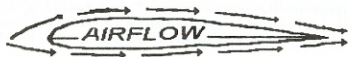




Arctic Angel by Jerry Anderson



the official newsletter of the

Radio Control Club of Rochester

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February
1999



DEDICATED TO RESPONSIBLE R/C FUN
SAFETY BY CHOICE NOT BY CHANCE

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings
RCCR meetings are held every second and fourth Wednesday of the month
at the Salem Church, 60 Bitner St., just east of Inner loop exit at St. Paul St.

FOR THE LATEST INFO, CHECK THE

RCCR HOTLINE: FIX-RCCR 349-7227

EVENTS SCHEDULE

- SS Jan 23-24 AGS 16th Annual Oakdale Mall Show
- Wed Jan 27 RCCR Meeting 7:30 pm at the Salem Church
- Wed Feb 10 RCCR Meeting 7:30 pm at the Salem Church
- Sat Feb 13 RCCR Mid-Winter Party and Roast at Waver's Party House.
- Wed Feb 24 RCCR Meeting 7:30 pm at the Salem Church
- Feb 26-27-28 WRAM show, White Plains NY (see Model Aviation mag)
- Sat Mar 27 Chiefs auction at Canandaigua Middle School
- SS May 15-16 AGS Spring Float Fly at Greenwood Park
- Sat May 22 WNYFFS Empire State Indoor Championships, at the Buffalo Bills fieldhouse near Orchard park, NY.
- SS Jun 5-6 RCCR Fun Fly at Northampton Park, CD Paul Weigand (Jun 5 Picnic at Knollwood Lodge)
- Sat Jul 24 RAMS Combat Meet
- SS Jul 31-Aug 1 RAMS Annual Open House
- Sat Aug 28 RAMS Annual Fun Fly
- Sun Sep 5 3-Club Fun Fly Picnic (4-club?)
- SS Sep 25-26 AGS Fall Float Fly at Greenwood Park
- Sun Oct 10 RCCR End of Season Picnic at the Ski Lodge, Northampton Park
- Sat Nov 27 RAMS Annual Auction

RCCR ROAST *Mid-Winter party*

Saturday February 13
6:30 PM Cocktails
7:30 PM (Sharp) Dinner

Waver's Party House
31 Paul Road



Trevor Ewell

Notes from the ex-Prez

The past two years as your president have gone quickly. I have enjoyed them for many reasons. It was rewarding to see so many of you do so many things for the club. I've met many new members who kept our large membership roster of about 130 people. You kept our meetings lively with attendance of about 35. There was an organized club activity almost every month. We used all the money we took in to support what we voted to do. We sponsored several activities for children. Other area clubs saw us in attendance at their scheduled events, while we sponsored more than 16 events ourselves. We continued to develop Bolling Field and held on to Northampton through a tough challenge. Combat flying has become a major new activity developing around your leadership and participation. Glider flying continues at our third field.

But perhaps the biggest reward was the great flying we did all during this time. Training for new flyers was generous and productive. We helped one another develop our skills with both ideas and hands-on support. New planes proliferated to more than offset those whose flight time ended. The comradery among members was most enjoyable.

All these trends will carry us well into the future. I believe we need to add one more dimension of better control to our activities to enhance our longevity and enjoyment. That dimension is the measurement and reduction of noise from our planes. Given the great and varied resources in our club, I am sure we can conquer the challenge as we have conquered others in the past.

I eagerly look forward to many more years of flying with you all.

Trevor

MISSING If anyone knows the whereabouts of the club's walkie-talkies, please contact Jerry Joseph 244-1981. (Bob Horn recently acquired a pair of walkie-talkies to be used in efforts of sound measurement, but the club has another pair and Jerry would like to know where they are.)

CLUB VIDEOS by Jerry Joseph Here is a list of the videos that are available in the RCCR Library. If you desire to checkout a video, give Jerry a call at 244-1981, and he will make arrangements to get it to you.

