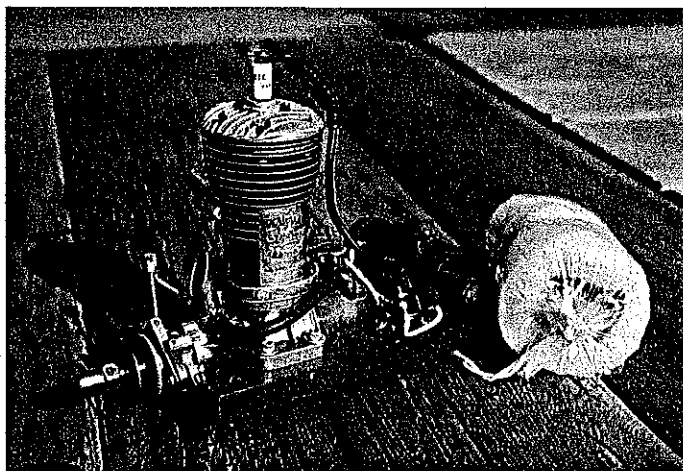
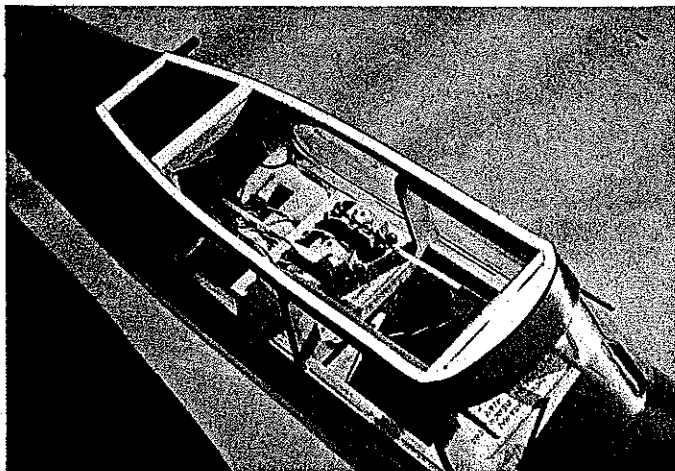


CLOUD

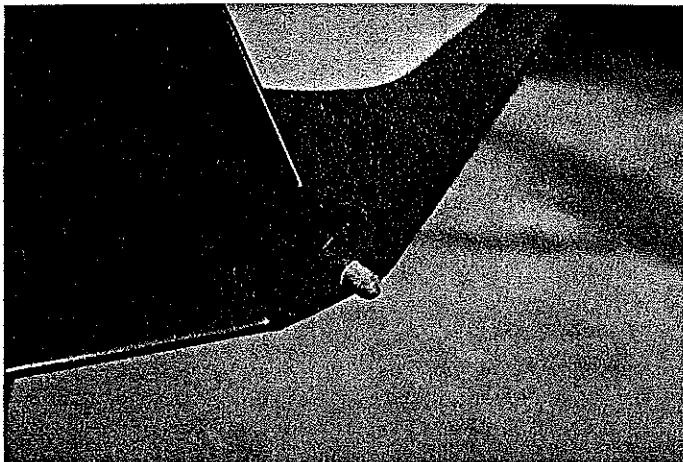
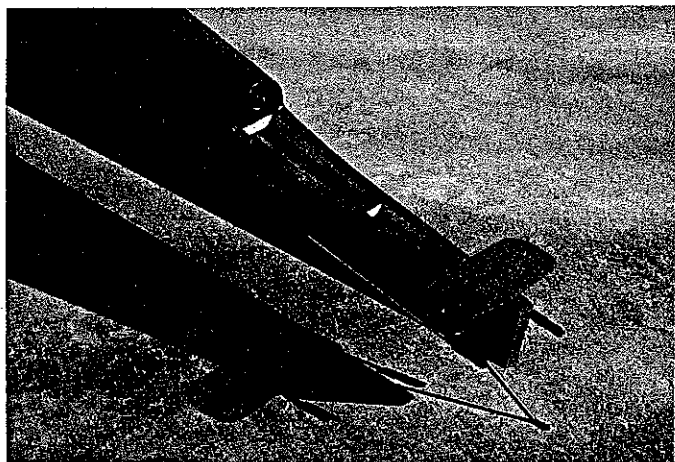


"Hurry up and take the picture, dad; this thing's heavy." That might be what Marilyn, the author's 19-year-old daughter just said—smiling and complaining at the same time. But 6½ lb. isn't so bad for a big model like this one.

CRUISER



Left: Radio equipment fits easily into the roomy cabin. The receiver behind the servos is completely wrapped in foam. The antenna fits in a Nyrod tube going back to the tail. Right: This is the interchangeable Super Cyclone spark-ignition unit. Four alkaline pen-cell battery pack wrapped in foam and plastic fits in the bottom of the cowl. There's a 10K resistor in the high-tension lead at the spark plug end.



These two pictures show how the tail surfaces are mounted. The short 1/4-in. dowel slips into the hole in the fuselage former to align and secure the front. Short screws through the holes in the transverse saddle into the elevator hold the surfaces firmly at the rear.

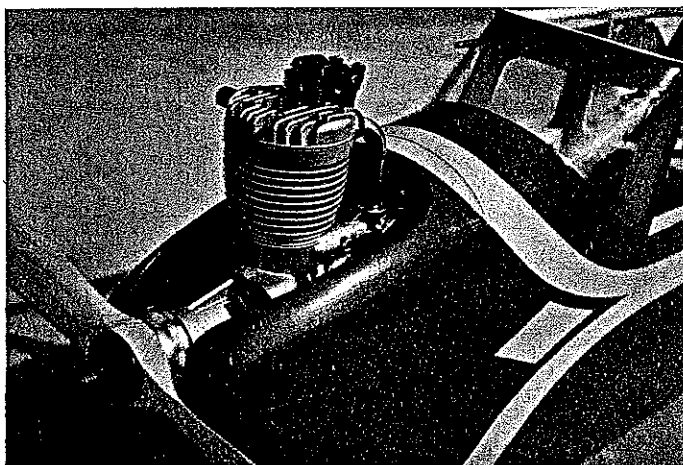
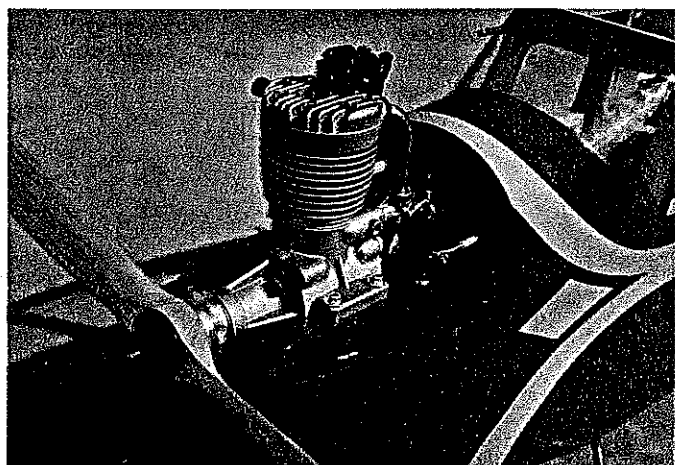
FROM SEPTEMBER 1937 to June 1939, Ben Shereshaw had 10 models either published or kitted. Chances are the list is even longer, but that's all I could find; I don't know about you, but I'm impressed. I've been told that he taught a high school shop class and had his students build his designs. That seems reasonable considering the time it took to hold down a teaching job, crank out model designs, and write accompanying articles. Inasmuch as those were depression

years, there was much encouragement to earn extra income; his creativity should have served him well.

