

# The Seminole Flyer

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Academy of Model  
Aeronautics  
AMA Charter #216, 1969-2006



"The Seminole Flyer" is a publication of the Seminole Radio Control Club of Tallahassee, Florida

SEPTEMBER 2006

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Now if they could only make  
little airplanes.



## Letter from the Editor- Stephen Warmath

The dog days are almost behind us. Football season has begun and the magic of Fall is just around the corner and hopes for cooler flying weather are on my mind. Safety is something that should be on our minds all the time. These are not toys we play with. They are miniature aircraft and deserve the same respect as their big brothers. Another painful lesson is repeated here in the newsletter for those who did not see Mike's e-mail. A member of the Emerald Coast RC club provides this story in **Flight Line Safety**. The **Photo Gallery** of the **Float Fly** is courtesy of Francis Surovec. Want to spruce up that prized bird? How about making your own custom graphics in this article **Home Grown Decals**. Is that aircraft of yours a hand full and flies like a pregnant ostrich with a mind of its own? Smooth out the workload in this brief article **Trimmit**, on trimming.

Happy Building & Flying- Steve

# Photo Gallery- Float Fly August 12, 2006

Photos by Francis Surovec



## **Chief Pilot- Mike Atkinson**

The float fly-in on August 12th was great. Once again, Francis and Janet did a wonderful job of hosting. Despite the intense heat, we had a good turnout for the event, which included float planes, electric and glow powered boats, as well as a very nice selection of steam-powered boats. Frank Bastos either volunteered or was drafted into action to cook the burgers. Of course, as usual, the food was great. We'll plan another float fly-in later in the year when the weather cools a little.

The club is hosting its first annual Fall fly-in, sponsored by HobbyTown, on October 14, 2006. At this time, we're planning to start at noon and go until about 6:00, but we may be able to get permission to start earlier. We'll talk about it at the next meeting.

**UPCOMING ELECTIONS:** The elections for club officers are scheduled for the December club meeting. According to our by-laws, the secretary is to put together a preliminary slate of officer candidates by the November meeting. If you are interested in becoming an officer, please let Steve Warmath know as soon as possible.

As most of you know, I have served as an officer in the club for the past 5 years. I was vice-president to Bob Dee for 2 years, and vice-president to Richard Wynn for another 2 years. I have certainly enjoyed my role as President this year, despite some rather tedious situations from time to time. That being said, I have decided not to seek office next year. I have spent the past 5 years promoting club activities and need to focus my attention on professional and family matters. Of course, I will still be present at club events and weekly at the field, but I won't be able to devote additional time to promoting the club. We have several very capable club members who will be a very good choice for my replacement. We just need for them to step up and offer their services.

The Apalachee Parkway Planning Committee meeting was cancelled this past month. John Hall and I were the only committee members present. The next meeting will be September 14, 2006, where we will meet with the landscape architect to begin the new park layout. I'll keep everyone advised as progress continues.

See you at the field, Michael Atkinson

## **Chief Copilot- Geoff Lawrence**

### **Upcoming Local Events:**

September 7, 2006- Club Meeting at the Field. 7:00 pm. (October meeting will be the last meeting at the Field this year.)

### **Upcoming Regional Events-**

#### **FSS #5**

FL

9/02/06-9/03/06 - Punta Gorda, FL (A) FSS #5 for 454(JSO0. Site: Club Field. George Grier CD, 132 Coral Dr Ft Myers FL 33905 PH:239-694-1990 email: [jenbilfla@webtv.net](mailto:jenbilfla@webtv.net). Expert and Sportsman class. Send SASE for map. Sponsor: SOUTHWEST FL SOARING SOCIETY

#### **Bushwhacked '06 - 1/2 Fall Furball**

FL

9/9/06-9/10/06 - West Palm Beach, FL (A) Bushwhacked '06-1/2 "Fall Furball" for 750, 755 (JSO). Site: Phil Wherry Field at Dyer Park. Chris Handegard CD, 2774 New York St West Palm Beach FL 33406 PH:561-723-2440 email: [chandegard@peersonaudio.com](mailto:chandegard@peersonaudio.com). RC Combat contest. AMA/RCCA rules for Open B, 2610, and 2548 Scale Combat apply. Field opens 8:00 a.m. start combat 10:00 a.m. Saturday 8 rounds Open B. Sunday 8 rounds 2610 Sale followed by 2548 Scale pending sign ups. Entry \$20 one event, \$30 two events, \$40 all three. Free lunch to pilots. Trophies to 5th place. Go to [www.rccombat.com](http://www.rccombat.com) to sign up. Sponsor: RC BUSH PILOTS

