



**WESTERN  
OREGON  
CONTROL  
LINE  
FLYERS**

# THE WOLF CALL

*January - February 2011*

ACADEMY OF MODEL AERONAUTICS  
CHARTER CLUB #3464

Ye Olde Editor: Mike Hazel

## Upcoming Area Events:

**February 12th  
Fun Fly  
Roseburg, Oregon**

**March 12th  
Fun Fly  
Salem, Oregon**

### See NW Control Line Calendar this issue

*The "WOLF CALL" is the newsletter for the Western Oregon Control Line Flyers. "WOLF" members fly at the Bill Riegel Model Airpark facility at the Salem Airport.*

*WOLF membership is not required to utilize the facility, but fliers should be A.M.A. members. If you are not a WOLF club member, please consider joining us to help support control line model aviation activity in our area!*

### WOLF 2011 CLUB OFFICERS:

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Editor:	Mike Hazel	503-859-2905

## *Miscellaneous Ramblings from Ye Olde Editor*

Greetings All! Well, ye olde editor "weenied-out" on the Jan 1st fun fly in Portland. As it turned out, the weather wasn't that bad and the group up there had a decent turnout.

The next stop in the Oregon Fun Fly series will be down in Roseburg. The local group there flies at a really nicely maintained baseball complex, and will utilize at least two fields. Last year they really rolled out the welcome mat and provided a great lunch, so looking forward to heading down there again.

The following month it will be our turn on WOLF turf March 12th. Let's see a good turnout for these events. A flyer was in the last issue with details, but if you lost that or put it in the bottom of a birdcage just go the the Flying Lines website for another copy! Or just give me a shout for the info.

Well it's that time again..... Dues are due! A form is included in this issue for your renewal. Please get your payment sent off as soon as you can, and be sure to update any information that may have changed in the last year. And of course make sure you re-up your A.M.A. membership if you haven't already.

Recently we polled WOLF members as to what's going on in the workshop. Got a pretty good response with many members piling up the projects. Hope to see a lot of those at the field later this year. That article follows this page.



## On the WOLF Workbenches.....

Although we can fly most of the year in our region, winter is of course a good time to concentrate on some building projects. We asked WOLF members for an update on what's happening on their workbench. Following are the responses we received. (some slightly edited)

### From Craig Bartlett

Mostly speed stuff: C-Speed, Sport Jet, and the new Sport-40 Carrier event.

### From Gerald Schamp

Currently I am working on an Old Time Stunter. Actually its a prototype kit for Walter Umland to release later on this year. Its called the "Thirteen", by John Ritner. I have it about 2/3 finished, ready for the covering stage. Power will be a Byron Barker tuned LA .25. The original used a Fox .35, but this plane is coming in very light, 11 ounces in bare bones. Its slightly larger than a Ringmaster, so power should be more than adequate. The laser cut kit is excellant, as with all of Walter's kits. Wood is great, wing construction is super easy with the built in jig tabs on each rib. Its going to be a nice change I think from all the normal OTS planes we see at the field. The covering plan is with silk, donated by Floyd Carter, he had some extra that he didn't need. I'll add some color to the Brodak dope as I'm finishing it. I'm slowing the release of this kit down as I'm slow with my building and finishing. Should have this one done by no later than the Northwest Regionals and hopefully sooner.

### From Don McClave

Last Summer and early Fall were pretty much spent recovering from my eye surgery, so I got a late start at the workbench. However, I've used the time since then to build a Jamison Special and try a few new building and finishing techniques in the process. It's the first plane I've built for OTS since 1993, so I'm hoping I can still remember how to fly the pattern! The Jamison is going to be powered by an Aero Tiger .36 and will finish in the 38-40 oz. range, so it shouldn't have any difficulty cutting through the wing.