If someone out there has knowledge to the contrary regarding Shereshaw's background, they can send a letter to the editor. As for me, I'm sticking with my story. This is the stuff legends are made of (you should see what I can do with a rumor!).

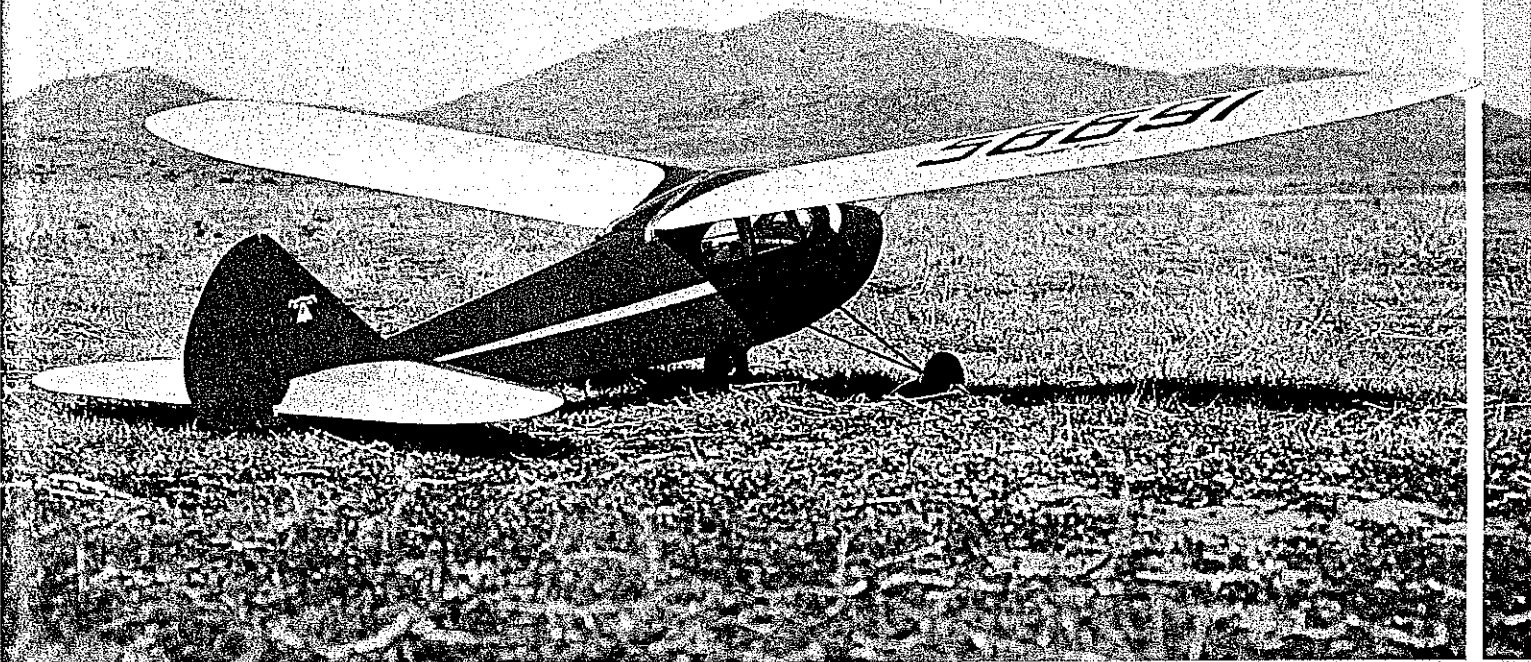
After cranking out a Shereshaw (Scientific) Commodore a few years ago, I began

looking for a larger model that would be easier to keep in sight when it hooked one of those Taft boomers. I had already learned to paint the bottom of the wing and stab black for maximum high-altitude visibility. Still, bigger is better, and Shereshaw's Cloud Cruiser was definitely bigger. My criteria also included attractive lines, and the design had to have a cabin. Incidentally, the cabin has nothing to do with any Old-Timer or Texaco rules. I just happen to like the way



Here, we see the four-stroke O.S. .60 installed. Note the upper cowl hold-down tabs which are 1/8 ply fitted with blind nuts and sunk into the lower cowl sides. Four screws then hold the upper cowl in place to complete the smooth, flowing lines that make this plane look so good.

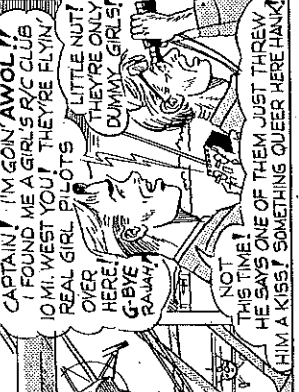
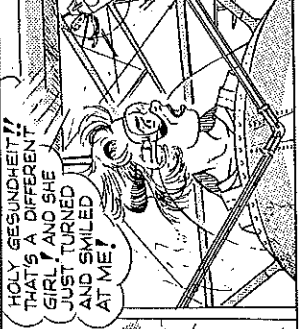
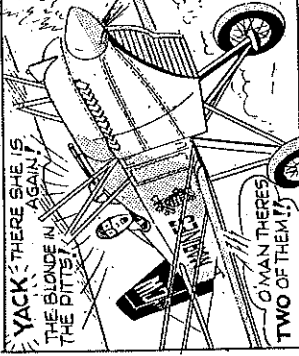
Who can ignore the beauty of this 1937 design by Ben Shereshaw? This beefed-up RC version has rudder, elevator, and engine controls. Author sometimes powers his with an old Super Cyclone and sometimes with a modern O.S. .60 four-stroke. Build either a two-piece or one-piece wing, depending upon what you have to transport it in. ■ Bob Oslan



