but in each case the competitor was unable to drop the kit at night.

In breaking the record in any sport it is usually by just a fraction. The 100-yard dash is only bettered by a fraction of a second, the baseball batting average by just

a point or two, the track record by only a split second. So it is with Flying Tiplers down through the years. It has taken us about 40 years here in Canada to advance the young bird record from 12 hours up to the wonderful time of 15 hours 58 minutes.

In accomplishing this it is necessary to have everything perfect. First you have to possess an outstanding kit of Tiplers. Second, the training, which is entirely up to the individual fanciers must be perfect and finally the weather must be ideal.

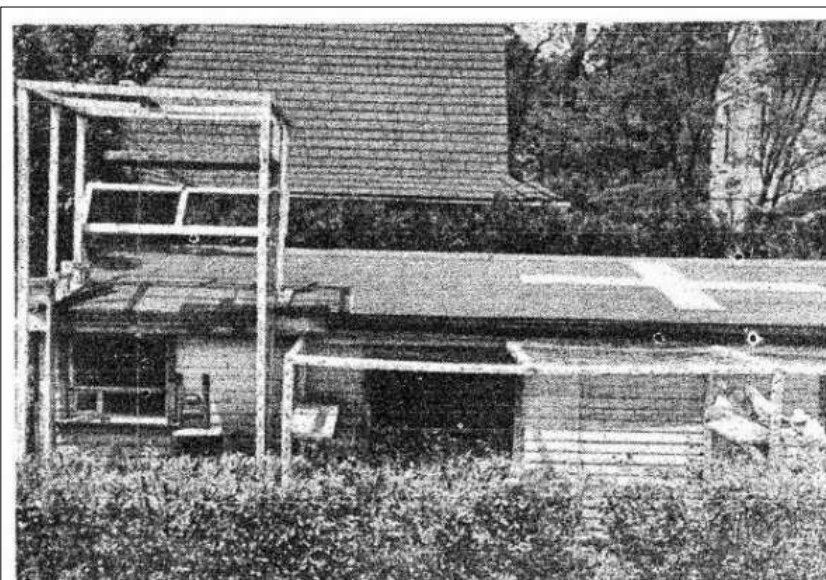
Even with the marvelous "Butterfly" strain of Flying Tiplers which I have developed in the past 30 years you do not get an outstanding kit each year. I have won many races and trophies over a long period, but only remember having a few outstanding kits capable of going from dawn to dark. In three of these cases the birds and training were perfect, but the weather was wrong.

Everybody admits that the summer of 1955 was an unusually hot one, but the three weekends of June 12,

June 26 and July 10 were ideal for flying. On June 12 when the kit was only 10 weeks old and had been in training Just 5 weeks they did a wonderful flight of 13 hours and 17 minutes, but were disqualified around noon because they were apparently scared by a hawk and one bird was away and out of sight for over 3 hours. On June 26 they staged a come-back and won the young bird trophy, flying 13 hours, 10 minutes. I could see then, they were of record breaking caliber. I requested the secretary to have the race on July 10 start at 5:30 am to see if they would go through to dark. Well my judgment was sound, the three birds continued to respond to the training and the weatherman was kind. Many of my readers must be wondering how they, too,

can have a real thrill like I got last July. To begin with it is not easy. I will help you all I can by explaining the various stages in the training. I have no secrets and it is not accomplished by any secret methods. Of course, you must have a strain of Flying Tiplers that really enjoy flying. A referee is sent by the club to see that the kit fly according to the rules of Tippler flying. They must be seen at regular intervals and must land within the flyers boundary and of course must come down at night.

Let us start at the beginning, and say that you have a kit settled at your loft. This settling of course is a bit of a trick itself, but this was all explained in my long article in the APJ of June 1951. You have now picked out the three or four youngsters which appear to be the best of the lot and have them in a small enclosure by themselves. These training coops of which I have three, are about the size of a cubic yard, that is 3 ft. by 3 ft. x 3 ft with perches at one end and a small door at the other. The kit is kept in one of these training coops for three reasons, first so they will get used to each other, which will help to keep them together while flying. Second, so you can feed



**The Hillcrest Tippler Lofts**

Partial view of the Hillcrest Tippler Lofts owned by Douglas M. Prud'homme of Canada. Note the white cross on the roof for identification as mentioned in accompanying article. The coop is 21 feet long and 9 feet wide, and is divided into two breeding compartments on the right and a flying compartment immediately behind the trap. The back part of the building hidden by the Chinese elm is 7 feet high at the back slanting to 6 feet in the front.—Photo from Douglas M. Prud'homme, Ont., Canada.

them special feed during training and third, so they will get plenty of rest on the days they are not flying. The training begins by teaching the youngsters to come down when the droppers or fantails are put out. We accomplish this by letting the birds out hungry, and I mean really hungry. When they show signs of wanting to drop, put the fantails on the roof, hungry also, and throw a small portion of feed to them. The young Tiplers, seeing the fantails eating and hungry themselves will come down. By repeating this about four or five times they will get to associate fantails with feeding time. Young Tiplers are creatures of habit and by teaching them the good habits at first, it is amazing how it sticks. When you think that the kit has got the idea you put the droppers out, but stop the feed as you do not want them to get the idea on race day when they feel a little hungry, all they have to do is come down and they will be fed. I cannot put too much emphasis on this phase of the training, for it has been proven time and time again that there is no sense of having your kit fly all day and having won the race, then fail to get them down at night.