My next project, which I hope to complete over the Summer, is one that has been in the back of my mind for nearly 15 years: the inverted engine Smoothie that Bob Palmer actually flew. It's similar to the Brodak kit of the Smoothie, except the engine is inverted...but in a different manner than shown on the Veco kit plan. In 1996, Bob traveled to Seattle, spent the weekend as Joe Dill's house guest and watched that year's Stuntathon at the

Boeing Space Center. While he was there, he showed me pictures of three inverted & cowled engine Smoothies that he had built and I'm finally getting around to building one of these beautiful planes. The wing airfoil that Bob used on these planes was the the same as that used on the Brodak kit. The strange airfoil on the original 1950 Smoothie (published in the August, 1952 Air Trails) was only used once by Bob. The subsequent Smoothies all had the more conventional airfoil that Bob had previously used and continued to use for the rest of his career. Veco redesigned the Smoothie when it was kitted, but retained the original airfoil that Bob had abandoned for perceived marketing reasons.

### From Jerry Eichten

Well I did just finish up building a new cable TV station in McMinnville. Does that count? *(uh no, not unless there will be a control line show in the programming!..... editor)*

Plus my scratch built Oriental is going into its 3rd year. I put the wing in the fuse about 5 months ago so I've had to rest...

### From Bob Cooke

Here's what I'm working on and future projects in timely order:

First is the Top Flite Flite Streak ARF. This is the one I have been working on to fly with you. I yet need to install a tail skid which will also be able to use a Tom Morris release mechanism. Hook up the pushrod to elevator. Break in the OS20FP engine. Go FLY!

Top Flite Nobler ARF with Hi Zoot FOX 35 Super Custom, Blueprint & Balance, W-CNC Backplate, Smith Hemi Head, Plasma P/S and H.Z Smith crank from AERO PRODUCTS. I have never flown a Nobler. Never liked the appearance, but am curious about George Aldrich's "famous" Plane. I installed a Windy Urtnowsky Bellcrank assembly and Adjustable Leadout. The Vertical Stabilizer got damaged during my last move-will try to fix with minimal cutting and Super Jet. Break in the FOX 35. Install wing and Horizontal Stabilizer to Fuselage, Install Landing Gear, Canopy, Tailwheel. GO FLY!

Randy Smith's (Aeroproducts) Vector 40 with RoJett 40 and Bill Lee 3-Blade Carbon Fiber Prop. (The plane is actually from Brodak). Upgrades: CF Landing Gear, Pro-Lite 2" Wheels, CF Wheel Pants, Urtnowsky Bell Crank & Leadout, Open Cockpit with Snoopy Pilot.

The rest are: Squaw, Smoothie and Little Thunderbird all from Bill Richard. Thunderbird II. And a whole bunch of plans. OH! And I yet have to put together the Hot Cinders Rat Racer. It

started with a FOX 35 - so guess where that will come from?

I also fly RC Sailplanes. There is one 78" WS antique designed by an SBSS member circa 1970. I'm working on a RES OLY II S 118" WS, a Peregrine by Airtronics that was flown once - it's worth a small fortune, a scale HP-18 Schrader -140" WS. Features an operating landing gear, 90-Degree Flaps, Differential Ailerons, V-Tail, Fiberglass Fuselage - also worth a small fortune. There's also a bunch of plans including the Original Prodigy.

And I also do Steam Logging Trains which are in boxes, also have two slot cars - a Ferrari Sharknose and Lotus.

*(Hey Bob, good thing you are retired! That's a lot of projects..... editor)*

### From John Thompson

Well, here is what I am working on, using the term "working on" loosely...

Finishing up Legacy, a three-year project! It's a precision aerobatics plane made from laser-cut Brodak kit, for a SuperTigre .51, being finished in Brodak dope. Intended completion date: December 2008.

Fleet of combat planes: Will be installing controls and test-flying eight new Dawson tailboom fast planes for Nelson .36. Also test-flying several repaired fast planes now to be used for 80mph combat, with detuned Fox Combat Special MkIV. Testing two new Dawson 1/2-A Combat planes with Cyclon .051. Also test-flying two or three repaired Warlord Vintage Diesel Combat planes, PAW .15 diesel.