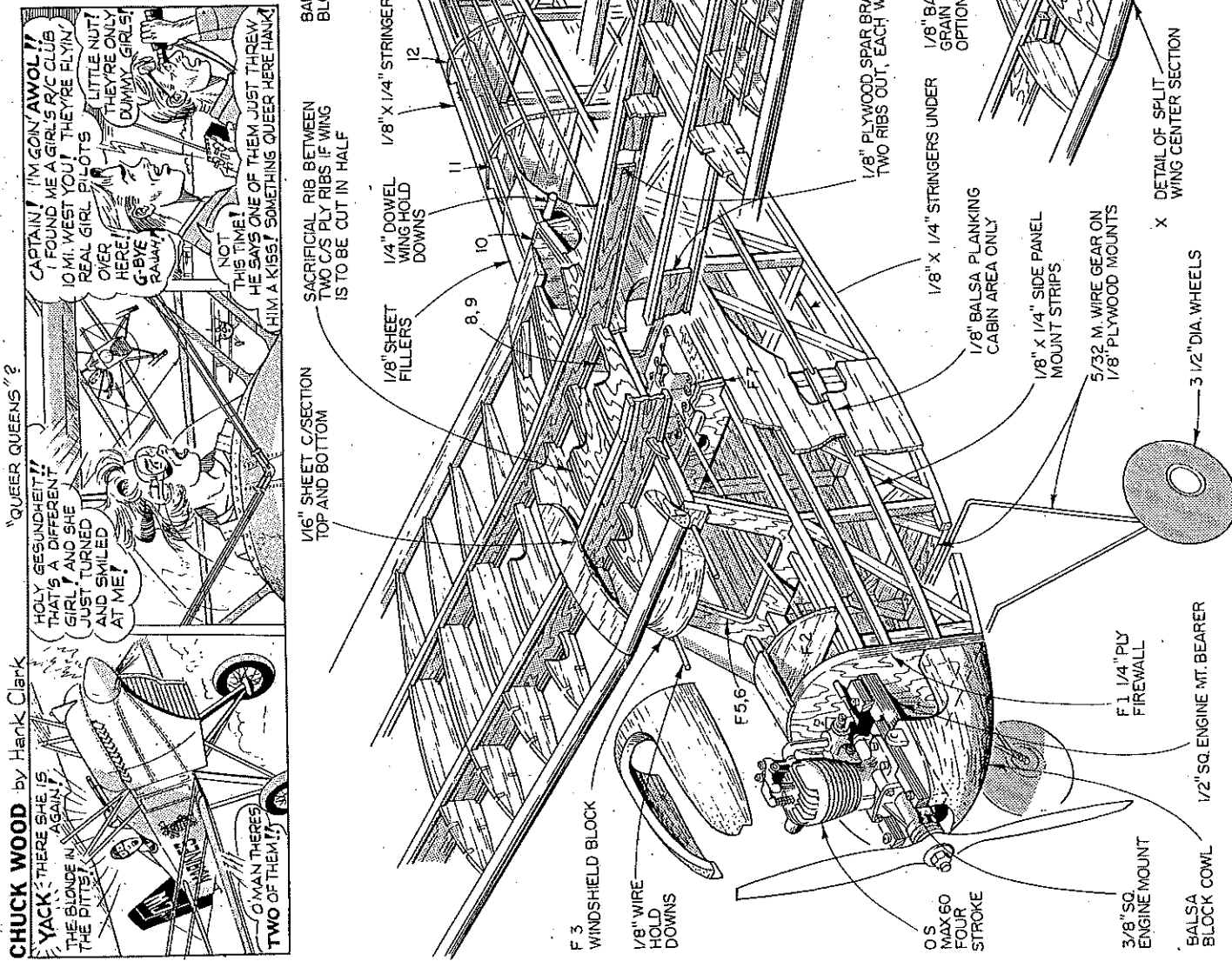
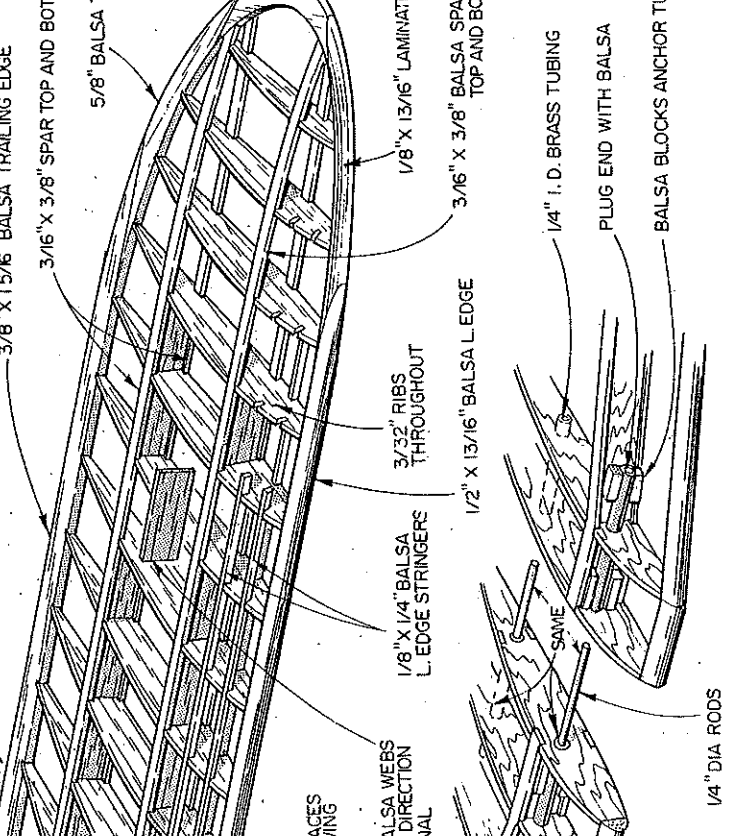
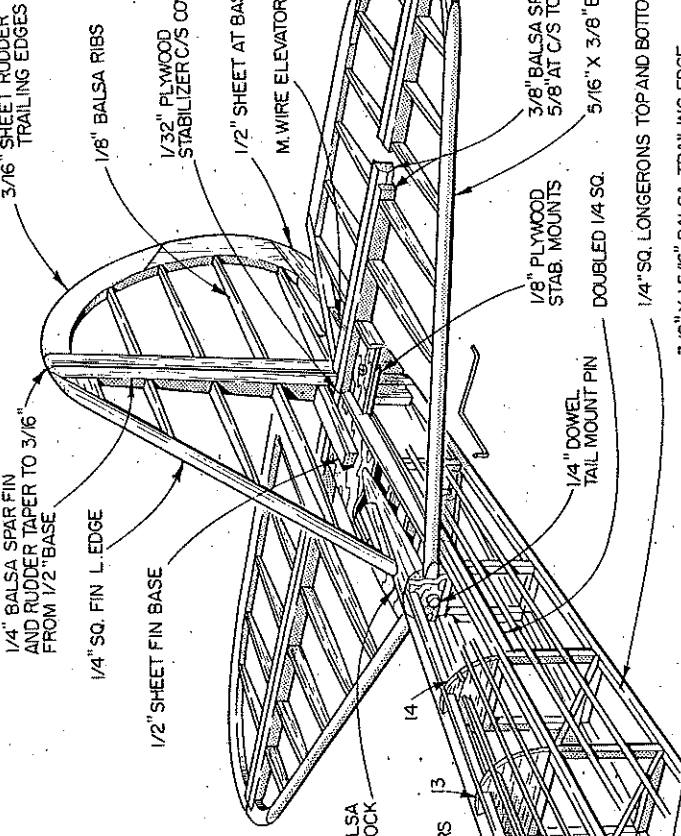
Look at her from the front or from the rear, the Cloud Cruiser is one gorgeous hunk of old-timer. These pictures were taken at the SAM 49ers field in Perris, CA. Model has a realistic appearance.



