



THE SLOW ROLL



CHARTERED #921
Since DEC.



President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Bruce Bretschneider
Editor—Bob Purdy
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JULY 2011

*The Slow Roll is published by the Sun Valley Fliers
By and for its membership to all others interested in
the building and flying of radio control aircraft*

IMAA Chapter 782



Inside this issue: Cover Photo by Tony Quist showing Bryant Mack Extra.....New/ History on Model Aviation/ O&R.....SVF AUCTION Photos...SVF Officers photo..... SVF members photo...Blue Max....SVF Hall of Planes....Safety ReportProp Safety.....Prez report.....Minutes..... B'Days & Treasurer Report**GREAT VIDEOS**.....*Much more, enjoy*

THERE WILL BE NO JULY SVF MEETING



THE PRESIDENTS CHANNEL

Frank Moskowitz

JULY 2011 SLOW ROLL PRESIDENTS LETTER

Welcome to the July Slow Roll.

Summer is here, along with our record breaking triple digit temperatures. Make sure you protect yourself from those harmful summer rays. Use sun screen on exposed skin. We still have a few of the **Adams Sunblock Safari Hats**. They will sell for \$30.00.

The field will be closed all day on Thursday June 30th for a new seal coat. It will consist of two coats of an asphalt emulsion. This will cover the entire runway and also cover our striping. We will be re-striping at a later day to be announced. Your board members and club officers are constantly looking for ways to improve and beatify our field. If you have any suggestions along those lines please feel free to email me.



Some of you have been asking for the web address to our weather station to use on your Blackberry or I-Phone or any web enabled phone. Use this link exactly as it appears here:

<http://w9if.net/cgi-bin/wapaprs/wx?svflir>

Remember this link is only for your web enabled phone and not for your internet connection on your home computer.

That's if for this month. Enjoy the heat.

Our July 6th meeting is canceled since many of our members will be vacationing that week. The next meeting will be Wednesday **August 3rd at 7:00 pm**. If you want to eat I suggest you arrive no later than 6:15 pm. **Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).** **Lots of great food and a smoke free environment.** The Club meetings get better every month. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there!

Frank Moskowitz

President



**SVE MEETING
JULY 6 MEETING CANCELLED**



Sun Valley Fliers Club Meeting Minutes
Date, June 1, 2011

The meeting was called to order at 7:02 pm by President **Frank Moskowitz**. 35 members were in attendance.

Guests: John Frank

New Members: Barry Henry

New Solo Pilot: Debin Ray – Howard Kennedy, instructor
Luke Dickson – John Geyer, instructor

Secretary's Report: Bruce Bretschneider - Voted and approved as presented in the slow roll.

Treasurer's Report: Gene Peterson

Safety Officer Report: Ken Justice

- It's summer, be sure to watch for rattlesnakes. They have been seen at the field recently.
- Observers for pilots must be at the flight stations and not under the ramada. Be sure to keep a lookout for full-scale planes in the area and warn your pilot.
- New pins are needed for channel's 38, 42, and 60.
- The Habu (EDF foamy) will be treated as a regular plane to be flown from the runway.

Old Business:

- Signs regarding the use of Spotters and the 400-foot altitude restriction have been placed on the fence at each flight station. Please abide by the rules. Failure to do so could mean the loss of our field.

New Business:

- A question was raised regarding how a pilot's qualifications are determined.

Community Awareness:

- The Boy Scouts inquired about having an event on 14 June, however, there is not enough time to set up the event

Door Prize Winners:

- **Gary Heddon** – 1 gallon fuel, **Lou Bennett** - 1 gallon fuel, **Bob Purdy** - 1 gallon fuel
- **Paul Delauder** - 1 gallon fuel

50/50 Winner: Dave Uhlving won \$59

Show & Tell:

- Franks Hobby House will be having a fire sale from 10 to 5 on June 4th.
- There will be an auction at the SVF field on June 12. Viewing is at 8 am and the auction starts at 9: AM

Meeting adjourned at: 7:33

Respectfully submitted,

Bruce Bretschneider, Secretary

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report JULY 2011

The SAGA of the new lock on the gate seems to be getting better. We have all the locks back on the "Daisy Chain" for the City, the Flood Control District and Sun Valley Fliers. Please try and do your part to keep the locks in order so other "USERS" can gain access to the property that has a lock on the gate. Particularly the Flood Control District and the City (Park Rangers). Maricopa County Sheriffs have a lock on the gate that we have not been able to get in the daisy chain at this writing, but it will be solved very soon.