Planned construction project next up: Profile Cardinal for OS LA .46, to be used in Profile Stunt. Intended completion date, December 2010. Ooops. Haven't started working on it!

### From Ron Bennett

Tons of models in process. Scott and I (*Scott Newkirk from Seattle area...editor*) have to sort out all our F2A models. I had all Profis and Scott was all Hallman Specials, but I'm sure we are going to swap that around. We have two class 'A' (Profi) asymmetric, a 'B' asymmetric (Nelson), a "C" upright (ST X40), D asymmetric (K&B Gillott/McGee), a D upright (McGee), a pair of 21 SS (Nelson and OS V-Spec), a Sport Jet (Ironside II with a Bailey), the F40 semi-asymmetric (with the Cyclon Eagle), and a couple of 1/2A Protos (GZ and Profi) to sort out and pick props - tons of little details and tons of flying time needed, so say the least! We also have a couple of engine development projects in the works.

I still have 98% done FAI free flight program to get flying with 3 F1C (two geared), two F1B and two F1Gs to put together and test in the fields in front of the house when it is dry enough for the dirt bike.

*(Ron, you might need 48 hours per day for all of that! ....editor)*

### From Dave Royer

I've got way too many projects filling up the shop right now. It's so much fun to start stuff and so much more like work to finish stuff it seems. Right now I'm about ready to cover a Humongous wing for Old Time and install the covered and "in silver" Magnum Plus wing into its fuselage for P.A. Both of these are built from plans. I'm still using old fashioned technology - dope and tissue - for these but seriously contemplating trying my hand at film covering in the near future.

I have many other O.T. and P.A. type airplanes all over the place in various stages of "not done" so one of my New Year's resolutions is obviously to get some of them finished and on the rack so I can start some new ones.

### From Gary Harris

I am finishing up two combat planes: One is a D-bat model called "Buzzard". It just needs one or two more coats of clear dope and the engine mounted. After so many hours working on it, I may not want to fly it in a match.

The other plane that needs finishing is a foam "Allenplane" that will be flown in NW 80 and Fast if it lives long enough.

### From Mike Hazel

Project on the bench right now is a Top Flite ARF Flite Streak. A number of changes and upgrades are being done: motor mount area was beefed up, leadouts replaced and relocated, stab and elevator replaced with homebuilt basswood unit for better strength and balancing, landing gear strut upgraded, adjustable inboard tank setup, power will be provided by O.S. 20 FP-S set up as per Dirty Dan Rutherford's notes.

Other stuff for this contest season will include a 'C' Speed plane, and also a Sport 40 Carrier ship. Plus lots of partially finished projects needing to be wrapped up and some planes needing some repairs.

Oh, plus build a new house!

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Looks like plenty of ships in the works!  
Let's hear from the rest of you for the next issue!

## Rules Stuff.....

Here's an update for you that fly Old Time Stunt in contests: PAMPA (precision aerobatics model pilots association) has voted to change the OTS rules for this year.

A BOM (builder of the model) bonus has been added. 5 points for those who have built their own OTS models. 0 points for those who borrow or purchase their OTS model.

The No Flap bonus is now 5 points.

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There are two new Northwest CL competition events that are being introduced. One of them is NW 'C' Speed, which was actually introduced last fall. It features .40 size engines, and planes can use either monoline or two wire control systems. The wire sizes are such that two wire users won't be at such a big disadvantage compared to monoline systems, like they are in the A.M.A. classes.

The other new event takes place at the Carrier circle. While there are already plenty of Carrier classes, Mike Potter of Seattle felt that what was really needed was a simple class that called out for a specific engine that was available and cheap. This class will take more of a low tech, low key approach to the Carrier flying.

Rules for both events follow.....