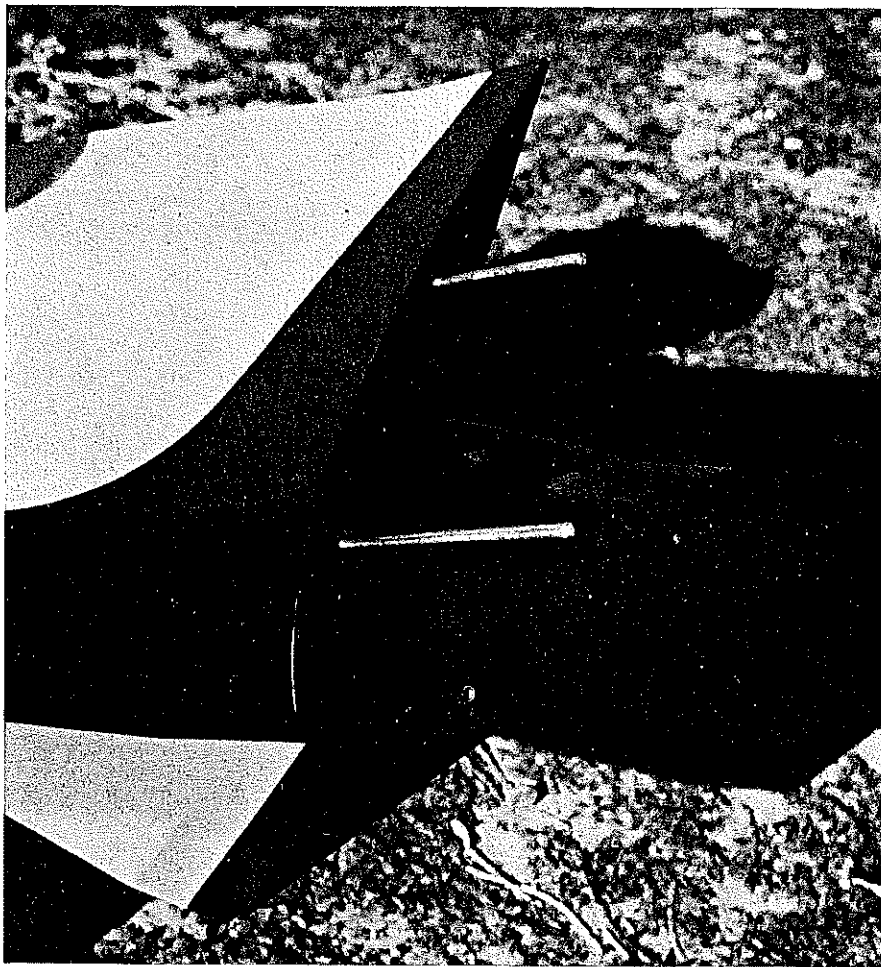
CHUCK WOOD by Hank Clark



NOT THIS TIME!
HE SAYS ONE OF THEM JUST THREW HIM A KISS! SOMETHING QUEER HERE HANK!



1/4" Balsa Spar Fin and Rudder Taper to 3/16" from 1/2" Base
1/4" SQ. Fin L. Edge
1/2" Sheet Fin Base
3/16" Sheet Rudder Trailing Edges
1/8" Balsa Ribs
1/32" Plywood Stabilizer C/S Cover
1/2" Sheet at Base
M. Wire Elevator Tie
1/8" Plywood Stab. Mounts
3/8" Balsa Spars 5/8" at C/S to Taper
5/16" x 3/8" Balsa L. Edge
1/4" Dowel Tail Mount Pin
1/4" SQ. Longerons Top and Bottom
3/8" x 15/16" Balsa Trailing Edge
3/16" x 3/8" Spar Top and Bottom
5/8" Balsa Tips
1/8" x 13/16" Laminations
3/16" x 3/8" Balsa Spars Top and Bottom
1/4" I.D. Brass Tubing
Plug End with Balsa
Balsa Blocks Anchor Tube
1/4" DIA Rods
1/8" Plywood Spar Braces Two Ribs Out, Each Wing
1/8" Balsa Webs Grain Direction Optional
1/8" x 1/4" Balsa L. Edge Stringers
3/32" Ribs Throughout
1/2" x 13/16" Balsa L. Edge
1/8" x 1/4" Balsa L. Edge Stringers
1/8" x 1/4" Stringers Under
1/8" Balsa Planking Cabin Area Only
1/8" x 1/4" Side Panel Mount Strips
5/32" M. Wire Gear on 1/8" Plywood Mounts
Detail of Split Wing Center Section
1/4" DIA Rods
3 1/2" DIA. Wheels
1/2" SQ. Engine Mt. Bearer
F 1 1/4" Ply Firewall
3/8" SQ. Engine Mount
Balsa Block Cowl
O.S. Max 60 Four Stroke
1/8" Wire Hold Downs
F 5,6

