

The

Call Letter

August, 2001
Vol. 27 — No. 8



Over **25** years in print!

The Northwest Vintage Radio Society

The Northwest Vintage Radio Society is a non-profit historical society incorporated in the State of Oregon. Since 1974 the Society has been dedicated to the preservation and enjoyment of "Vintage radio" and wireless equipment.

Membership in the Society is open to all who are actively interested in historic preservation. The dues are \$20.00 for domestic membership, due on January 1st of each year (prorated quarterly).

The *Call Letter* has been a monthly publication since 1974. It was originated with the founder, Bob Bilbie, and our first president, Harley Perkins. Through several editors and with the assistance of numerous society members, the *Call Letter* has continued to be a publication that informs members of the society's business and that supports the hobby of collecting, preserving, and restoring vintage radios.

Society meetings are held the second Saturday of each month (except July and August) at the Abernethy Grange Hall at 15745 S. Harley Ave. in Oregon City, Oregon. They convene at or about 10 AM for the purpose of displaying radios, conducting Society business, and exchanging information. Guests are welcome at all Society meetings and functions (except board meetings).

Other Society functions include guest speakers, auctions, radio show, and radio sales which are advertised in the *Call Letter* and are held in and around Portland.

Society Officers for 2001:

President	Charles Kent	(503) 281-9335
Vice-President	George Kirkwood	(503) 648-4809
Treasurer	Ed Charman	(503) 654-7387
Secretary	Liles Garcia	(503) 649-9288
Board member at large	Dave Rutland	(541) 929-4498
<i>Call Letter</i> Editor	Rick Walton	(503) 284-5648
Librarian	John Bucholtz	(360) 693-7135

The Society's address is:

The Northwest Vintage Radio Society
Post Office Box 82379
Portland, Oregon 97282-0379



August 2001

Table of Contents

From the Editor2

NWVRS 2001 Calendar of Events2

Worldwide Industry Rises From Modest Oregon Farm.....3

Current Long Radios Owned By NWVRS Members5

In Search of Truth and the Blues7

Voilà ...new and recent finds by NVRS members10

Play It Again, Sam!..... 11

Swap Shop12

On the cover: Two views of a Long model F5 radio. This is the set belonging to Tony Hauser.

September Call Letter Deadline: August 28.

**The next meeting is on September 8
(following the Summer break).**

The monthly feature is:

Your summer acquisition and/or summer project.

Tailgate swap meet starts at 8:30!

Visit our web site at <http://nwvrs.org>.

The *Call Letter* is the official publication of the Northwest Vintage Radio Society. Circulation is limited to the membership and guests of the Society. The Society is not responsible for the material contributed for publication, nor the quality, timeliness, or accuracy of the items offered for sale in the SWAP SHOP. By common agreement of the board of directors, the buyer assumes all responsibility for the satisfaction of any transaction.

From the Editor

by *Call Letter* Editor, Rick Walton

I'll keep it short to fit the page! This month we present the article about the Long Brothers and Long Radios. Thanks to Art Redman for the article research and to all those who shared their pictures.

This month we also present Dick Bixler's remenisces about finding the true blues records at the Madrona. Dick shared this story at the May meeting when we showed advertising materials, and I prevailed upon him to put it in writing for the whole club.

As always, we have your acquisitions highlighted in Voilá, and your descriptions of your projects in Play it again, Sam!

NWVRS 2001 Calendar of Events

- August 11** Ham Radio, Computer, & Electronic Equipment swap meet, Lower Columbia Amateur Radio Association, W7DG, Longview, WA, Cowlitz Co. Expo Center
<http://www.qsl.net/Nc7p/Swapmeet.htm>
- August 19** PSARA Annual Swap Meet.
- September 8** Regular monthly meeting 10 am; tailgate swap 8:30.
- September 30** Chehalis Valley ARS Hamfest, Chehalis, WA.
<http://www.evars.org>
- October 13** Regular monthly meeting 10 am; tailgate swap 8:30.
- TBA** NWVRS Fall Swap/Sale.
- November 10** Regular monthly meeting 10 am; tailgate swap 8:30.
- December 8** Regular monthly meeting 10 am; tailgate swap 8:30.