### NORTHWEST C SPEED RULES (Provisional)

- 1. PURPOSE:** A low-tech Speed event for monoline or two-line control, using available .29 to .40 size engines.
- 2. All current applicable Academy of Model Aeronautics Speed rules shall apply, except as follows:**
- 3. ENGINES:** Any from .2800 to .4028 cubic inch displacement, either open face exhaust or mini-pipe. No megaphone or full-wave pipes allowed.
- 4. AIRPLANE:** Entrants are encouraged to use "Classic" layout speed plane designs with full fuselage, upright engine and symmetrical surfaces. Other design types will be allowed and begrudgingly tolerated.

**4.1.** Maximum model weight will be 34 ounces.

**5. PROPELLER:** Wooden propellers are prohibited.

**6. LINES:** Minimum line length shall be 70 feet. Lines shall be prepared per the AMA rulebook specifications.

**6.1.** Airplanes flown on a single wire control system shall use minimum diameter of .026 inches.

**6.2.** Airplanes flown on two-wire control systems shall use minimum diameter of .018 inches.

**7. PULL TEST:** Airplane and control system shall be subjected to a 40-G pull test.

**8. TIMING:** One-half mile (six laps) as per current AMA speed rules.

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### NORTHWEST SPORT 40 CARRIER RULES (Provisional)

- 1. PURPOSE:** It is the intent that this event will provide a simplified Navy Carrier competition using a simple airplane and a standard engine.
  - 2. AIRPLANES:** Any profile model of 300 or more square inches is allowed. There are no scale bonus points, but the model must display navy military markings of any nation. No method of changing the leadout position in flight is allowed. Movable control surfaces are allowed. Only single-engine planes are allowed.
  - 3. ENGINES:** Stock O.S. .40FP with stock muffler as supplied with the engine or Tower .40 with stock muffler as supplied with the engine, or O.S. .35FP with muffler as supplied with the engine are the only engines allowed. Muffler pressure is allowed.
  - 4. All AMA Profile Carrier rules, including scoring, apply except as noted above.**
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## Treasurer's Report for 2010

Beginning Balance..... \$1198.14

### Income

Dues	475.00
LH Fun Fly	55.00
Entry fees	600.00
Donations	115.00
	<hr/>
	1245.00

### Expenses

Corporation renewal	50.00
Newsletter	88.71
Field mowing	360.00
Mower repair	130.97
Weed killer	20.98
AMA club charter fee	90.00
AMA sanction fees	40.00
Contest trophies	74.80
BBQ expenses	117.34
Toilet rental	71.75
	<hr/>
	1044.55

Ending Balance ..... \$1398.59

## BIT'S AND PIECES

The last issue of CONTROL LINE WORLD magazine featured a nice writeup regarding our regional Flying Lines website. Joe Just of Wash. writes a column chronicling Northwest news and activities. A brief history of the newsletter/website was included, as was some lengthy excerpts.

This is the only magazine 100% dedicated to control line stuff, and is a good read. It comes out quarterly. For information on how to subscribe or to order back issues, go to [www.brodak.com](http://www.brodak.com)

Another one bites the dust..... Just learned that the European company that makes Webra engines has gone into bankruptcy. Probably same old story, increased costs and too much cheap competition. Webra engines not widely used in CL, but they typically they are strong powerplants.

In this month's History section we have a couple of clippings from 1960 era Model Airplane News Annual editions (following on next pages)

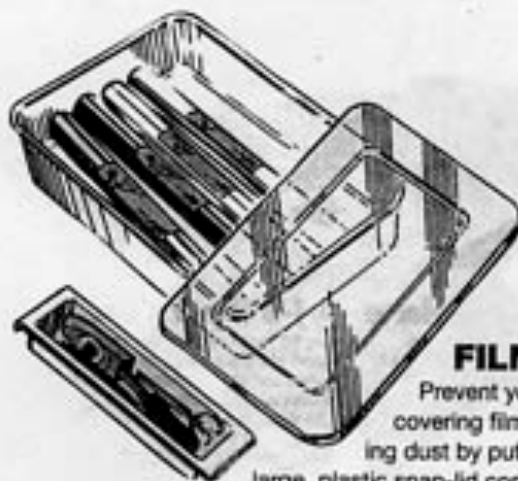
One page is a full size advertisement from the J. Roberts company. This is the outfit that came out with the three line control system utilizing a matching set consisting of a special bellcrank and handle. Same concept is used today for most throttle style flying.