You are now ready for the second step in the training. Your kit of young Tiplers, whether flown for your own enjoyment or in competitive flying, work much better if flown three times a week on alternate days and are always worked out on empty crops and no water. The only exception I make on the water, is if the temperature is in the 80s on workout day, then they are given a drink and hour before liberating. They are fed and watered at night and then they are released about three or four hours before sundown the next day. When they come down wait an hour before feeding. The only time they are fed and watered before going out is on race day itself.

Now let us consider the feed question. The flying Tipler men have learned a lot on what the various grains will do in the training and flying of their birds. For instance barley acts on a kit of Tiplers in training just like a brake. It is just like driving your car with the emergency brake on. Barley has a tendency to slow them down and enables you to control them on workouts. A kit flying two to two and a half hours on

barley will go a couple of hours longer on wheat under the same conditions. Add a little canary seed and millet and they will fly longer still and at a greater height. First get yourself some high quality barley or if the barley is inferior, then train the kit on two-thirds barley and one-third wheat basis. In this case feed the barley separately first, and then follow with the wheat. Feed about three-quarter of an ordinary egg cup of feed to a bird, or four egg cups to a kit of five. I was able to get an excellent quality of two rowed barley from a leading malting company here in Toronto and worked the kit of three youngsters out on Tuesdays, Thursdays and Sundays. Ordinarily three hours is all we expect on the straight barley diet, but this kit was difficult to drop even at five hours. You can see by this that I knew I had an outstanding kit early in June.

After the June 26 race the kit was kept in of a whole week and was liberated on Monday, July 4 for a five-hour workout. Then on Wednesday, July 6 they were given another five hours. This brings us up to the last few days before the real contest.

On Thursday, July 7 they were given a change to feed, consisting of small seeds such as are fed to canaries and budgies. To make it easier for those Tipler fanciers who may be thinking of trying out a kit of young birds, I will

say that I personally just buy a pound package or canary mixture and a bound of budgie mixture which I mix all together in a large tin and add about a quarter pound of good quality wheat and similar amount of high class rice.

The last four days, July 609, the feeding was as follows: Wednesday night, half barley and half wheat, water to drink. Thursday night, two and a half egg cups of your special mixture, water to drink. Friday night, three egg cups of special mixture, water to drink. Saturday noon, one and a half egg cups of mixture, water to drink. Saturday 11:30 pm, all the small grain they will eat. Make sure each bird drinks, as this is the last feed and water they will get before releasing at dawn. Do not be disturbed if the kit does not eat very much on the 11:30 feed, because if they are really right they will only pick up a little.

On the last three days feed an egg cup of this mixture at a time. Make them clean up the tray before putting in more, and remove all food and water after



Figure 785 —Photo courtesy of Douglas M. Prud'homme, York Mills (Toronto) Ontario, Canada.  
Home loft showing coop and style of trap used by Prud'homme and his champion young-bird team.

each feeding. An earthenware tray, the kind used in keeping flower pots in, is used to feed the kit with, the size depends on the number of birds in the kit. For a kit of five to six, a tray about seven inches in diameter is ample. A water dish preferably earthenware, which the birds cannot upset is desirable. (*Today many prefer to put the pigeons in individual boxes and feed the kit pigeons individually in exact amounts each.*)

Sunday July 10 dawned beautifully, with a clear sky and at exactly 5:30 am the kit was liberated from the trap on top of the pigeon coop. In less than five minutes they were away up and out of sight. I did not see them again for an hour and ten minutes and then they only passed over very high. The next time they put in an appearance was another forty-five minutes when the referee, Harold Boston, a prominent Toronto lawyer, spotted them up in the blue. This kit proved a very easy one to watch for the referee. They were high most of the time and rambled all over the city, coming into view every twenty minutes or so.

By the late afternoon it was quite evident that they had plenty in reserve. A nice cool breeze had sprung up and everything seemed under excellent control. In the early evening when it looked reasonably sure that they were going to fly to dark, I telephoned George Daly, the President of the club, and asked him to come over if he wanted to see the record broken. Well he and his son came over, and I was mighty glad that they did, for as the darkness started to set in I was nervous they might be too frisky and not want to respond to the fantails.