## Allen Taylor Fly In

GA  
9/09/06 - Griffin, GA (C) Allen Taylor Fly In. Site: Allen Taylor Field. Emory Schroeter CD, 105 Summit Dr Griffin GA 30224 PH:770-467-0221 email: [emorydmd@earthlink.net](mailto:emorydmd@earthlink.net). Pilot meeting at 10am. Sponsor: FLYING GRIFFINS

September 9 and 10 - Warbird Fly-In - GMA - Cumming GA. - <http://www.gmarc.com/>

## 3rd Annual Warbirds Over Triple Tree

SC  
9/14/06-9/16/06 - Woodruff, SC (C) 3rd Annual Warbirds over Triple Tree. Site: Tripel Tree Aerodrome. Doug Imes CD, 504 Hamett Rd Greer SC 29650 pH:864-268-8745 email: [douglimes@yahoo.com](mailto:douglimes@yahoo.com). Join us for a weekend of Giant Scale Warbird. Flying, on field RV or tent camping, on field showers. \$35 event fee includes Friday BBQ and Saturday lunch. 3000' turf runway - The Joe Nall site! See more at [www.giantwarbirds.com](http://www.giantwarbirds.com). Sponsor: CONFEDERATE AIR FARCE

## Big Bird Fall Flyin

AL  
9/15/06-9/17/06 - Autaugaville, AL (C) Big Bird Fall Flyin. Site: NB Reynolds Field. Gene Sedgwick CD, 110 Rebecca Ct Prattville Al 36067 PH:334-303-0277 email: [genesedgwick@aol.com](mailto:genesedgwick@aol.com). 80" mono, 60" biplane or 25% scale. LF\$20 additional info @ [www.fcflyers.com](http://www.fcflyers.com). Sponsor: FOUNTAIN CITY FLYERS

## 11th Annual Summers End

FL  
9/16/06-9/17/06 - Ocala, FL (C) 11th Annual Summers End. Site: 110 S. E. Jim McCudden CD, 404 San Pedro Dr Lady Lake FL 32159 PH:352-347-5852 email: [jimmy@thevillages.net](mailto:jimmy@thevillages.net). 48' x 600' paved runway, plus a grass runway. Landing fee \$10 one day/\$15 two days. Pilot's prizes, raffles and plaque for spectators choice aircraft. Overnight camping - no hookups. Food available. Contact Co-CD Harry Dunlap PH:352-347-5852 email: [tinytiger@earthlink.com](mailto:tinytiger@earthlink.com) or Jim McCudden PH:352-750-6132 email: [jimmy@thevillages.net](mailto:jimmy@thevillages.net). Sponsor: OCALA FLYING MODEL CLUB

September 23 - Hodges Hobbies All Electric Fly-In - Official day is Saturday but you are welcome to come and fly Friday and Sunday.

September 30 - AMAC Fall Fly-In - Club field - Leesburg GA. - <http://www.geocities.com/clubamac22/2/>

## IMAA REGIONAL EVENTS

### Chap. 508 - "Bud McMillan Memorial Fly-In" - September 29 & 30, 2006

LF \$10 reg 8am fly 9am RV SF Paved food/bev Located: Gateway R/C Field Jacksonville, FL Map and Directions are on our website at [www.gatewayrc.org](http://www.gatewayrc.org)

Contact: Buford Howard P.O. Box 892 Callahan, FL 32011 (904) 879-2834

E-mail: [bhoward32011@aol.com](mailto:bhoward32011@aol.com)

## Chief Treasurer- sam Varn

*Editor's Note: The Treasurer's report is published for Members only. The public version of the Newsletter does not include this information.*

Here are our current account balances:

|               |            |
|---------------|------------|
| Cash -        | Checking - |
| Savings -     | CD -       |
| Total Funds - |            |

We currently have 75 paid members and 22 unpaid from last year, including a couple of old-timers. I'm suspecting they either haven't been out to the field lately or have some other reason for not paying that I'm not aware of. Just remember we still have the good old US Postal system and they seem to find their way to my mailbox almost every day. If you still have dues outstanding, please take the time NOW to mail them in.