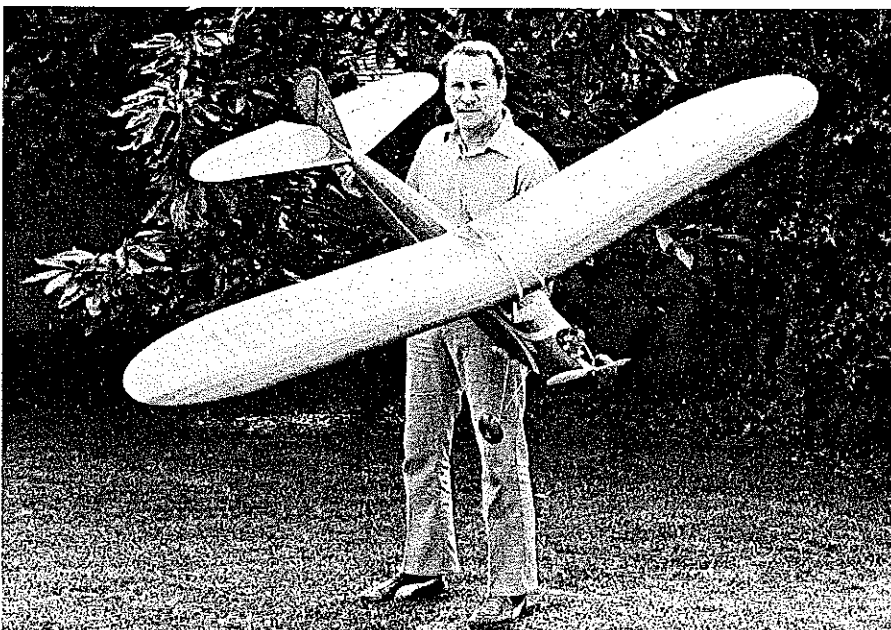


Detail of the two-piece wing with music wire joiners. If you plan to transport the model in a station wagon or van, you can make a one-piece wing and save about 6 oz. in the process.

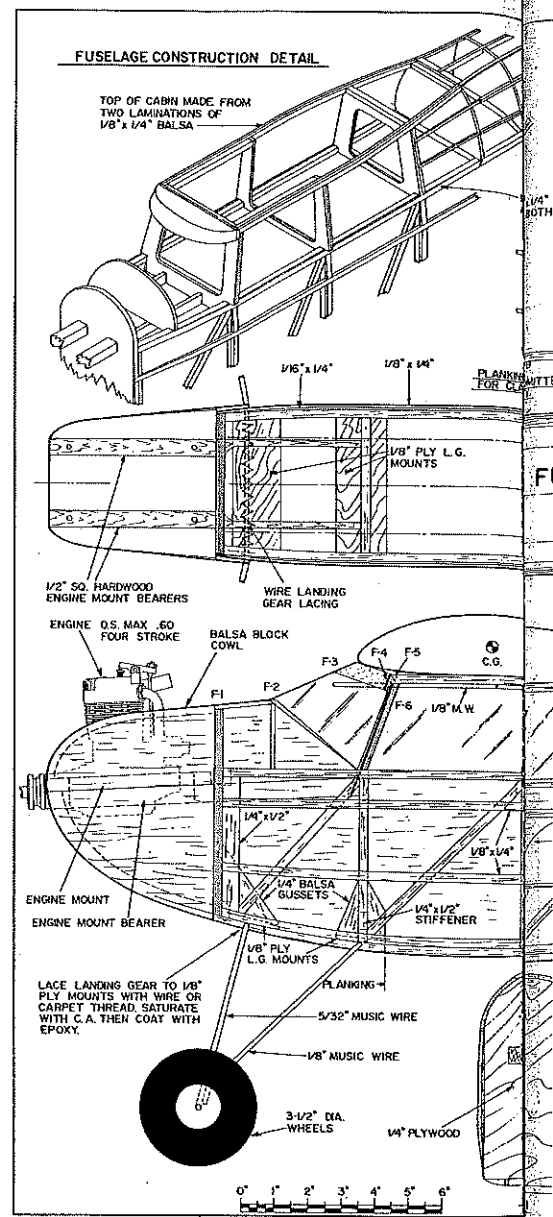
they look (something like the Walter Mitty syndrome), though cabins really are problems in crashes. One more criterion cropped up after the project commenced. An 8-ft. wing won't fit in a Toyota Celica, so a two piece wing became necessary.

My usual practice with Old-Timers is to stick with the original shapes and redesign

the structures. That is what was done with the Cloud Cruiser, except that I made a shape change in the rear of the cabin area. The original was simply gross and didn't lend itself to installing a dowel for wing hold-down rubberbands. There was no such provision in the front of the cabin, either, so I also took care of that. (Back in the "good



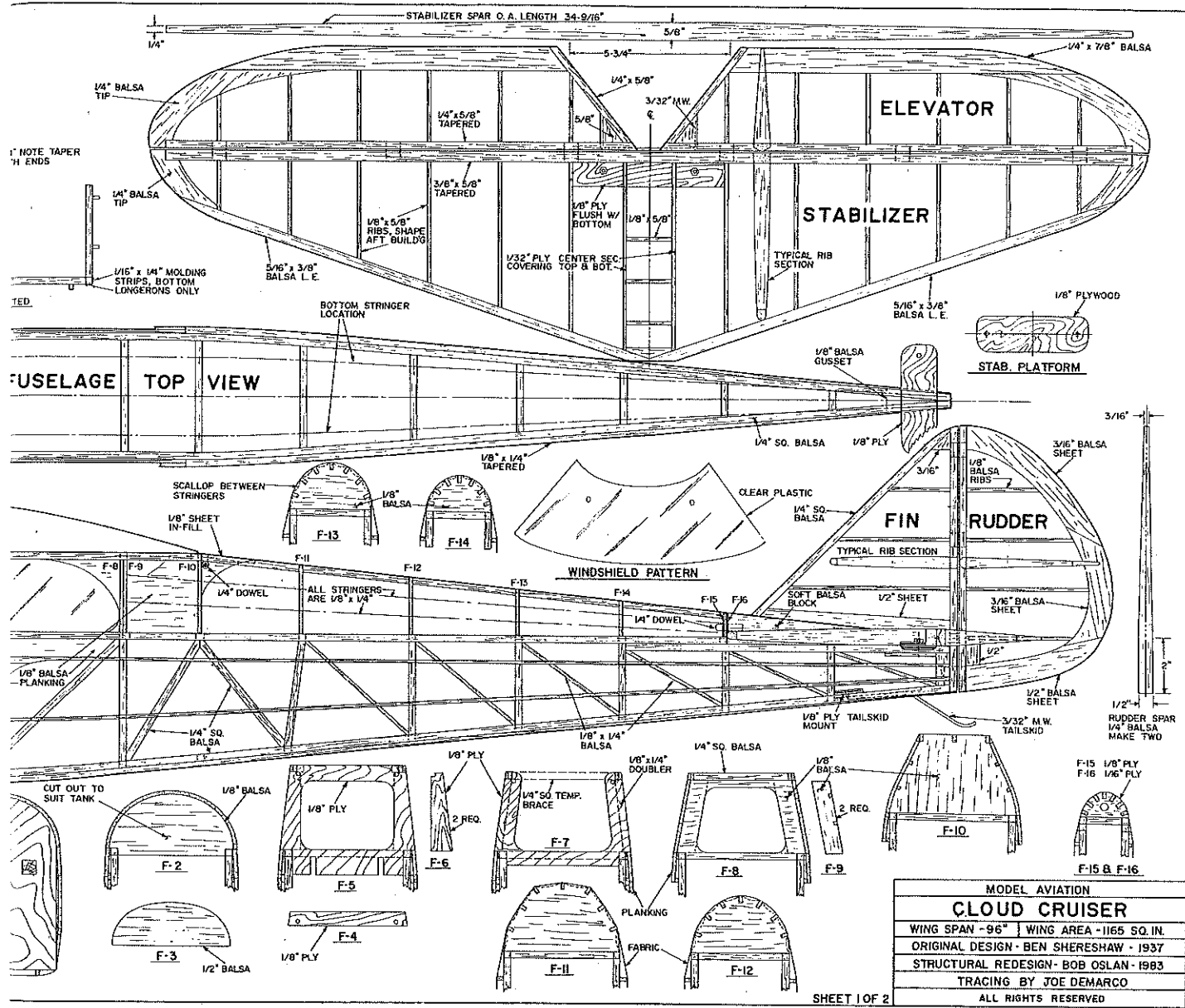
This is our author, Bob Oslan. He beefed-up Ben Shereslaw's original design to have the sturdiness needed for RC-assist flying. It's plenty strong for iron-on coverings.