Like much of control line history, it is notable that this company was located in Oregon. "J. Roberts" was in reality Bob Smurthwaite, who also had links with Jim Walker in local CL history. Now for the fun bit of history, look closely in the ad for the listing of Northwest contests, circa 1958 and 1959. It would be fun to talk about these events from someone who was actually there.

The plans presented are the "Peacemaker", a George Aldrich design of the era. The original article can be found in the April 1960 Model Airplane News magazine.

This stunter spanned 46 inches and sported 410 square inches of wing area. The plan calls out for .15 to .35 size engines (quite a range!), and the original evidently used an Oliver Tiger Diesel .15. Currently, the plans are available from Barry Baxter's plan service.

Guess that's about it for this exciting issue. Remember to: Pay yer dues, Get out to the workshop and finish up yer projects, Get out to the flying field and put those things up in the air!



### FILM VAULT

Prevent your valuable covering films from gathering dust by putting them in a large, plastic snap-lid container. During the holiday season, these containers can be found at department stores, where they are used for storing gift-wrapping paper. Store film containers in a cool, dark place, where contents will keep well.

Jim Young, Brighton, MI

# NORTHWEST CONTROL LINE CALENDAR

**February 12** Oregon Flying Fun No. 2, Sunshine Park, Roseburg, Oregon, 10 a.m.-3 p.m.. Any airplane, any kind of flying, each flight gets a ticket in the flying raffle for door prizes. Sponsored by Roseburg area CL fliers.

**March 12** Oregon Flying Fun No. 3, Bill Riegel Model Airpark, Salem, Oregon, 10 a.m.-3 p.m.. Any airplane, any kind of flying, each flight gets a ticket in the flying raffle for door prizes. Sponsored by Western Oregon Control Line Flyers.

**April 2** Oregon Flying Fun No. 4, Eugene Airport, Eugene, Oregon, 10 a.m.-3 p.m.. Any airplane, any kind of flying, each flight gets a ticket in the flying raffle for door prizes. Sponsored by Eugene Prop Spinners.

**April 3** Northwest Control Line Speed Spring Fling, Bill Riegel Model Airpark Salem, Oregon. F2A, plus all A.M.A. and Northwest speed events. Contest director: Mike Hazel

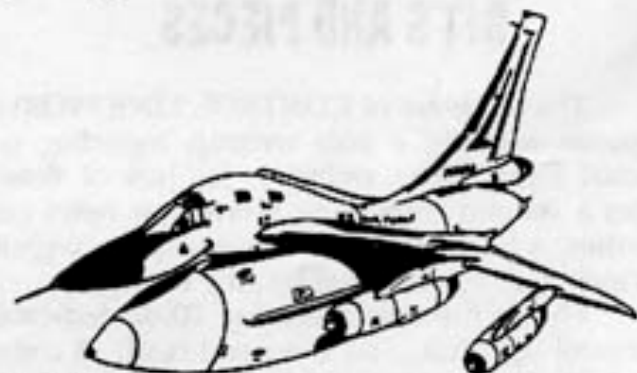
**April 15-17** Jim Walker Memorial Spring Tune-Up, East Delta Park, Portland, Oregon. Events: Clown Race, Record Ratio Speed, Old Time Stunt, Profile Stunt, Precision Aerobatics, 1/2 A Combat, 80 mph Combat, .15 Carrier, Profile Carrier, NW Sport 40 Carrier Contact: [entwhistle@opusnet.com](mailto:entwhistle@opusnet.com)

**May 27-28-29** Northwest Regionals, Eugene Airport, Eugene, Oregon. The West's premier all-events control-line contest. Events: "Everything!" Contest director: John Thompson,