The little skirmish with PayPal has been completely remedied and we should continue to have that tool available to us for future use.

That's all I've got for now.

Sam

## **Chief Scribe- Steve Warmath**

The August Club meeting was called to order at approximately 7:10 pm.

### **Visitor/ New member Introductions-**

New Members Present-

Guests- Richard Sisco and Family. Members of the Leon High Aerospace Club - Nick Bloodworth, Bryan Doolan and Clay Celander

**The Treasurer's Report-** Sam was away on vacation and Mike read the numbers from the Newsletter. Mike said he had received three checks for membership renewal. The report was accepted as presented.

### **Old Business-**

- Grading the driveway is still pending. Mike said he was still working to get it done. He will meet with the County again about this. It was supposed to already be done.
- Rolling the Field. This issue was discussed and Gordie Meade said that because there is a lot of clay in the soil, it would not help. He indicated that aerating the field would be helpful. Mike said he would try to get this done as well.
- As noted in the last meeting, the Parks survey was completed and the majority of the votes went to RC as the top choice of activities. Mike stated that we would be at the current location for at least two more years. He has a meeting with the Landscape Architect the following Thursday to give input on the desired field layout. In about 6 months, it will go before the County Commission. The County has allocated \$500,000 for the Regional Park Budget. The exact use of these funds is unknown but will probably go toward construction of restrooms, field lighting, maintenance, etc. There may be another \$1,000,000 next year. The County is taking the position that special interest groups will have to be self supporting because of the "public land, private interest" issue. The County would prepare the site for a runway, but things like the pavilion, support buildings, etc. will have to be provided by the Club.
- Float Fly is scheduled at Lake Surovec August 12<sup>th</sup>. Mike will e-mail directions to everyone. Flying starts at 9:00 am.
- Fall Fly-In will be October 14<sup>th</sup> and will be an AMA sanctioned event. Frank Bastos is handling the paperwork.
- Thanks again to Frank for donating his gas grill to the Club.
- Looper's restaurant provided the sub sandwiches at a reduced price. Give them some business next time you're in the area to show them your appreciation.
- Still looking to relocate the Club sign on Apalachee Parkway. A suggestion was made to see if the County would let us move it to the gravel road entrance to the Regional Park, since it will not be allowed on the Parkway.

### **New Business-**

- Mike Kinsey has been added to the list of Fight Instructors.

- Authorized by the Club over a year ago, the new 12' long table has been installed. Thanks to John, Jay and Tristan for their construction expertise. The plan is to add more tables to the North and West sides of the pavilion and to also build a wind break on the West side. The front (East side) of the pavilion will remain picnic tables. Gordie noted that some of the tables were very old and needed replacing. Mike noted that the cost of the new table was less than a new picnic table. The Club will continue to utilize the picnic tables. Mike asked for a motion to build 5 more tables. The motion was passed.
- Gordie Meade asked if some of the tertiary growth of tress across the Field could be cleared. Mike said he would ask the County Staff.

### Announcements-

- John Hall said he had a transmitter tray for sale for around \$40.00. It was noted that that could be something useful for the Club, especially for the younger pilots in training. A motion was made to have the Club purchase the tray for \$40.00. The motion passed.
- The mower is back in service. Apparently the problem was with the type of oil being used. It works better with the correct oil.
- Frank announced he was changing HobbyTown weekday hours to 10:00 am to 7:00 pm. Weekend hours will remain the same Sat 10-6, Sun 12-5.
- Steve Warmath noted that the September Club meeting at the Field was the last one scheduled there for the year. It was agreed by the members present, meetings at the Field would be extended 1 month to October.
- Mike announced the Club had two new corporate sponsors. **Apogee/ 1 Hour Signs** who publish the hard copy of the Club Newsletter and **D&P Support Services, Inc.** brought to us by club member Mike Dee. Mike's company does air conditioning & heating service/repair and other things that mechanical contractors are prone to do.

With no additional business, the meeting was adjourned at approximately 7:45 pm. Flying resumed after the meeting.



## **Flight line Safety:**

Following my accident, on 10 Jun 2006, I think it is important for me to explain what happened, what did not happen, and hopefully get others thinking, so it does not happen to anyone else.

This all happened at another clubs field, and is in no way directed to any club, or group, but at ANYONE that flies RC planes.