old days," it was fairly common practice to wrap rubberbands completely around the fuselage to hold the wing down. Yuk!)

For those who wish to have a multi-purpose model, be advised that I've provided for removable engine mounts. I use an O.S. .60 four-stroke for Texaco and Super Cyke on spark ignition for Antique and Class C competition. Since the Cyke has to bust a gut to fly this 6 1/2-lb. plane, I'd recommend an Orwick or an Anderson Spitfire for the timed engine run events; I'd use one of these if I had one. With luck you can find a benevolent engine collector who will sell one for less than a house payment. For sport flying, the O.S. is perfect, especially when it comes to keeping peace with the neighbors. That purring four-stroker is a very friendly engine (without a muffler).

Construction. If you've decided to build this beauty, please study the plans before you start. There isn't anything particularly difficult about it beyond its size. I always find myself banging large structures into the light over my work table (the kitchen table) or into walls or whatever else I can find to



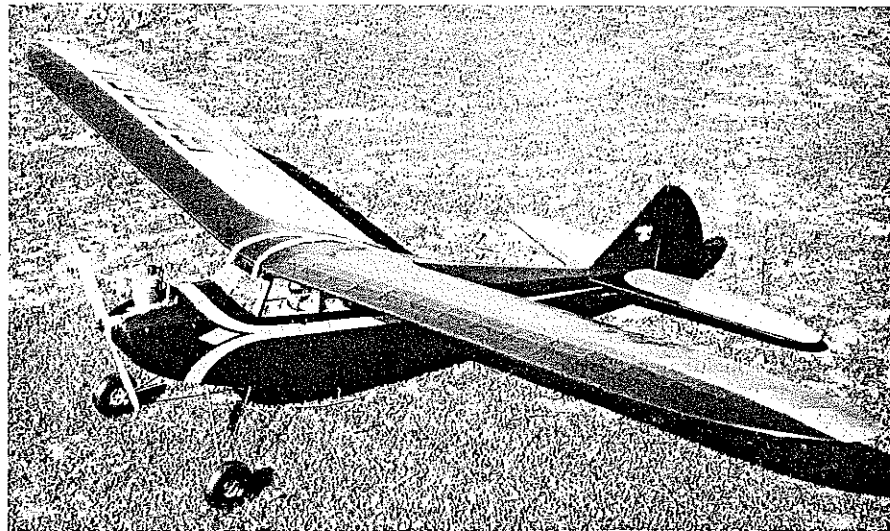
bang things into. When that happens, and I've finished swearing, I dampen the ding with water, and that usually does the trick. If you accumulate dings after dopping, you can forget the water trick; you'll need to get out the talc and dope.

In general, construction is quite conventional. My comments will be limited to specific areas that have some feature that warrants an explanation.

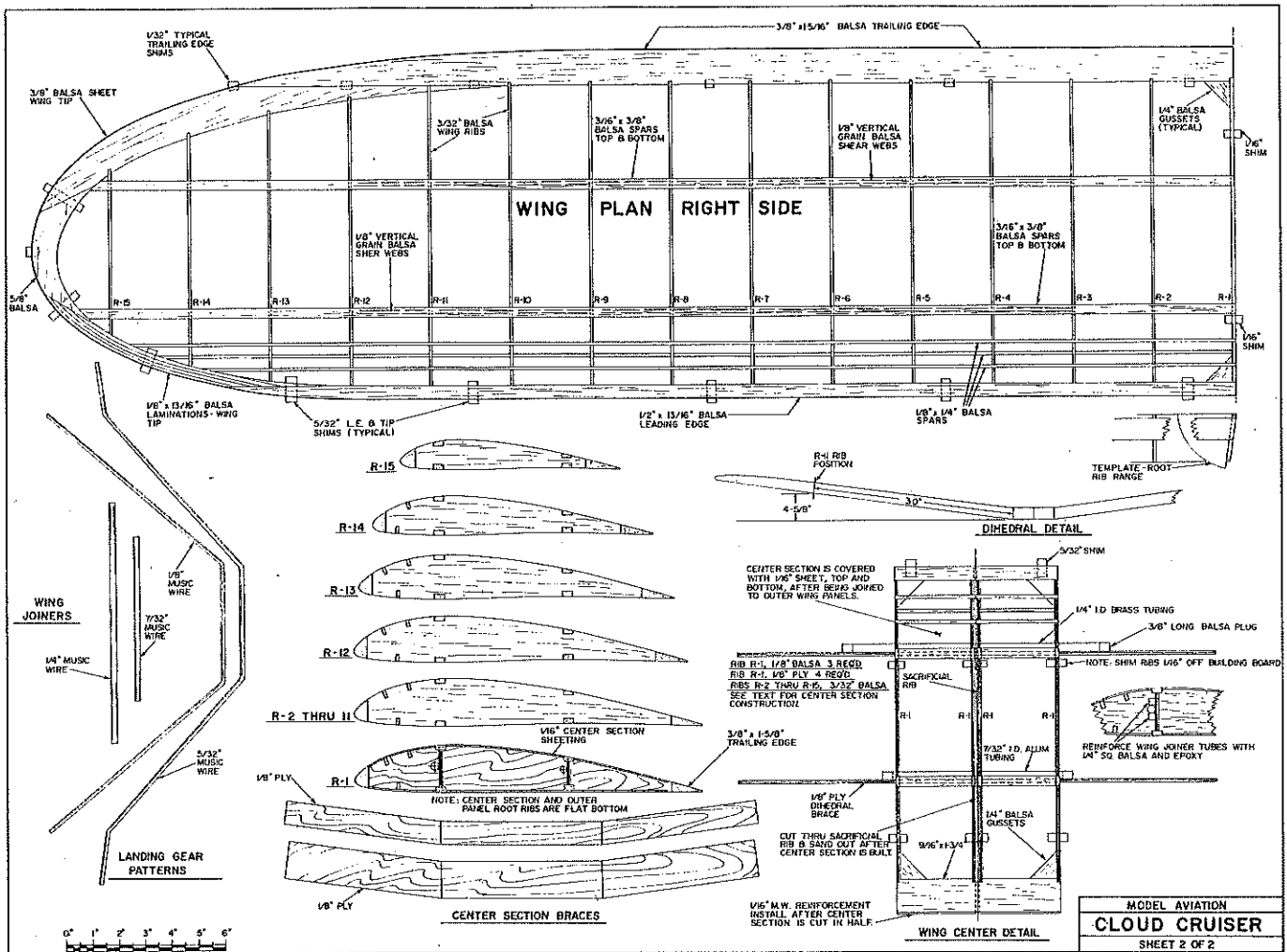
Fuselage. This is essentially a basic box-and-former arrangement. The top of the cabin instead of being made from 1/4 sq. is laminated from two pieces of 1/8 x 1/4. The reason for this is the curve at the rear portion of the cabin. It's easier to bend two small pieces than one big one—stronger, too. Pay particular attention to the details in the fuselage former drawings. You'll see in the areas where the fuselage sides are planked (sheeting is OK if you prefer) that the 1/8 x 1/4 stringers are laid flat. Where the fuselage is fabric covered, the 1/8 x 1/4 stringers are on edge. This was done to make planking (or sheeting) easier, particularly at contour changes.