**July 9** Wolf Lucky Hand Fun Fly, Salem, Oregon (Tentative)

**July 23-24** Western Canada Stunt Championships, Rice Mill Road site, Richmond, B.C. Classic Stunt, Profile Stunt, four PAMPA classes of Precision Aerobatics. Contact: [kandmv@shaw.ca](mailto:kandmv@shaw.ca)

As always, go to the Flying Lines website for the latest updates on the Northwest control line activity calendar ("Where the Action Is") [flyinglines.org](http://flyinglines.org)



"You've never been lost until you've been lost at Mach 3."  
- Paul F. Crickmore (test pilot)

"Yea, Though I Fly Through the Valley of Death  
I Shall Fear No Evil.  
For I am at 80,000 Feet and Climbing."

# SPORT FLYING OR COMPETITION

MORE FUN WITH THE BEST PERFORMANCE  
CONTROLLED THE 'Roberts' WAY!

## Roberts 'ROBIN'



With a wing span of just 44" this fast-moving stunt job really excels with a Super-Tip touch with the 'Roberts' System. No stunt-clip necessary. Designed in two very steep corners with motor speed control. Beautiful, smooth-handling job designed for all-around performance and ease of construction. Price to be announced when ready for delivery.

## Roberts 'MAULER'



A scale model (1/2-inch scale) of the greatest weight lifting single-engine airplane in the world. The model Martin AM-1 'MAULER' comes out as a terrific carrier model with ideal size and amazing flight performance with any good "35" motor. Winning high speeds have been 55 MPH with low speed average of 22 without flap of any sort. Note that record of competition for last one year of "Sport" Flying. This model offers more fun with so much ease of handling—rather an easy job of building—looks like a dream, rolls to a stop with the "VARI SPEED" control lifting the motor very quietly. Most amazing ground stability, test-control with a Super-Tip touch. Price to be announced when ready for delivery.



### - Partial List of "Mauler" Wins: -

- AUGUST, '58—Annual Portland "Fueled" Contest, two "Maulers" entered, 1st and 2nd in carrier. (Fast competitors control these scale "Maulers" entered).
- MAY 17, '58—AMA Northwest Regional JAA Meet at Sandpoint Naval Air Station, Seattle, Wash., three test "Maulers" entered in carrier. Sweep 1st, 2nd and 3rd places in order.
- JULY 6, '58—Jim Walker Memorial Meet at Ft. Lewis, Wash., two "Maulers" entered in carrier. Wins 1st and 2nd.
- AUGUST, '58—Annual Portland "Fueled" Meet, two "Maulers" entered, 1st and 2nd in carrier.
- SEPTEMBER, '58—Baker, Oregon, Annual Meet, one "Mauler" entered (the test job from Seattle) was 1st place.
- SEPTEMBER, '58—Springfield-Eugene, Oregon Centennial Air Fair, Two "Maulers" entered in carrier. 3rd and 2nd in "Roberts" "35" motor attached to 1st place when a "Mauler" prop was thrown on a landing.

These test jobs all used Johnson "35" motors with "Vari Speed" controlled by "Roberts" suspended plate units in the models. With a span of 37 1/2 inches and a completed weight of just two pounds, these "Maulers" consistently outperformed all other carrier models, even those with big "35's".

## J. Roberts Profile Kits - \$4.95

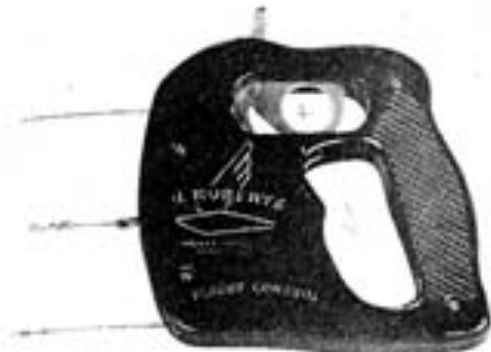


Profile Kits, Wing Span 38"  
Slightly Pre-Fabricated: Engineered for Roberts Control System.