I had flown my H9 Cap 232 twice, and was finished for the day. The plane has an OS-160FX swinging an 18X6W APC Prop. Anyone that knows me, knows that I am almost anal about the use of Safety Stakes, or someone holding any size planes when it is started. I will go hold anyone's plane that I see is not held back, if I see someone getting ready to crank it up. Too many things can go wrong, wrong plane selected in computer radio, servo malfunction, engine problems, etc, etc.

When I landed, after my last flight, I towed the Cap to the pits, and placed it in behind of my field box. A few minutes later, I decided it was getting too hot for my Father to be comfortable, and went to run the fuel out, and clean up my plane, so we could head for the AC.

I knelt down in front of the plane, turned on the radio, and plane. Connected the glow starter, and with my Chicken Stick, flipped the OS to life. The engine idled fine, for several minutes. Note, I am still kneeling in front of the plane (something I usually also do not do). The fuel tank run out, the engine leaned out, the idle speed increased, and the plane started moving forward toward me. I reach to stop the plane, and did not get my hand around the Prop, but more like thru it..

I saw (and felt) what happened, and knowing it was not a good thing, headed to the van for paper towels. Another flyer had just pulled up, and we put my hand in an ice cooler, and headed for the Emergency Room.

End result: Cut on thumb knuckle closest to hand, index knuckle nearest hand, about 1/4 inch of index fingertip held on by small piece, cut between end knuckle, and middle knuckle of index finger, broken at the knuckle. Luckily the tendons were not cut, but the nerve was. After about 2 hours of surgery, I was patched back together.

I can NOT explain why I did NOT put my safety stakes in.

I can NOT explain why I stayed in front of a running engine.

I feel it was complacency; I did NOT stop, and make sure I was doing everything in order, and in a safe manner. I must have felt, "I do this every weekend, and never forget, so I will always do what is right".

This brings me to another issue. Please understand, this was MY fault, not anyone else's, and I am not even hinting it is..

There were about 6-7 other people at the field. Several have made the comment "I was wondering why you did not use your safety stakes, you always do", and other similar comments.

Had ANYONE even mentioned it, I would have stopped, and put them in.

I am fully aware that there are people that get upset, if someone mentions a possible safety issue to them. And there are those that if you were to mention something to them, would ignore you, and go ahead in an unsafe manner. You can't help them, short of club action, and most clubs are unwilling to do that. However, there are those of us, that would thank you, correct the problem, and hopefully end the day with no injuries.

So, I hope that if anyone reading this sees any unsafe act being done, will bring it to the person's attention. If they ignore you, you did your part. If they stop, correct the problem, and get by with all their parts intact, you possibly saved them a lot of pain and suffering (or worse).

# **Home Grown Decals** 7 steps to add personality to your plane By Gerry Yarrish

*Editor's Note: Decals can be made using any drawing/ graphics program and printing onto decal paper available from various sources (Micro Mark to name one). The article below demonstrates a proprietary solution and has some good information about making decals in general and sources for your artwork.*  
Steve

With so many great kits and ARFs available today, it is getting harder and harder to show up at the flying patch with a model that is truly unique. One Mustang looks just like the other. One way to lend your plane some originality is to add custom decals to it. This doesn't have to be expensive, and it is quite easy with Testors new Custom Decal Maker and decal paper. With a little work on a PC and an ink-jet printer, you can make your own water-slide decals in no time. You can also use the paper alone and scan graphics from books or model decal sheets and reproduce them in any size you like.

The new Testors Custom Decal Maker gives you all of the materials and programs to produce high-quality decals. It includes an image database where you can choose anything from car flames and graphics to license plates and aircraft markings. Once you have chosen an image, you can add text, change the colors and adjust the image size. For \$9.99 at [decalgear.com](http://decalgear.com), you can buy an upgrade CD that allows you to import photos and includes a free-form section where you can design your own decals.

The Custom Decal Maker (\$7.99) comes with two sheets of 5.5x8.5-inch decal paper (one clear and one white), a 3-ounce can of decal bonder and a CD that includes the software and starter designs. The decal paper is coated with a water-soluble base that accepts ink-jet colors; 6-sheet refill packets of clear and white decal paper are available for \$8.49.