The formers in back of the cabin are ellipses. They really look neat when you stand off and admire your handiwork prior to covering. They look lousy after they're covered unless you scallop them between the

stringers. The last former is 1/8 ply, and its matching former, which forms the face of the tail block, is 1/16 ply. (My original used balsa in these areas, and the dowel hole got wallowed out after much use. We learn from



From any angle, the model displays the unmistakable lines of a Ben Shereshaw design.



our experiences.)

The landing gear and tail skid mount on 1/8 ply in a similar manner. Both are laced to the wood with heavy thread. Tack-glue the wire in place (CyA glue works great), and drill 1/16-in. holes along both sides of the wire. The holes should be staggered. Lace the wire to the wood with button and carpet thread, starting at one end and then doubling back. Be sure to pull the thread tight. When that's done, soak the thread with CyA, and epoxy the wire/wood area. If you do this properly and the attachment fails in use, then my name isn't Rumpelstiltskin.

The cowl serves a structural as well as an aerodynamic purpose. Sure, it cleans up the front of the plane, but it also is part of the engine mount bearer structure. Don't be caught without it. The cowl sides are glued to the bearers. This makes the engine mount extremely rigid and vibration-free. Your airborne radio pack will love you for the smooth ride (don't forget to balance your prop).

Wing. The unique feature of the wing is that it's split in the middle for transporting in small cars. If you drive a station wagon, van, truck or you just let things stick out the window, you may not want to mess around with a two-piece wing. If that's the case, you can save a lot of time and about 7 oz. of weight as follows. The center section calls for four plywood ribs and one balsa "sac-

rificial" rib. In place of these, make three balsa ribs for the ends and middle position of the center section. Obviously, you won't need the brass and aluminum tubing, either. Everything else remains the same. If you have 8-ft. ceilings in your house, be careful how you handle the wing (also watch it going around corners in narrow hallways).

If you drive a small car, as I do, you'll want to split the wing. The only trick here is accuracy. Sandwich the wood for the five center-section ribs. Cut the ribs on a band saw or a heavy duty jigsaw. Drill the holes

for the brass and aluminum tubing. The holes should be accurately sized for a snug fit over the tubing. Cut the slots for the center-section braces. *Do not cut the notches for the 3/16 x 3/8 spar caps.*

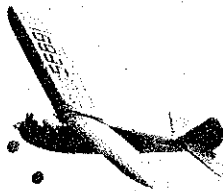
To be sure to have an accurate mating surface at the center, tack-glue the center three ribs together using a fair amount of glue. Keep the ribs clamped securely between two flat surfaces while the glue dries. When dry, build the center section completely except for the 1/16 sheeting on top and bottom.

The tubing should be installed complete with the reinforcement and epoxy called for on the plans. The 3/16 x 3/8 spar caps should be in place. See the plans for instructions regarding spar cap notches. You should have the 1/8 x 1/4 spars in place, the corner gussets in place, and the ribs all installed with the use of a 90° template to be sure that they're perfectly square.

Now, go back to your trusty saw, and cut the center section in half right through that "sacrificial" rib. (See, it really was in there for a reason.) Sand away the remainder of the rib (the tubing will sand away readily under your sanding block) and you're left with two perfectly accurate mating surfaces at the center of the wing. Insert the wire rods to join the center section when the wing panels are attached and the dihedral is set.

One final tip. To be sure the tubing is

Continued on page 125



The Cloud Cruiser makes a low pass for the camera. It's a very smooth-handling ship—majestic when in the air.

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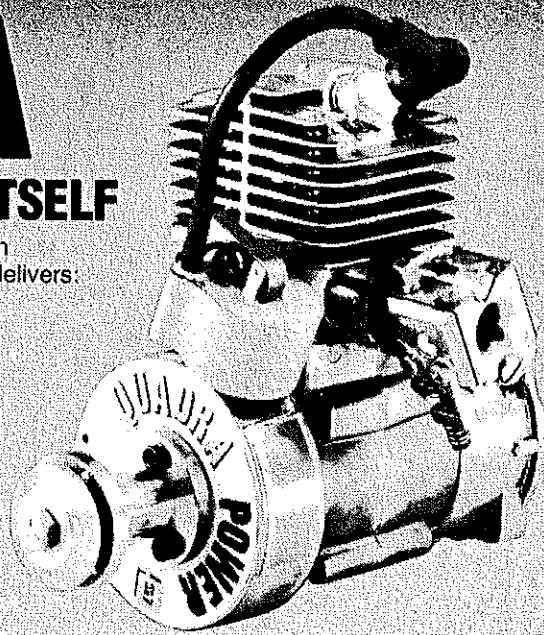
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German team selection finals for 1985 began a week before the World Championships in York. At that time, Decker was fifth in the standings.

There was almost a 1:1 ratio of organizing personnel and contestants. In a word, the job done was *professional*. The extracurricular activities staged by Ann Proctor left the wives and supporters with fond memories of York, the English countryside—and above all, the people.