Worldwide Industry Rises From Modest Oregon Farm

By Loren H. Milliman, Oregonian staff

From The Oregonian, July 31, 1938, Section 6, Page 4.

This is the modern story of a mousetrap. Instead of beating a path through the forest to buy the best in mousetraps, customers drive up in cars, or send airmail letters even from the center of the great desert of China to the Long Brothers, who are not selling mousetraps, but much more modern inventions- airplane propellers and **radios**.

One who drives out the scenic highway that leads from Canyon Road into the Tualatin Valley through Beaverton and Hillsboro is not likely to realize that an industry, which has gained wide attention, lies hidden behind the rolling hills.

Cornelius is but a little spot on the state highway map. An extremely modest sign in the town, which lies midway between Hillsboro and Forest Grove, says "**Longs, Radios, 1 mile.**" The road north to the Long Brothers farm rolls between fertile fields of grain and corn.

Unless one watches closely, he's likely to miss a second sign as modest as the first, which points off to the right a mile from Cornelius to the farm. Under stately oaks are the houses in which the Long family has lived for more than half a century.

Never Up

The parents of the Long Brothers bought the property in 1887 and there have raised the four boys who operate the 200-acre farm, build airplanes and radios and engage in a long list of other distinctive activities.

Although he was chairman of the Light Plane Association of America for three years, from 1932 to 1935, Leslie Long, airplane designer and builder, has never been up in a plane. In fact, he has been too busy with a wide field of activities to even leave the farm in the last 20 years. But he is up to date as television.

Recognizing that an attack of influenza in 1918 has left him incapable of engaging in the strenuous labor of farming, Leslie turned to other activities for income.

"I like to fool with things that require exactness," he explained. So, he began to whittle airplane propellers. He had built a glider in 1910, and as a boy in school had bought and read every on aeronautics that, he could obtain.

When an aviator landed his ship alongside the Long house in 1927 Leslie decided that he would build airplanes and he started that very night. He has built ten planes, all of original design and remodeled several others. Now he sells blueprints of airplanes of his own designing to practically every nation in the world.

Airplanes are not the only things requiring propellers. Leslie pointed out. For every "prop" sold for use on planes, ten are sent out and they have been purchased in every state in the union for other purposes. Fruit dryers use many. Some even are manufactured to dispose of troublesome vinegar flies which come in myriad's wherever fruit is handled.

The propeller plant is believed to be the only federally licensed and approved plant of its kind west of the Rocky Mountains and North of Los Angeles.

First Set

Radios also attracted Leslie. He built and sold his first radio set in 1912. During the World War he picked up messages from and tried to trace a German sending set believed to be located in the hills in the vicinity. He was unable to decipher the code, which appeared to be an endless series of numbers.

In 1920 he went into commercial radio production. Now his brother, George, has taken over that activity and devotes his time to it. He has gained an enviable reputation as a radio repairman, and many sets are brought in even from Portland.

Hospitable residents of Cornelius point with pride to sets made by the Long Brothers.

Radios and airplanes proved an excellent combination because when static in the summer reduced interest in radios, good flying weather made aviators almost as numerous as mosquitoes.

Leslie started and operated a flying school for several years. Now Ed Hall conducts the school and helps in the propeller plant. Another activity for the brothers is the construction of electric fence controllers.

Carrying out his love exactness Leslie has ground several telescope lenses. He has written and sold fiction, poetry, and numerous technical articles.

Although Leslie and George are not great hands to travel, George stepped over the state line into California for one occasion. The other brothers, Carl and William, served in France during the war. They are the two who operate the farm.

Family Enterprise

The propeller and radio business is run strictly as a family enterprise. Leslie has refused numerous offers to go into large-scale production of the equipment, which has brought him fame.

So instead, Leslie continues as a highly craftsmen, turning out propellers made entirely by hand and doing the clerical work for the four brothers.

In the center of the peaceful rural setting there is a bustle of activity as cars come and go bringing **radios** and aviation enthusiasts to the door of the brothers, who have been content to remain on the farm.