Air Show 6/2/90	NA 6	R/C Video Magazine Volume 6	1988
Attack Carrier Trilogy	NA 683	RCCR Scale Rally & Fun Fly	
Aviation Heritage, Part I	NA 686	S-T-A-R-S Meet 7/11/92	BA 18
Aviation Heritage, Part II	NA 29	Shoot to Live Rear Gunner	BA 27
B-29, A Plane for a Mission		Story of Naval Aviation, Attack Carrier	
Battle of Britain		Striking Back, Byrgn Air Show	
Clancy Aviation Speedy Bee - Lazy Bee		Tailspin Tommy, "Stunt Pilot"	NA57
Down to the Wire, Wings of Eagles/Gold	NA 34	The Navy Files On	
Flying the Air-1C Cobra Gunship		Threshold, The Blue Angels	
Fun & Float Fly; RCCR & Glider & Combat	1995	Vintage Wings	
Kamikaze	CB 12	Warbird Checkout Series	5007 7
Mighty Warbirds		Warbird Checkout Series	5007 9
Naval Aviation Action, Part 1&2	BA 62	Warbird Checkout Series	5007 10
Proficient Flying, Volume 1		Warbird Checkout Series # 17	5007 11
Proficient Flying, Volume 2		Warbird Checkout Series 1-6/SNJ	5007 12
R/C Video Magazine Volume 3		Warbird Checkout Series 1-6/SNJ	5007 13
R/C Video Magazine Volume 4		Wide World of Flying	5007 15
R/C Video Magazine Volume 5			

TEAM SELECTION FINALS: The 1999 United States Team F1A Glider is Brian Van Nest, Jim Parker, and Steve Spence; in F1B Wakefield, John Sessums, Bob Piserchio, and Viadi Andriukov; in F1C Power, Faust Parker, Ron McBurnett, and Ed Keck.

The Finals to select the team to represent the United States at the 1999 World Championships in Israel were held September 16-19, 1998 in Palm Bay, Florida. The Finals are held every two years, alternating between the East and West Coast. The three events are F1A Nordic Glider, F1B Wakefield Rubber, and F1C Power.

For the serious FAI Free Flight fliers in this country, the Finals are a chance to make the team and the goal of years of preparation and practice. In each event, seven rounds are scheduled on each of two days. If more than three have maxed out, or if there is a tie, a single early-morning flyoff decides who makes the team in each event.

from Model Aviation, Feb 1999
FREE FLIGHT DURATION
by Louis Joyner, 4221 Old Leeds Rd,
Birmingham AL 35213



US Free Flight Team Finals: Brian Van Nest (L) was the only F1A towline glider flier to max out during two days of flying. Ed Keck (R) repeats on the Power team.

FOR SALE

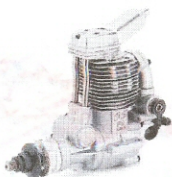
2 EACH OS FS-91 USED

1 EACH OS FS-91 NEW

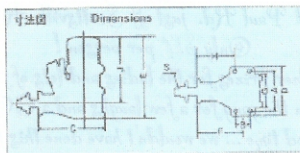
CONTACT: RON McGRATH 716-594-4440

O.S. developed the Surpass Series of 4-stroke engines for discerning fliers who demand more power. Able to swing larger props and supply more usable horsepower, Surpass 4-strokes provide the best performance for your plane, regardless of scale or flying style.

- All Surpass engines feature a helix gear-driven camshaft on the front end and dependable updraft carburetor in the back.



Engine	Displacement (cu in)	Bore (in)	Stroke (in)	RPM	Output (BHP@rpm)	Weight (oz)	Recommended Props
FS-26S	0.269	0.728	0.648	2,200-12,000	0.41 @ 11,000	9.45	9x6-7, 10x6, 3-blade 8x6
FS-40S	0.396	0.835	0.724	2,200-12,000	0.65 @ 12,000	12.50	10x7.5, 11x6, 12x5-6
FS-52S	0.523	0.906	0.811	2,300-13,000	0.90 @ 12,000	14.19	10x9-10, 10.5x8-9, 11x7-8
FS-70S	0.702	1.016	0.866	2,000-12,000	1.10 @ 11,000	20.10	11x8-9, 12x7-8, 12.5x6
FS-91S	0.912	1.091	0.976	2,000-12,000	1.60 @ 11,000	22.20	11x10-11, 12x9.5-11
FS-91S II	0.912	1.091	0.976	2000-12,000	1.6 bhp/11,000	22.9	13.5x8, 14x7, 15x6, 16x6
FS-120S-E	1.218	1.197	1.085	2,000-11,000	1.90 @ 11,000	30.50	13x11-12, 14x10-11
FS-120S-SP	1.218	1.197	1.085	2,000-11,000	2.50 @ 10,000	36.36	13.5x13.5-14.5, 14x12-14
FS-120 III	1.2	1.197	1.083	2,000-12,000	2.1 @ 12,000	32.5	14X9-11, 15X8-10, 16X6, 17X6, 18X6



FS-91S	A	B	C	D	E	F	G	H	J	S
	2.05	0.98	3.60	2.36	4.76	2.62	1.68	2.13	3.90	5/16-24

Seasons Greetings

Our Best Holiday Wishes
for a Magical Season

Clas, Dad, & Matt
Weigand



Hey, we know Santa has had his big day, but it's still mid-winter.