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Control Line's finest, most realistic flight performances can be achieved with the "ROBERTS" Control System. Combined with the custom-installed "VARI SPEED" Control or any available motors with their motor-speed controls, a world of infinite fun can be yours... power control, flaps, retractable landing gear, carrier hook, wheel brakes, bomb drops, reel precision control for any model. It gives you so much more control of your model for test flights to contest wins.



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HIGH IMPACT DURABLE PLASTIC WITH RUGGED PRECISION MECHANISM THAT WILL LAST FOR YEARS.—READY FOR USE.  
(Does Not Contain Storage of Lines) - \$3.95



### UPRIGHT PLANE UNIT - \$3.00

FOR MOUNTING ON TOP OF SUPPORTS SUCH AS MOTOR MOUNT BEAMS, ETC.

### SUSPENDED PLANE UNIT - \$3.00

FOR MOUNTING IN MODELS REQUIRING CONTROL UNIT TO BE BOLTED UNDERNEATH CONTROL SUPPORT.

### "FLIGHT CONTROL" LINES

THREE STAINLESS STEEL FLEXIBLE CABLES TIED EXACT EVEN LENGTHS — READY FOR USE.

310 MULTI-STRAND CABLES

312 MULTI-STRAND CABLES

57 FT.—6 IN. LENGTHS TO CONFORM TO 60 FT. DISTANCE FROM HANDLE TO MODEL

SET OF 3 LINES \$3.75  
70 FT. LINES \$4.00

## "VARI SPEED"

### BUILT-IN MOTOR SPEED CONTROL

READY TO RUN

ENGINEERED FOR OPERATION WITH "FLIGHT CONTROL"

ONLY REQUISITE:

ONE GOOD EXHAUST STACK

TERRIFIC FOR RADIO CONTROL

"VARI-SPEED" ALLOWS A COMPLETE VARIATION OF MOTOR SPEED CONTROL. THIS IS NOT "TWO-SPEED." MOTOR SPEED RANGE IS UNLIMITED FROM A VERY LOW R.P.M. TO FULL POWER POTENTIAL OF MOTOR. RESPONSE IS INSTANTANEOUS. MOTOR WILL IDLE FOR LONG LANDING & REFUEL RUNS.

"VARI-SPEED" CAN BE INSTALLED IN ANY MOTOR WITH ONE GOOD EXHAUST STACK. SUCH MOTORS AS JOHNSON (any Johnson Motor), K & B-09's TO 35's; FOX—ALL SIZES; VECO—ALL SIZES, ARE EXCELLENT.

"VARI-SPEED" INSTALLATION - \$4.00

SEND YOUR MOTOR WITH CHECK OR MONEY ORDER TO:



## Model Mfg. Co.

Box 128 — Baker, Oregon

NAVY CARRIER STUNT FLYING SCALE MULTI-ENGINE CONTROL RACING FORMATION FLYING COMBAT





**WESTERN  
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CONTROL  
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FLYERS**

WOLF  
Po Box 505  
Lyons, Oregon 97358

**WOLF MEMBERSHIP APPLICATION - 2011 (NEW OR RENEWAL)**

MEMBERSHIP CATEGORIES: ADULT (A.M.A. "OPEN") \$25 / YEAR  
 YOUTH \$5 / YEAR  
 FAMILY (2 ADULTS & UNLIMITED YOUTH) \$40 / YEAR

<u>NAME(S)</u>	<u>D.O.B.</u>	<u>A.M.A. NUMBER</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

INTERESTS:  SPORT FLYING  AEROBATICS  RACING  SPEED  
 COMBAT  CARRIER  SCALE OTHER: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_

PHONE NUMBER(S): \_\_\_\_\_

E-MAIL NUMBER(S): \_\_\_\_\_

*I affirm to follow all A.M.A. and WOLF club rules and regulations as they may be adopted from time to time, pursuant to club and A.M.A. by-laws.*

\_\_\_\_\_  
 applicant signature and date