Please let me know if this needs attention, and I'll see what can be done.

For those that do this, we still use the Helicopter Ramada as a place to "burn" in gas and Nitro engines. However, it is the Helicopter port first and an engine burn in spot second. Please be respectful of any Heli Pilots that may come to fly if your there doing a "Burn In". This means you should pack up your stuff and give him the ramada. Also one more thing, please use the two spools to mount your engine on and NOT mount them on the carpeted tables. Some people have done this lately and left a lot of engine "droppings" on these carpeted tables. It makes it awful hard for the Heli guys to work off these tables when they are all "greasy". Thanks for your help in this matter.

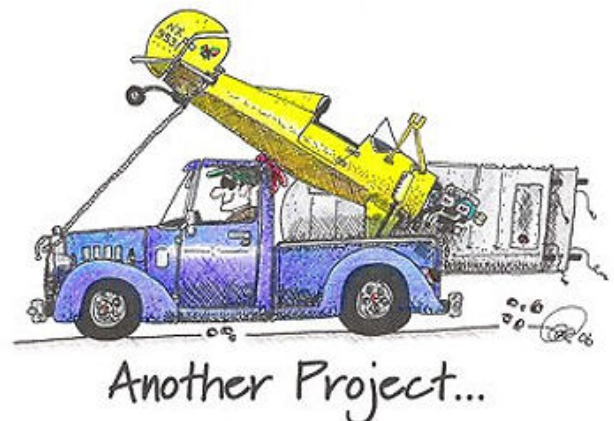
Also, there are spools to the east and west of the main ramada that can be used for engine break-in, they are not, however, covered and that makes it a little hard this time of the year.

Regards, *Gene Peterson, Treasurer*



JULY 2011SVF BirthDay Boys

First name	Last name	Member type	Dob
Richard	Layne	Regular	07/04/1956
Aaron	Moskowitz	Junior	07/05/1995
Murray	Duncan	Senior	07/05/1938
Henry	Holling	Regular	07/08/1966
Lorn	Klimchuk	Senior	07/09/1932
Ramey	Hayes	Senior	07/09/1935
Ed	Klein	Senior	07/10/1928
Melvin	Cohen	Senior	07/11/1928
Norman	Hawk	Senior	07/11/1934
John	Wisniewski	Senior	07/12/1937
Cole	Cunningham	Senior	07/16/1941
David	Fortuin	Regular	07/17/1965
Larry	Stephens	Senior	07/17/1939
Gary	Porter	Regular	07/18/1956
Robert	Pencak	Senior	07/20/1943
Bob	Putnam	Senior	07/21/1942
John	Wanner	Senior	07/21/1939
Randy	Archer	Regular	07/22/1957
Michael	Marranca	Regular	07/22/1959
Rusty	Fried	Regular	07/26/1946
Walter	Angus	Regular	07/29/1958
Gary	Kurtzman	Regular	07/29/1957
Spencer	Kleinhans	Regular	07/31/1987