That's right! It's the middle of winter....

The new model is coming along well,

But the flying weather is lousy!

You want to get out of the house,

and have a little FUN -

Then come to the **RCCR** Mid-Winter Party and Roast,

It's a blast!

It's on Saturday night, **February 13**

6:30 PM Cocktails

7:30 PM sharp Dinner

At Waver's Party House

31 Paul Rd. just off Scotteville Rd.

Only **\$11** per person!

There will be door prizes for the ladies and lots of fun for everyone,

so come on and join the gang for a few laughs and a **GOOD TIME**

If we didn't have a good time ... we wouldn't have done this for the past 23 years

Please fill out and send the following form to: Paul Weigand

Or call me at 621-8524

283 Strathmore Rd.

•••• Please, no later than Feb. 7 ••••

Rochester, NY 14612

•Please make checks payable to the RCCR

Name _____

Name of spouse or guest _____

Total number in party _____ Amount inclosed • _____



Radio Control Club of Rochester Membership Application

Renewal _____ New _____ Dues Amount _____

Name _____ Cash/Check # _____
Street _____ Date _____
City _____ State _____ Zip _____ Work Credits _____ hrs.
Phone # _____ E-mail _____ (see Explanation of Dues)
Birth date _____ Spouse's Name _____ Dollar Amount credit _____
AMA# _____ FCC License _____

By my signature, I hereby signify that I have read and understand the AMA Safety Code and will abide by all its rules and regulations. I also wish to be a member of the RCCR and pledge my support.

Signature _____ Date _____

For your benefit, please list all transmitter channels or frequencies that you use, and we will publish a survey.

Please fill out the above form and return it to the Vice President of Membership: _____

JOE SOMERS 716-594-0319
253 GOLDEN RD.
ROCHESTER, NY 14624

***Include :** Photo copy proof of AMA membership, proof of work credits, and the appropriate dues.
CHECKS ARE PREFERRED (make payable to Radio Control Club of Rochester)

Explanation of Dues:

New \$35.00 dues + \$20.00 initiation fee (full year) dues prorated each month

Renewal \$75.00 - 20 hours work credits (maximum) at \$2.00 per hour \$75.00 - \$40.00 (maximum) = \$35.00 due

First year renewal Prorated work credits/months of membership

example: 3 months of membership = 3/12 of 20 possible hours for work credits due

Juniors & Students = No Fee

Second Family Member = \$10.00

Social Member = \$35.00

Guest Pass = \$15.00

SAMPLE RENEWAL FULL MEMBER: \$75.00 - 0 hours work credits @ \$2.00 per hour = \$75.00 - 0 = \$75.00 due

\$75.00 - 14 hours work credits @ \$2.00 per hour = \$75.00 - \$28.00 = \$47.00 due

\$75.00 - 20 hours (maximum) @ \$2.00 per hour = \$75.00 = \$40.00 = \$35.00 due

SAMPLE FIRST YEAR RENEWAL WITH 3 MONTHS OF MEMBERSHIP:

[\$75.00 - 15 hours work credits (9 months of non-membership) = \$45.00]

\$45.00 - 0 hours work credits @ \$2.00 per hour = \$45.00 - 0 = \$45.00 due

\$45.00 - 2 hours work credits @ \$2.00 per hour = \$45.00 - \$4.00 = \$41.00 due

\$45.00 - 5 hours work credits @ \$2.00 per hour = \$45.00 - \$10.00 = \$35.00 due

ANNUAL DUES ARE DUE BY MARCH 1st



The year, about 1936. The location, Coronado, CA. I was 4 then. My dad took me to the channel that separated Coronado from North Island Naval Air Station. I looked up in awe as I watched the old bi-wingers circling over head. Shortly after that trip, I was sitting in my dad's barber shop. Hanging on a coat rack was a black jacket with bright gold strips on the sleeve. Above the pocket was a shiny gold set of wings. I watched as the gentleman that had been in dad's chair donned this coat. He looked down at me and asked me "And what will you be when you grow up my young man?" I looked at him and told him "I am going to be a pilot."