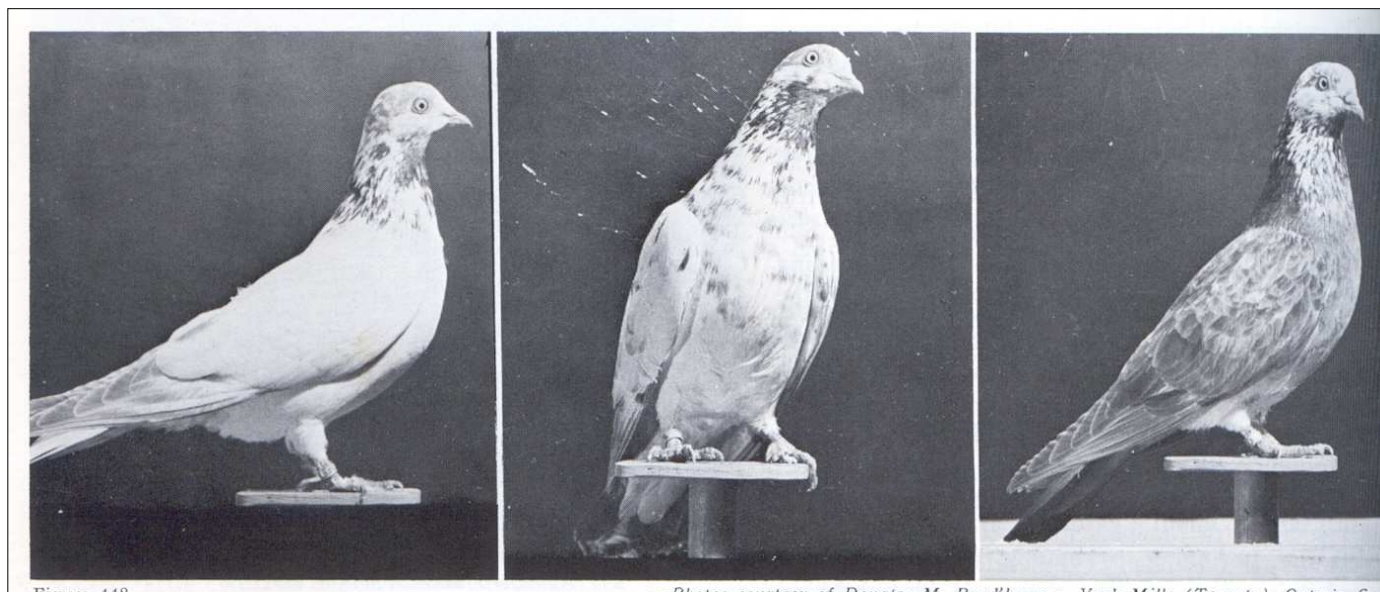
The old record set in July 1933 was from 5:30 am to 9:25 pm, so that meant that in order to break the record, the kit must be flying after 9:25 pm. They had been rambling all day and had cut down the rambling time to about five minutes from 8 o'clock on. At 9:24 they passed over, quite high and went out west over the

ravine near our home, my heart sank, as it was getting dusk and I could see visions of trouble ahead. However, at 9:28 they came back and we immediately threw three white fantails up to attract their attention. This slowed them down alright, but they were still up about 200 feet and seemed to be full of pep. In order to attract them down, I went in the pigeon coop and chased some of the breeders out in the wire netting run and while I kept them on the move, Mr. Daly was catching the fantails and tossing them up to induce the kit to lower. The excitement was at fever pitch, I can tell you, but good training and a bit of luck was with us and they finally hit the coop at 9:36 pm having actually flown 16 hours 6 minutes, although according to the flying rules you only get credit from the time the fantails are put out.

This kit was so good on this particular day that I believe that, if we had had another hour of daylight or so, that they would have broken the old bird record also of 17 hours, 25 minutes, made by the late Bill Adams in June 1950. All this may sound very complicated to a new Tippler fancier, but actually it is reasonably simple, provided you have high class Tipplers to experiment with.

I am often asked if I am a believer in line breeding; my answer always yes. This Butterfly strain are all descended from six wonderful pairs of Flying Tipplers, imported into Canada from England in the 1920s. These now famous birds broke the young bird record in 1927 when Edward Page flew 15 hours, 3 minutes and again in 1933, when Jack English had an outstanding kit which flew 15 hours, 55 minutes. As mentioned earlier, in 1946 Nelson Balmer again broke the record, but was unable to drop his kit at night. The performance of my kit in July 1955 proves my point that they are getting better all the time.

My theory has always been, "The best are always cheapest in the long run."



Prud'homme's North American Young Bird Record kit, flown 15 hours 58 minutes on July 10, 1955.