SVF Elected Officers & Board Members

President



Frank Moskowitz

Vice President



John Geyer

Treasurer



Gene Peterson

Secretary



Bruce
Bretschneider

Board Members

No photo for Greg Frohreich



Charlie Beverson



Mike Peck



RON LONG



Ron Thomas



Eric Stevens



Bob Bayless



Jim McEwen



Howard Kennedy

Serving out J. Geyer time

Safety Officer



Ken Justice



SVF MEMBERS PAGE

Photos by SVF Members



**The second SVF Auction was held on June 12, 2011
Auctioneer was Charlie Beverson**

SVF MEMBERS PAGE

Photos by SVF Members



This photo of my Grandson (Cameron Markwart) and me (Grandpa... aka Flight Instructor, aka Safety Officer). It was taken this past Thursday after his fifth flight was completed. Cameron successfully completed his first Take-off and Landing...after completing 4 previous flights of him taking over once I had the SuperStar 3 to 4 mistakes high!!! LOL He has now had 5 buddy box flights with me this summer. He has been a member of SVF since February 2010 but just started his RC training this June, after school let out.



Craig Guest



Mike & Jack Dolan



Jim McEwen



SVF SAFETY CORNER

This month I wanted to be sure that everyone is "thinking safety", especially since our Arizona "dry" summer heat is in full swing now! Stay alert while at the field in this summer's heat. Don't let the heat dull your common sense, good pre-flight and post-flight practices and veteran piloting skills! Don't forget to bring some liquid refreshment to the field with you. You know... water, h2o, Gatorade, etc. That doesn't mean you should be bringing your favorite beer to the field!!! For everyone's safety, including our club's safety, leave that 'refreshment' at home please! Also remember not to leave your LiPo batteries inside of your hot, parked car for very long during the hot Arizona summer. Just a reminder in case you stop by the friendly folks at Frank's Hobby Store or your favorite eatery after flying. LiPo's don't like being stored above 100 degrees for very long!!!

I spotted a few things over this past month that is worthy of review. Please read the article below on "*Propeller Safety*". No matter if you are a new pilot or a very seasoned pilot... a review of this potential "table saw" hazard is always a noteworthy read. I observed one veteran RC pilot forget one basic safety and operational rule recently...he plugged in his battery on his electric-powered plane BEFORE turning on his Tx power...and he was surprised by the attempted "attack" when his electric motor started spinning his aircraft's prop at wide open, uncontrolled throttle!!! Fortunately, he wasn't injured this time because he was slightly to the side and rear of the aircraft. But it could have been much worse than just an aircraft trying to leave the workbench!

Also, remember another basic pre-flight check...checking for *correct* flight control movement BEFORE take-off. I looked up and observed this attempted take-off....A veteran RC pilot stated to me after the 'mishap' that he took to the air...or attempted to, right out of the flight station, across the runway...without performing a basic flight controls check! He quickly found out that most of his aircraft's flight controls were REVERSED with a resulting LOUD NOISE as his aircraft quickly came back to Mother Earth after reaching an altitude of about 8 feet! This could have resulted in an aircraft flying into the Ramada and injuring unsuspecting people had he been going down the runway since the aircraft veered hard left and the pattern and take-off direction was from right to left at the time! So be sure after you start your aircraft (at the latest) that you perform your *basic* flight control check for proper and correct movement. Don't overlook all of your basic safety checks that all of us know!

That's it for me this month. If you follow basic safety guidelines and use common sense, your flying experience can be and should be a wonderful one. Remember to respect those around you, follow the rules of the field, and make sure you totally understand the operation of your RC Aircraft... and that you and your aircraft have been "pre-flighted" before each flight during our Arizona summer heat!

Safety is everyone's responsibility!

Ken

Ken Justice

SVF Safety Officer

PROPELLER SAFETY

Respect and alertness are mandatory if you want to keep all your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40-size, two-stroke engine with an 11 x 6 propeller can generate as much power as a 10-inch table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller.

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

General Propeller/Rotor Blade Inspection and Preparation:

1. Look over for obvious nicks or gouges.
2. Flex it gently back and forth along its length and look for cracks.
3. If you find any damage, other than some minor scuffs at the tip, discard/destroy immediately.
4. Wood propellers cause less damage than composite propellers.
5. Remove the sharp edges from composite propellers using fine sandpaper. Just take off the edge. Do not alter airfoil.
6. Always use a balanced propeller. Vibration is the enemy.
7. Make sure the propeller arc is visible by painting the tips a contrasting color.