I was 32 before I took the plunge. Driving by National City airport, I decided I would stop in and inquire about learning how to fly. I spoke to an instructor by the name of Andy Anerson. He took me up on my introductory flight. It was love at first "flight." When we parked the aircraft, I asked Andy "Where can I buy an airplane?" He pointed to a trailer parked by the hanger. I went over and met the owner and asked what is the cheapest airplane I could buy. He told me about a PT-19 he had just taken in on a trade. It was located at Clairemont airport in Los Angeles. He said the price would be \$700.00.

To make a longer story shorter, I managed to buy this aircraft, that was in pieces, for \$400. I towed it to National City Airport. Over the next six months I managed to rebuild this airplane and return it to airworthy condition. When the FAA inspector had passed the airplane, I went into the operations shack and asked the airport owner if he knew of anyone that could test hop this airplane. He had a friend who had spent years training pilots in this type and he said he would get in touch with him. The following weekend this grey-headed old gentleman came over to me and introduced himself. He said he would love to give the PT a test flight. This old gentleman proceeded to put on a very good airshow. He flew this old PT-19 through every conceivable maneuver. It was a great show. When he had parked the airplane, he said it flew like it was brand new. I asked him if he would check me out. He said sure. He explained some things to me and to this day I can not recall what he had told me. Because of the shortness of the runway we had to make full stop landings, taxi back and take off. I think we did this about 4 times. On the 5th time down wind I had a question. I turned and looked back, I could not see the old guy. Now the canopy was pushed open, I undid my seat belt. Stood up and turned around, leaned over the center section that separated the front cockpit from the back cockpit and looked into an empty seat. Meanwhile in the operations shack Andy had walked in and asked who was flying the PT. The old man answered the guy that owns the airplane. Andy told him that guy has only had a half hours introductory flight, he does not know how to fly. The old guy nearly had a heart attack. In the air I realized I was alone and wasn't sure about what to do. The feelings that swept over me at this time I can still recall to this day. Goose bumps, chills running up and down my spine, and the biggest grin I have ever experienced. I sat up very straight, everything seemed brighter and much clearer. I had no experience of panic or fear, I was supremely confident I could handle this situation and I did. After a successful landing I taxied to my tie down spot and tied the airplane down. I think I was walking about 10 feet off the ground. The old man met me at the door of the coffee shop and yelled at me: "Why the hell didn't you tell me you didn't know how to fly?" I looked at him and stated "you didn't ask me."

I have since managed to put in about 20 years of various flying jobs including a stint as a crop duster, and have accumulated over 14,400 hours.

REPRODUCTION PROHIBITED
BY THE NATIONAL ARCHIVES



The Tiger Moth is one of the major success stories of the aviation. Developed during the early 1930s as a military trainer, the Tiger Moth later became the most important elementary trainer throughout Commonwealth forces. Altogether 335 Tigers saw service from 1939 until 1955, 181 of these being constructed in New Zealand.

After the aircraft's military training success, the type went on to form the foundation of agricultural aviation in New Zealand. At the end of WWII, pilots could buy and modify a Tiger Moth for topdressing relatively cheaply. This, combined with its popularity within the aero club movement, provided employment for the Tiger Moths until the late fifties when the more modern closed cockpit aircraft forced them into retirement. The Tiger will be remembered by many New Zealanders as the first aircraft they flew in or learnt to fly.

There are about 35 of these classic machines still flying in New Zealand today.

The Alpine Fighter Collection's Tiger Moth was manufactured by the de Havilland Company of New Zealand at Rongotai (in what is now an Air New Zealand domestic terminal). Brought on charge by the RNZAF at Rongotai on 1 June 1943 as serial NZ 1459, it was allocated to No. 3 EFTS, Harewood from new, and remained with that unit until as late as August 1944. During late 1944, NZ1459 was dismantled and placed in storage and thus became one of the 42 Tiger Moths retained for service with the post-war RNZAF.