Current Long Radios Owned By NWVRS Members

by Art Redman NWVRS

Today it's the collectors and members of the Northwest Vintage Radio Society who are enthused about Long Radios. In checking with some of our members, Long Radios have no listed model numbers except for the battery sets.

The Radio Collectors Guide lists only one radio made by the Long Radio Company, which was the C Comb. made in 1930 selling for \$99.50. It was a midget TRF receiver with six tubes: 3 IF stages and one stage audio amplifier.

“In The Shack” columnist Mike Parker has two Long Radios up in the attic at his house in Sellwood. Naturally, if you know Mike's tastes they are TRF battery radios; a kit model F5 and a complete model B5. The model B5 came from the James Mason estate.



Model B5 (l.) and Model F5 (r.) belonging to Mike Parker.

Long time member Tony Hauser also has a Model F5 5-tube 2-dial battery radio (shown on the front cover - Ed.). The model number is etched in the front panel. In addition, he has a 5-tube AC table model radio with a paper label inside stating "Long Radio Works-1912." It has a power transformer and Lansing speaker. The speaker may not be original.

Hillsboro resident Bob Campbell has a Long Radio model L5 2-dial battery radio. The model number is on the front. The set has a tuned detector and two capacitor ganged RF stage.

NWVRS Vice President George Kirkwood has an AC Long Radio Works in a console cabinet. The set has no visible model number. The only identifiable mark besides Long Radio Works is the Jensen electrodynamic speaker. It's a TRF with six tubes including the screen grid type 224's.

Past President Jerry Talbott has a small Long 4-tube tombstone radio also from the estate of Jim Mason. The set has no visible model number.



Jerry Talbott's 4-tube tombstone.

Charter member Art Redman came across a midget tombstone style AC Long radio years ago. It had no markings and four tubes. He never knew what it was to after it was sold at a NWVRS swap meet. It had no special value to him then and now wonders if this NWVRS member still has it.

In Search of Truth and the Blues

by Dick Bixler

A visit to the Madrona Record Shop

Part of the fun in purchasing a complete collection of radio "stuff" is the unexpected piece that happens to be included and comes to the surface as we unpack. That's the way it was: an unused, original paper matchbook from the old and long-gone Madrona Record Shop.

So please share my youthful memories as well as a valuable life lesson, learned from an unexpected source. So let's...



Listen to the mellow notes of the Andrews Sisters or sway to the smooth, big-band sounds of Tommy Dorsey as we return again to the Portland recorded music scene of World War II.

You're a Grant High school kid, nuts about swing (to your parent's distraction) but vaguely aware of the blues because you saw Richard Wharf in "Blues in the Night." But rumor has it among your fellow swing aficionados that there's something more than "...my mama done tole' me."

In those days Portland pop music buffs, then as now a group back-boned by teenagers, had two main sources for records by their idols like Glen Miller, Artie Shaw, or Charlie Spivak. Of course, in those days, there were lots of small radio repair shops who carried records, like Hunters in Northeast Portland. But generally you either stopped in at Sherman Clay and Company on the north side of Washington Street between Broadway and Sixth, or after you tired of the harassment of clerks who didn't understand the like of the Bluebird label and really didn't want to mess with high school kids, you headed up Sixth to Meier and Frank.

We entered Meier and Frank's main Sixth street entrance and ambled down the center aisle, which on Fridays would be loaded with Friday Surprise bargains. We finally made it to the main Elevators, which were under the direction of a stern, school teacherish type who wielded a snapping castanet to signal each elevator operator when to start their elevation up to top floor ten. Each elevator was under the control of a comely young woman who called out the merchandise available on each floor as she approached it. Nothing electronically automatic...the elevator was directly controlled with a brightly polished brass handle. An

experienced girl having a good day could hit each floor dead-on with no “step-ups” or “step-downs.”