Ground Safety:

1. Always have someone hold the airplane while starting.
2. Use some form of eye protection, like safety glasses.
3. After starting, move around behind the propeller to remove the glow plug igniter and to make other engine adjustments.
4. Never ever reach over a spinning propeller.
5. Be conscious of the propeller arc. Do not let spectators stand in line with, or in front of, the spinning propeller and don't you stand there any longer than necessary.
6. If starting by hand, use a thick glove or chicken stick.
7. Use an approved spinner or propeller hub.
8. Before starting, be sure the propeller is on tight. If the engine came with backup safety nuts, use them.
- 9. Have a first aid kit stocked and available.**

It's easy to forget these safety items when at the field and some say it's just too much trouble.

But safety is everyone's responsibility!

From the Rouge Eagles R.C. Club, Medford, Oregon



SVF MEMBERS PAGE

Photos by SVF Members



Irwin G. "Irv" Ohlsson **Innovator and model airplane engine builder**

An early love of airplanes

When Irwin "Irv" Ohlsson was seven years old, he was already fascinated with airplanes. He would carve them out of solid wood and swing them around his head on a string to watch them fly. In 1927, Charles Lindberg's flight across the Atlantic inspired not only Irv Ohlsson, but many others to a renewed interest in flight. At age 18, Irv had already built and flown a number of rubber band powered aircraft and had won 11 major contest trophies. One was for a record-setting flight of 1 hour and 3 minutes reaching an altitude of 4300 feet and flying over 30 miles.

In 1932, Maxwell Bassett had set the record for a model airplane powered by a gas engine.* He used an engine built by Bill Brown. Only two years later, Irv Ohlsson took a 30 cc gas engine designed for model boat use and fitted it to an airplane model of his own design. It had an 8-foot wingspan, weighed 10 pounds and swung a 20" propeller. He put the model in his 1928 Ford and drove to a contest in Sacramento. There were three other entries, all powered by Brown Jr. engines and his with the modified boat engine. Two of the airplanes crashed. Dr. J. P. Young got his to fly for 26 minutes. When Irv's turn came, his stayed aloft for an hour and 6 minutes—a record that stood for many years. A pilot in an airplane flying nearby reported sighting Irv's plane at 5500 feet in altitude.

*Graham Knight in Shepperton, England informs us that the first known recorded gas engine flight was made by D. Stanger of England with a record of 51 seconds in 1914. This record stood for 18 years until beaten by Colonel Bowden in 1932 with a flight of 71 seconds. Later in 1932, Maxwell Bassett topped that time and held the record that Irv Ohlsson and others were shooting at in 1934. As you can see, the technology of model flight took some big steps between 1932 and 1934. It took 18 years to add 20 seconds to the record, but in two years the flight times went from just over a minute to more than an hour.

Newspaper contest spurs development of a small new engine

In 1934, The Los Angeles Herald Examiner was looking for a small model aircraft they could use as an incentive for their delivery boys to boost circulation. Having gained a name for himself with his record-setting flights, Irv Ohlsson was asked to build the first prototype. To keep costs down, it was to be powered by a compressed-air engine that burned a solid fuel stick to produce the gas to drive the 5-cylinder radial powerplant. It flew well but the heat generated would often cause the airplane to catch fire after landing, so the project was abandoned. Later, however, he had an idea of how to build a gas powered engine that would be small enough for the project. Working with friend Roland Barney, in about two months they had produced two very small engines with a 1/2" bore and 5/8" stroke, resulting in a .12 cubic inch displacement. These were smaller than the model engines then being produced on the East coast at the time, and a test at Muroc Dry Lake (now Edwards Air Force Base) early one morning showed that they could work. By this time, however, there was a different editor at the newspaper and the model incentive project had been abandoned, but Irv Ohlsson was on his way to a career in designing model airplane engines.