NZ1459 was reassembled and returned to RNZAF service during November 1952 and spent the following three years with the Initial Training School (ITS) at Taieri, Dunedin as an 'ab initio' trainer for regular and territorial trainees. On 4 March 1953 the aircraft suffered a heavy landing during training at Taieri but suffered no serious damage and was returned to service. A similar accident occurred on 16 February 1954 - evident of the type of job it was required of. After a period of time at Wigram (operated by the Central Flying School) during 1954 the aircraft continued to fly from Taieri until 1956 when it returned to Wigram and was placed in storage.

Advertised for tender, the aircraft was sold to the New Plymouth Aero Club for 403 pounds and allocated the registration ZK-BRD on 28 June 1956 - although this was shortlived. Apparently the National Airways Corporation had been promised the registration BRD for their Vickers Viscount "City of Wellington" and the New Plymouth Aero Club were asked to change their aircraft registration to ZK-BRB (which they duly did). Used as a trainer - and then as a crop sprayer by the club, the aircraft was sold to a private owner in 1964 for use as a glider tug at Tuhikaramea.

Passing through various owners, the aircraft was purchased by Alpine Helicopters and then the Alpine Fighter Collection in 1965. The aircraft is painted as it was when based at Harewood in 1943, and is available for passenger flights operated by Biplane Adventures.



More Examples

The Tiger Moth was first and foremost a military trainer and was used mainly for elementary pilot training in the British Commonwealth Air Training Plan. Modifications were made to the basic design to adapt it better to Canadian conditions. It was used by the air forces of Britain, Canada, Australia, Brazil, Denmark, Iraq, New Zealand, Persia, Portugal, South Africa, Southern Rhodesia, and Sweden. Many Canadian Tiger Moths were sold as war surplus and some are still flying in the 1990s.

Canadian-built Tiger Moths were modified by adding wheel-brakes, a tail-wheel, a stronger undercarriage with the wheels set slightly forward, and a cockpit that could be closed by a sliding hood. One of the best known trainers in World War II, the Tiger Moth was used by the air forces of Britain, Canada, Australia, Brazil, Denmark, Iraq, New Zealand, Persia, Portugal, South Africa, Southern Rhodesia, and Sweden. Many flying clubs were re-equipped after World War II with surplus Tiger Moths, some of which were bought for as little as \$25 (without instruments).



Photos and info from: John S. Kallend, Ph.D., Dean, Undergraduate College, IIT Professor of Materials Engineering (and Physics) Dept. of Mechanical, Materials & Aerospace Engineering <http://www.iit.edu/~kallend/#prof> and the National Aviation Museum in Canada <http://www.aviation.nmstc.ca/e-home.htm>

Scary Story

by Matt Mair mmair@dwc.edu

Sun, 13 Dec 1998

Ok, my long cross-country flight went from Nashua, NH (ash), to Albany, NY, to Bridgeport, CT, and back up to Nashua. Shortly after I landed at Albany, I taxied off the runway and was given my taxi clearance. After a few stops and go's I turned a corner and taxied behind a HUGE airline like jet, which, unknown to me, was starting up. Albany ground should have cautioned me about this, especially considering I was in a little, tiny Cessna 152 (a ford fiesta with wings, for those of u who don't know planes). As soon as I entered his jet wash, the plane started flailing about violently hopping off the ground and weather vaning into the jet wash. For a moment, I thought I was going to be blown right off the taxiway (kinda like swatting a fly, then blowing it off the table). Well, some dancing on the rudder and a LOT of elevator and aileron got me back on the ground again. When I got to Signature Aviation ("the gas station"), they told me they thought they were going to have to call CFR (crash fire rescue). Nothing was damaged, and I continued the rest of my long xc without problems. This was one of my most memorable flying experiences I have had.

hi to the RCCr gang.

by Don Ogren oshkosh96@yahoo.com

Sat, 16 Jan 1999

Haven't checked my mail for a couple of days, but I did talk to Trevor yesterday, and all is taken care of. My number for your record is: 352-799-1872. We really enjoyed your web site at Christmas. You did a nice job, as usual. I've monitored the weather in Rochester, and it doesn't look good. We sympathize with you. Hope you've been able to stay shovelled out, and have had no accidents if you want to get a day from the white stuff, come on down! Sunny and warm today. Went to soccer game today as our grandson plays in an under-8 league. Tie game between the two top teams today