Nearly 70 people pulled together on the officiating side to bring this one off. Geoff Dalmer (chairman), George Stringwell (contest director), Richard Douglass (business manager), and Mike Proctor (contest manager) made it all look so easy. It'll be a tough act to follow.

Cloud Cruiser/Oslan

Continued from page 36

straight when you install it, do it with the wire rods in place. (Don't forget to remove the rods before sawing the center section in half, or its sayonara saw blade—and the noise will weld the fillings in your teeth.)

Tail surfaces. If you've seen one tail section you've seen 'em all. This one isn't any different except that it has a dowel in the front and is held by two screws in the back.

Fuel tank and radio installation. The tank location, size, and style is up to you. I used a 2-oz. metal tank and stuck it behind the firewall above the engine mount bearers. If you want a larger tank, there's plenty of

room in the area described. When I fly the ship using the Super Cyke, I sometimes use the integral Cyke tank and at other times the internal tank.

The radio gear goes wherever it is needed for proper balance. If you use an O.S. .60 four-stroke, the battery and receiver will have to go as far back as conveniently possible. That engine is quite heavy, but what a jewel it is.

Covering. I suppose most people will opt for one of the quickie heat-shrink covering materials. If so, there's no problem, as the structure is plenty strong. You'll gain more strength by using silk and dope or Silron and dope. I prefer the latter; it's a bit less expensive than silk. More important, it's easier to use and even stronger than silk.

If you use nitrate dope, you'll need a fuel-proof final coat. If you use butyrate dope, you'll need lots of patience. I used butyrate because it's available in colors at the local aircraft supply house, but it can be a bear to use, especially in corners where it refuses to stick. The only thing I can suggest is use thin coats in the corners.

In any case—nitrate, butyrate or plastic heat-shrink—I suggest you color the bottom of the wing and stab black. That way, even if you're color blind, you can see the airplane at a great distance when it's overhead. Dark opaque colors are also best for distant horizontal visibility.

Continued on page 128

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Graphite	1/4" x 24"	\$18.00
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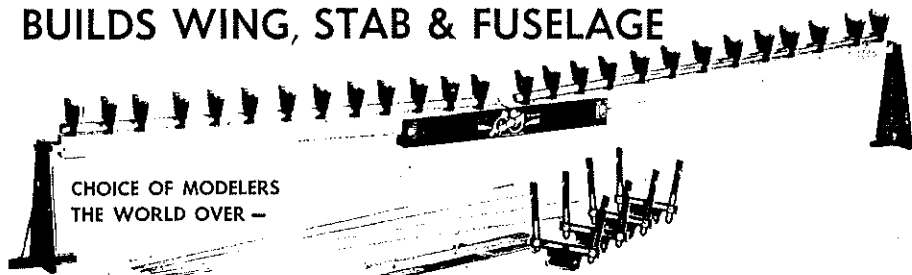
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Flying. That big barn door rudder really works, so you may find the ship a bit touchy for the first flight or two. Not to worry, lads. Once you get to know her, the old Cloud Cruiser is a real pussycat. The rudder and elevator movements are plus/minus 1½ in. and 1 in., respectively.

As with most Old-Timers, the ship likes to take off dead into the wind. Crosswind take-

offs are really thrilling—and are not recommended. If you feel like trying some aerobatics, go to it—but no stick-horsing, please. Big loops and slow rolls are the ticket. If you crank in full-up elevator at the bottom of a 400-ft. dive, don't come crying to me if the wing snaps. This isn't a Pattern ship.

As for thermalling ability, she's as good as the best. And she's big enough to see a long way off—important in Texaco competition. I remember a day at Taft when there was so much lift all around that I couldn't get the ship down without diving. I was sport flying of course; at contests I have located such super downers that it takes power to fly level. Did I ever tell you about that time at the 1975 SAM Champs in Denver? There I was at 5,000 feet trying to climb full bore into a downer. . . .

president, who was also the Nats manpower coordinator, Roman Polaski. He did a superb job of quiet and efficient assignment of workers to do the thousand-and-one odd jobs a Nats requires. As a result he has been invited to join the permanent Nats staff so that his expertise can be used to help other manpower coordinators wherever the Nats takes place.

The Air Force praised AMA for outstanding organization of the Nats, with particular credit to the Nats Executive Committee and the Pioneer Valley Club. It was a great tribute to the annual Nats miracle whereby hundreds of workers who never were involved before are blended with the 'regulars' who show up year-after-year to work behind the scenes with little or no mention.

Behind the scenes. This happy Nats was not without its crises. There are always situations which threaten disaster but which get solved without a lot of public attention. This year's fantastically successful RC Soaring and Helicopter events almost got transferred to a much less desirable location when the owner of the preferred site decided at the last minute to require far more insurance protection than anyone had ever asked for. It took about a week of scrambling to come up with the extra coverage, at a cost of \$700, to solve the problem.

AMA's so-called 'motor home,' really more of a truck, almost didn't make it to the Nats with its load of critical supplies and equipment. A fuel pump problem was solved, enroute, by jury-rigging a large-scale version of a model type 'chicken-hopper' tank to keep the engine running. Then an electrical short circuit required servicing before proceeding. These repairs were made at night in the middle of a rainstorm by a team of HQ personnel, the father-son team of Murry and Sandy Frank, and, also, AMA VP Chuck Foreman, who were accompanying the vehicle to the Nats after visiting AMA's new home in the Washington area. This was truly a case of modeler ingenuity making it possible for the show to go on.

RC interference at the Nats threatened to shut down much of the Nats after several crashes. The trouble was traced to intermittent transmissions by commercial operations which had not previously shown up during pre-Nats monitoring. Solving the problem necessitated many people changing from the two troublesome frequencies, but this was accomplished by great cooperation from all concerned. Happy note: many contestants were on the

Nats Overview/Worth

Continued from page 39

One, Mike Sutton, rode his motor bike clear across the country and did such chores as repairing AMA vehicles. Another, Bob Mahar, from New York State, did everything and anything asked of him; so did Ed Warren from Texas. These people, and hundreds of others, came at their own expense and worked for no more than the cost of a dorm room and a free AMA membership.

Many clubs were involved as were various special interest groups—such as the National Soaring Society, the National Free Flight Society, the Precision Aerobatic Model Pilots Association, the Unified Scale & Pattern Judges Association, and the National Association for Scale Aeromodelers.

Another club joined the ranks of super groups who have become legends in Nats history, such as the Lake Charles (Louisiana) LARKS and the Lincoln (Nebraska) Skyknights. This club, the Pioneer Valley RC Club, provided a fantastic number of workers for more than a week of support. The biggest crowd of workers ever, 36, turned out for the unloading of the Nats trailer during the week before the Nats, and many turned out again—after a week of working—to load the trailer after the Nats was over.

The leader of the Pioneer Valley Club was its

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