## **MAKING DECALS**

- 1.** Select your image from the Testors disc, or scan one from a book, magazine or scale drawing. You can use the image software included with a scanner (I use an HP Scanjet 4070 Photosmart scanner) to adjust the image's color and size. You can also use your favorite photo/drawing program such as PhotoShop or Corel Draw to modify the image. When you're satisfied with the image, print it out on a test sheet of regular printer paper. If you like the graphic, place a sheet of the decal paper into your printer (coated side down) and hit "Print."
- 2.** Take the decal paper with the fresh graphic printed on it and set it aside so the ink can dry without being smudged. This takes only a few minutes. Now spray a few mist coats of the Testors decal clearcoat over the entire sheet of paper. Don't spray a heavy coat on the graphic; that can dissolve it. To prevent dust from settling on the clearcoat while it dries overnight, cover it with a large cardboard box.
- 3.** When the decal paper is completely dry, cut the marking from the main sheet and trim it to size. If you are using white decal paper, make sure that you don't leave any white edges around the decal. With clear paper, this is not a problem, and you can cut the decal out leaving a little material all around it.
- 4.** Place the decal in a bowl of room- temperature water and allow it to soak for about 30 seconds (or until the paper relaxes), so that you can gently slide the decal around on the backing paper.
- 5.** Clean the model's surface, and wet it where you want to apply the decal. Slide the decal partially off the backing, and then gently slide it onto the model. Do only one decal at a time.



6. To remove any trapped air or water from under the decal, squeegee it with the backing paper. Don't use a dry tissue or paper towel as this will leave lint on the surface of the decal. On foam models, you can leave the decal as is. If it becomes damaged, just use a little tape to lift it off and replace it. You can make more, you know! For a more durable marking, spray a light clearcoat over the decal. Be sure to test the compatibility of the clearcoat with the model's surface and the decal material before you use it on your model.



7. Well, that wasn't so hard, was it? With a little time and practice, you'll be able to make all sorts of custom markings and graphics for your model. There's no end to what you can do. You can make instrument panels, national insignia and aircraft registration numbers and even scale stenciling. It works like magic!

### Printer settings & tips

» Different printers require different settings for making high-quality, sharply defined decals. Basically, you have to adjust the speed of the paper feed and how fast the ink is applied. This is done by selecting the printer's "photographic paper" mode. This gives you a slow paper feed and a fast ink head speed. If you print on the decal paper while the printer is set for normal printer paper, your markings may smear while they move under the print head, and the ink may crack while it dries.



Cut the marking from the main sheet and trim it to size, cutting closely around the decal's edges. Immerse your decal in water and allow it to soak, so you can slide the decal off the backing.

» Always place the paper up against the side rail of the printer to ensure that the decal paper feeds in straight. Make sure that all of the decal is printed on the main sheet; you can set the paper size (or print window) in your graphic program so that it is the same size as the decal paper.

» Ink-jet printers do not print with white ink; that's why the decal paper comes with clear and white backings. If you want to make a decal with white and clear portions, cut the white paper to size, apply it to the model, and then apply the clear portion on top of it.



Wet the surface, and slide the decal onto the model. Squeegee the decal with the backing paper to remove bubbles, and then use a damp paper towel to blot away the water.

» Remember, the ink from your printer is not as opaque as that of silk-screened commercial decals. To get the best results, use white decal paper when you apply markings to dark-colored models.

## **FOR SMOOTHER FLYING -- TRIMMIT!**

Any full-scale pilot will tell you that the secret to smooth precision flying is to have the plane trimmed up, always. This is especially important to formation work, instrument flying, bombing runs, and so on.

Keeping our RC aircraft in trim is also important to our flying, although there are some important differences.

But, first, what do we mean by "trimmed up"? We generally trim for straight and level flight conditions -- such that if we take our thumbs off the sticks, the plane will continue flying straight and level, within the scope of the stability of the plane. A couple of facts to ponder: 1) A plane can only be trimmed for ONE flying speed; 2) The more stable the plane, the more trim change occurs when the speed is altered. Note that we're speaking of mostly PITCH (elevator) trim here -- lateral and directional (aileron and rudder) trim will generally not change as speed increases -- if they do, you've got other problems, such as warped wings, crooked tailfin, or thrust line problems.