(As a note of interest on that first prototype, Irv lost track of it after selling the two engines. About fifty years later, he got a call from Erwin Schwartz who said that Victor Savage had installed one of the engines on a high-wing monoplane back in the 1930's. He also said he had one of the engines and would return it to Irv. Several weeks later, he received the very first Ohlsson engine. This is a piece of history that he was very gratified to have back, and it is still in the possession of his son, Irwin "Gus" Ohlsson Jr.)

From a hobby to a business

After graduation, Irv went to work for Douglas Aircraft. His first love was model flying, however, and he soon left Douglas to open a model shop of his own in Los Angeles. He had come up with a good design for an engine and wanted to go into production. He contacted machinist friend Harry Rice and got a quote for the tooling for the first run of his new engines. The cost would be \$2600, which was a lot of money at the time. Irv borrowed \$1300 from his mother from his dad's insurance money and got friend Frank Bertelli to borrow \$1300 from his parents to finance the first run of engines. They assembled and test ran each engine in their shop.

This engine sold for \$16.50, which was about a week's pay for the average worker at the time. Many boys now recall saving their every penny for a long time to buy that engine for their model airplane. The Ohlsson Mini was known as the "Gold Seal" and had a displacement of .56 cubic inches, forged rods, a 1-piece head and cylinder to prevent leakage and produced about 5 pounds of thrust with a 14" prop at 7000 RPM.

Irv also designed and sold several airplane kits. His first was in 1934 and was called the "Speedmark". He combined it with a Brown Jr. engine. The five-foot wingspan model kit sold for \$15.00 and the engine added another \$18.00 to the price. If you bought both together, the price was \$25.00, which was a lot of money in the 1930's. In 1937 he came up with the "Pacemaker" design. This was a good looking and sturdy aircraft that was well suited to engines at the time and many were built. The kit and engine again sold for \$25.00

Ohlsson and Rice company formed

By 1941 Irv Ohlsson had teamed up with Harry Rice, and the firm of Ohlsson & Rice were producing a ".19", a ".23" and a ".60" that were highly popular. No other engines at the time combined the reliability, ease of maintenance, simplicity of operation and unlimited life of the O & R engines. The Second World War put a temporary hold on their success, however, as all manufacturing facilities were turned over to military production. By the time the war shut down their production, they had produced about 75,000 engines.

As soon as the war was over, O & R got back into production. Even with a shortage of needed materials and machines somewhat worn out by 3-shift a day wartime production use, they jumped back into a market that had a seemingly endless demand for their products. Modelers were hungry to get back into flying, and O & R took advantage of the market by buying the machinery needed to meet the huge demand. By the end of 1947 their production had risen to almost a thousand engines per working day.

When glow plug engines started to become popular in 1947, O & R were ready with their own designs. One of the problems with glow engines was the availability of the proper fuel, so they began manufacturing their own brand of fuel for both glow and ignition engines. They also started making propellers, metal-bodied model race-cars and a series of O & R glow plugs.

In 1949 they released their new "29", which was basically a slightly reworked "23", but it met with huge success. They quickly followed it with the "Redhead 33". At this point they were at the pinnacle of their career with the largest and wealthiest company in the hobby industry.

Rushing so many new products to market at once, however, had some serious ill effects on the quality of the engines. The new designs started to show some flaws that caused many engines to be returned to the factory for repair. Problems with the die-cast aluminum rod distorting and bending caused them to be replaced by forged steel rods. This, however, pointed out another problem with the engine when the stronger rods transferred stress to cylinder case base, causing the engines to fly apart when running on glow fuel. The high number of returned engines caused financial stress that eventually led to the breakup of the partnership of Ohlsson and Rice, but not before they had produced well over a half million engines.

A change of direction keeps the Ohlsson name in the model aircraft market to this day

Irv Ohlsson soon got back into business when he purchased the old "Spitfire" company facilities including their large fuel packaging plant. He began producing his own line of fuel and glow plugs. He also packaged fuels for several other well-known model engine manufacturers under their own names. Irv died a few years ago, but his son, Irwin "Gus" Ohlsson Jr. continues to operate that business today. Irv Ohlsson is often credited with being one of the major contributors to the hobby of model aircraft flying. Ohlsson engines were a large factor in the early growth of the sport of model airplane flying.