California Recollection

Thu, 14 Jan 1999

Statement as of 3:45 PM EST on January 14, 1999 Rochester, NY ...Winter Storm Warning In Effect Tonight... snow will be heavy at times overnight with accumulations from 5 to 8 inches. The snow may mix with sleet and freezing rain early tonight. An additional 1 to 3 inches of snow is expected Friday morning before ending. It will remain bitter cold overnight with wind chill temperatures between 10 and 20 degrees below zero. Be sure to dress properly for winter weather to avoid frostbite.

by Dick Smith spider@ivic.net

You live in the damndest place. I'm glad I moved to California. The only new year's flights I remember were with sailplanes, in fact, I got a 2 hour thermal flight on New Year's Day 1980.

New email address

Thu, 7 Jan 1999

by Al Sertl asertl1@rochester.rr.com

I think I am back on line on using Road Runner which is more like Road Walker.

They have had a great many problems getting us on line, then operational problems and now they are due here this morning to hopefully correct more problems.

Now I've got some time I'll try to get some units ready to fly. See You !

RCCR ONLINE

- Richard Brook rbrook1@rochester.rr.com
Phil Evans evansatoc@aol.com
Peter Fiorentino peterjosephi@worldnet.att.net
George Hartman georgehartman@sprintmail.com
Mike Hatch kzl@aol.com
Bob Horn nhorn@eznet.net
John Ho John.Ho@usa.xerox.com
David Hoffmann David.Hoffmann@digital.com
Bob Kesel rcthumbs@aol.com
Greg Kesel mmair@dwc.edu
Matt Mair airflow@frontiernet.net
Bob McClure

- Don Ogren oshkosh96@yahoo.com
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Stephen Pajek spajek@rochester.rr.com
Greg Pszyk gpszyk@aol.com
Lawrence Root warzonemodels@email.msn.com
Al Sertl asertl1@rochester.rr.com
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Todd Sheeran bluetoad@juno.com
Patricia Stanko owlsrcool@juno.com
Stan Teachman models.prints@juno.com
Jim Wagner JI.WagnerStr@aol.com
Paul Weigand pweigan1@rochester.rr.com

Taxing a Cessna

by James Kenney mooney@frontiernet.net

Sun, 13 Dec 1998

.. I just got in from flying my long cross country. I flew from Ledgedale to Dunkirk, to Jamestown, to Wellsville, and back to Ledgedale. It was a total of 246 Naut. miles and took 3.5 hours of flight. Thank God nothing that exciting happened, I just had to dodge some clouds between Dkk and JHW. To stay below the clouds I flew over some towers at about 200 feet. That's as exciting as it got. The air was smooth the visibility outstanding. A perfect day for the flight. I have been waiting for a month and a half to make it..I also soloed at Rochester this week. Guess we're moving right along.



Regards,

Fri, 15 Jan 1999

by David Hoffmann David.Hoffmann@digital.com

Not having a plane in Rochester I went to Bolling Field for the comradery and chill. I found one but not the other. I was mildly disappointed. I arrived late because of the poor road conditions. This was probably a good thing because the fire was already roaring and it was quite cold. Jim Warner, Mike Hausner and Mike's friend were trying to start Jim's Dragon Lady. I'm not sure if my two cents helped but the engine started shortly after I got there. I'm sure Mike would have been first up as he had brought his little electric model. (I've forgotten the name of the model). Unfortunately a log had fallen on the tail of the airplane during the trip to the field. Jim got two flights in before we surrendered to the cold I won't be in Rochester again until the March 26th. Joanne is coming to Colorado in February. It is supposed to get in the mid 50's for the next few days here. I'm going to have to water the lawn. Planning on goin' flyin tomorrow. We don't have nay snow on the ground in the Springs. Please check my email address. Make sure you have the two n's on hoffmann Your note was forwarded to me from a guy in Massachusetts It happens a lot. I get his mail too so we're kind of even I'd like to continue receiving the AirFlow at least for this year. Do you have a subscription fee worked out? If not I'll just make a contribution to the club.



Let's do floats

Sat, 05 Dec 1998

by Steve Pajek spajek@rochester.rr.com

I'm writing to inform you of my new address, its changed to 50 Cranberry Road, Rochester, NY 14612. I've purchased a place on Cranberry Pond and club members are welcome to use my new back yard for float flying come spring and summer! :)