In a full size airplane, the trims are located where it's easy to do the trimming, without having to go "hands off" the stick or wheel. Unfortunately, the RC transmitter is not so convenient, and it's just not very easy to

constantly be messing with the trim. So most pilots trim for the fastest condition they normally fly, usually full throttle, and full speed. That means that in any slower condition, some back stick is required for level flight. For most of us, this is best -- because pushing on the stick seems to give less precise control than pulling on it. And if your normal flight involves flying around at 1/2 throttle, then by all means trim for that condition, keeping in mind that the addition of more throttle (and speed) will result in a nose up climb.

Now, a bit about rudder and aileron trim. Assuming that you don't have warped wings, a crooked tailfin, or bad thrust alignment problems, the aileron trim should, once you get it set, remain set. That's because the linkage is short, and even if the links shrink or expand, they will both raise or lower the ailerons the same amount. But the rudder link, unless you have a pull-pull system, will deflect the rudder with shrinkage or expansion of the pushrod. And that pushrod is usually pretty long, meaning significant expansion in the heat of the day. If your rudder is offset to one side, your plane will fly oddly, because it will be in a continuous slip, or skid, and may also want to roll to one side.

The point here is that you are wise to check the rudder trim (by looking at the rudder) frequently, if not every flight. And if you get airborne and the plane flies weird and wants to roll, it's more likely to be rudder trim than aileron trim that is at fault. This is especially true of trainer type planes because of the high wing dihedral, and is most true of planes using "nyrod" type pushrods -- because the nyrods have a rather large expansion rate compared to other type pushrods.

Those of us who have flight instructed in full size planes can quickly recognize the symptoms of out of trim flying -- the plane constantly veering off course in the same fashion (left, right, up, or down) then being abruptly corrected, then veering off again -- the cycle being constantly repeated. In such a situation, the pilot is more fighting the plane than just flying it! And flying an out of trim plane is not an enjoyable experience!

If you relate to all this, seek out a more experienced flyer to help you get the beast in trim, and to show you ways to check it for yourself. You might be amazed at how much easier flying your plane can be! ... Clay



# Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2006

## SRCC Officers

President – Mike Atkinson  
Vice President – Geoff Lawrence  
Secretary/ Newsletter Editor – Stephen Warmath  
Treasurer - Sam Varn  
Field Marshall – John Hall  
Field Safety Officer- Gordie Meade

## Field Hours

12 Noon till Dark- These hours apply to **all** aircraft, gas **and** electric.

## Training Notes

To schedule a training time contact Mike Atkinson.

## Flight Instructors

|   |                 |
|---|-----------------|
| Mike Atkinson- Primary/ Advanced Flight Instructor (Coordinator)    | 926-4692        |
| Geoff Lawrence- Primary/ Advanced Flight Instructor                 | 942-9807        |
| Mike Kinsey- Primary/ Advanced Flight Instructor                    | 566-0144        |
| John Hall- Primary/ Advanced Helicopter Flight Instructor           | 893-6457        |
| Jay Leudecke- Primary/ Advanced Helicopter Flight Instructor        | 508-7135        |
| Jeff Owens- Ground School/ Airworthiness Instructor (Fixed Wing)    | 894-2504        |
| Steve Warmath- Ground School/ Airworthiness Instructor (Fixed Wing) | 509-0672        |
| Frank Bastos- Hobby Town Flight Demonstrator                        | 671-2030        |
| Don Coon- Leon High Aerospace Club Instructor                       | 488-1971 x 2750 |

## Club Meeting Location and Time

**Please Note: Club meetings from April 2006 though October 2006 will be at the Flying Field at 7:00 pm. A cookout is planned for every meeting.**

The regular club meetings are held on the first Thursday of each month at 7:30 PM at the Grace Lutheran Church on Miccosukee Rd. Head out Miccosukee Rd., cross Capital Circle NE, and the entrance will be the first one on your right. Once you park, follow the sidewalk around the left side of the building and go down the hill. We meet in a room on the first level.

**Submissions-** Submissions are requested to be in M.S. Word format. Photos should be in .jpg or .tif format. Vector art accepted in Corel, Illustrator and AUTOCAD format. We will, however, accept anything to make it easier for those who wish to contribute. Submissions are due no later than the 23<sup>rd</sup> of the month. Send your submissions to [ssw@nettally.com](mailto:ssw@nettally.com) or by phone, Steve at 509-0672.

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ap-o-gee (n) - The farthest or highest point; the apex.

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