In 1982, Irv was crossing the street with Annie [his wife] in Palm Springs when they were struck by a car and seriously injured. Their lives never were the same after this tragic accident, and in recent years, Irv's failing health was further complicated when Annie had a stroke in early 1996.

Annie was placed in a convalescent hospital where she died four weeks and two days after Irwin. There was a memorial service for the two of them on May 30, 1996, which was attended by Frank Bertelli, Irwin's first partner. They are survived by son Gus and daughter Sigrid.

Irwin G. "Irv" Ohlsson



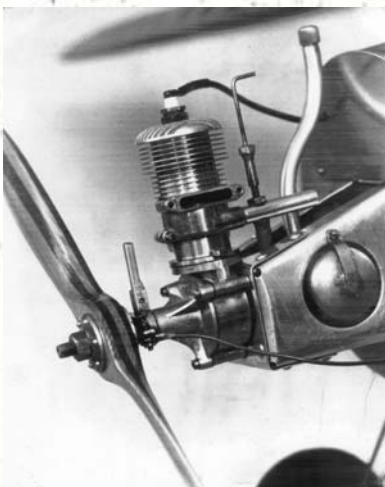
Cover of *Model Airplane News* from June, 1968 shows Irv Ohlsson with a Pacemaker amphibian. It was taken in front of the K&B plant in Downey where Irv's good friend Dan Lutz worked at the time. Irv's son Gus Ohlsson recalls many days flying this plane with his dad at Lake Elsinore.

Irv's first production engine, the #5 original Miniature .56 cubic inch engine

Irv's first production engine, the #5 original Miniature .56 cubic inch engine



A photo from late 1936 shows Irv Ohlsson with Sam Kramer in front of the shop at 650 N. Alvarado Street in Los Angeles. The airplane shown was built for Sam by Irv and Frank Bertelli for a total cost of \$45.00. Using the #1 engine shown in the photo, Sam put 1000 flights on this airplane.



Irv's first production engine, the #5 original Miniature .56 cubic inch engine

This Ohlsson .23 was purchased in 1947 by Carl Hammons who was later to become Joe Martin's business partner for many years. Their love of model airplane flying is what brought them together, and this engine was Carl's first.



SVF PILOTS HALL OF PLANES



Tony Quist Airworld ARF, 102" Wingspan, Moki 250cc Radial, Futaba FASST Radio with Smartfly Competition 12 PowerSystem. Go to the VIDEO page and see Tony fly the FW190. *Thanks Tony*



Hey guys I've seen a lot of new aircraft out there, jets, electrics, glow and gassers. A lot of us would like to know what is it and what's in it. So how about a photo and some info on your aircraft. Send to rcbobsvf@aol.com

The **BLUE MAX**

If you looked at the just arrived July issue of the AMA's Model Aviation magazine, you will see ON THE COVER my Nephew's, Scott Lee, beautifully detailed, 1/3 Scale Balsa USA Sopwith PUP as it was flying at this year's Blue Max event April 15-16! He was also mentioned on page 20 in a photo of his static display. His PUP was also pictured in the flight line shot on page 22 (his is the 2nd PUP behind his friend's 1/4 scale PUP). And Scott was mentioned on page 24 under the "Awards" as he WON First Place in Static and Flight Scores in the Balsa USA Class and was awarded the "Iron Cross" for his Static Score and the "Blue Max" award for this Flight Score! If that wasn't enough, he received a signed print given for the "Best Entente Powers" Award (Best Allied Aircraft) in the show! Then to top it off, he received, for the second year in a row, a plaque for the "Pilots' Choice" award for his beautifully and pain shakily detailed PUP!!! So a total of 4 Awards...plus now the COVER shot on the July issue!!!

To say the least, I am very proud of my Nephew Scott especially since I was the one person that planted the seed and hooked him on RC aircraft flying way back when he just 2 1/2 years old in Orlando. When he would come visit me in Phoenix over the years, starting back in 1986, he would continue that desire for RC aircraft and aviation history by coming with me to the SVF field even back then!!!! This September or early October, he hopes to visit me again...this time to fly my 1/3 Scale PUP.

Thanks again!

Ken Justice





VIDEOS and Websites Links

Click on to view video, website

A380 CLIPPED WING :49

<http://www.youtube.com/watch?v=a5YH02owrCw>

787 ARRIVES AT PARIS 1:00

<http://www.youtube.com/watch?v=IJRB0QfzhYQ>

X3 FLIGHT DEMO 4:43

<http://www.youtube.com/watch?v=I14weyVGxCI>

FLYING MONSTER 4:58

<http://www.youtube.com/watch?v=xF7qQKYzydU>

Tony Quist 4:12

http://wn.com/Airworld_FW-190_with_Moki_5_cylinder_radial_engine

Alaska Bush Pilots :59

[AlaskabushpilotsShortTakeoffAndLandingCompetition.wmv](#)



SVF Website Buy & Sell items. NEW ITEMS

<http://sunvalleyfliers.com/classifieds/classifieds.htm>



My thanks to those who passed this info on.



History on Model Aviation

We came across an interesting article on Mr. Ohlsson that we feel that young and old SVF members will enjoy. In future Slow Rolls we'll bring out names in the industry you may heard of or mention around the field, yet to young to know about them. We welcome any articles that are related to history of model aviation.



Have a safe and fun holiday!

FRANK'S *Hobby House*

12008 N. 32 ST. M, T, F. 10-6

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Next month Issue

To HOT to fly, building something are you? Lets see your completed projects. Get you in the SVF HALL. **Get a cool hat!**

Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.

AZ49ER@COX.NET

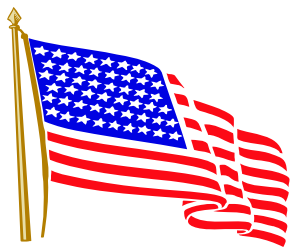
Hope you will enjoy it. Bob rcbobsvf@aol.com

This Month Issue

Did you find what you needed at the auction? How about finding something at Frank's fire sale? Some good VIDEOS to watch.

GOOD stuff in this issue, MORE photos so enjoy!

Send those articles and photos in and for the SVF HALL of PLANES.! Remember to **ZOOM** the **PDF** page to see more.



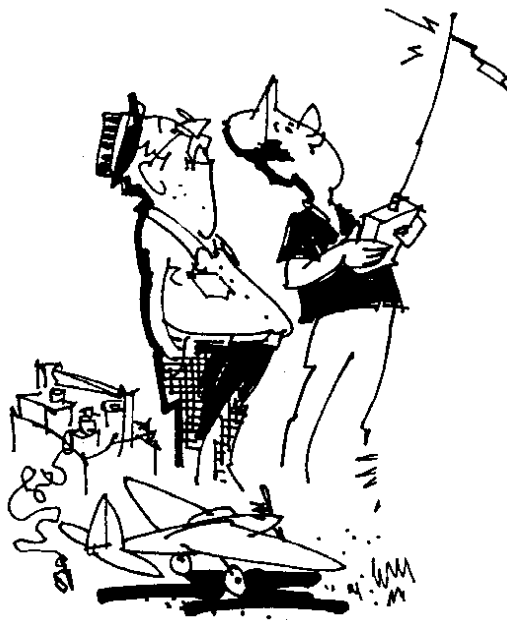
THE SLOW ROLL

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John Geyer, Vice President
Gene Peterson, Treasurer
Bruce Bretschneider, Secretary

Walt Freese,
Website Supervisor

Please check your
Membership list for
Phone numbers.



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Mike Peck '10-12
Howard Kennedy '10-12
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