In 1943 and '44, Meier and Frank's sixth floor was radio, records, and sporting goods. Due to the war, radios were few but records seemed to be plentiful. Shelf after shelf filled with all the offerings of the recorded music industry were at your pleasure for purchase or just good, old listening. Our national leaders had determined that music was good for the national, wartime morale so Columbia, RCA Victor, Decca, Capitol, Bluebird (the “second string” RCA Victor), Okeh (not Okay!) and many smaller labels cranked 'em out like toothpaste out of a tube and the kids and some older than kids bought and bought. Remember, there was no copying or dub making in those days. If you wanted it, you begged, borrowed, bought, or stole.

So you'd take the elevator to the sixth floor, and once there, you'd make an obligatory tour through sporting goods on the way to records. There wasn't much available but you never could be sure and some new fishhooks might turn up. After examining the meager offerings you headed back across the floor to your primary goal, the RECORDS!

And there they were... waiting for your sampling. Lotsa listening before you buy! This was a great place to spend a comfortable hour or so listening to your favorite band's latest release. Your slim income from after school work at the Hollywood Shake Shop would often fail to stretch to fit a purchase. You carefully replaced the record in the sleeve, left the private but glass walled cubical where maybe you snuck a puff on a contraband cigarette, and returned the record to the clerk with an assumed boredom and a “not quite what I had in mind” comment. Then it was down to Jolly Joan's on Broadway for a cherry Coke mixed at the fountain before your eyes, then home on the Broadway line streetcar (transfer to the 39th street bus line).

This was all fine but in spite of the sparkling attractions of Woody Herman, Frank Sinatra or maybe Stan Kenton, you still had a nagging interest in the so-called underground music of “real blues” and where you had to go to obtain these items. Everyone had heard of the Madrona Record Shop but few of us 15- and 16-year old hotshots had been there. The Madrona in those days was located on a little piece of land that hooked on to the southeast corner of the eastside approach to the Broadway bridge. Later expansion of what would be an extension of highway 99 took it out and necessitated a move up Broadway to number 538, which was a small vacated Safeway grocery. But the old spot down on the waterfront (it really was in those days) was the real thing to a relatively innocent 16-year old. I-5 and the Coliseum eliminated it all but this is where you had to go in search of truth and the blues.

Believe me, the Madrona was a real inter-cultural, inter-racial face-off! Time dims the memories somewhat but the impression remains. A small crowded shop with sagging venetian blinds to block the sun beating down from the west side, a couple of scraggly looking potted plants, and *one* (count it, *ONE*) portable phonograph on a table in the corner. It seems like someone was doing radio repair behind the counter, too. If you insisted, you could play your Black and White label selection but only after you purchased. NO exception! “Ya got that, kid?” You had to know *exactly* and there was no free advice offered about artists or performances. No LPs, everything was 78 RPM but many of the Black and White label offerings were 12-inchers and it seems like they were good for about five

minutes of play. In this case, I knew what I wanted and had the dollars so a deal was made and I headed for home.

I got the record home and successfully smuggled it in and up to my bedroom. I planned to listen to it on my home-brewed record player but immediately discovered that in my initial phono construction I had not engineered in the possibility of playing 12-inch records. So I unwired everything and hauled the motor board to the basement for a little reconstructive surgery. "Yes, Mom...it's not quite working right...I think it's something in the rectifier, but don't worry, I can fix it." A quick $\frac{3}{8}$ " hole was bored, the Astatic tone arm was jammed back in and it was back up to my bedroom to spin the platter. Motor board re-installed, tone arm soldered back in along with the phono motor, home brew 6V6 amp turned on and an obligatory scratch of the finger across the needle to "make sure the audio was getting through" and off we went into the forbidden land of the real blues.

Now you must remember that in 1943 we as a nation were far from being as broad minded as we might be today, and far from as understanding of any culture but our own. And this also applied to many of our immediate families. And it certainly applied to my parents...great folks but yes, narrow-minded. And with a southern-bred mother I felt that yes, she was plenty prejudiced. As I cranked up the gain (we never said volume) to better hear an unremembered artist doing "Strange Fruit" (remember, "...strange fruit hanging from the Magnolia trees") the door burst open and there stood my mother in all her parental majesty and authority! She came in, sat on the edge of my bed and said, "Please start that piece over again." My God...how long can five minutes be?

I waited expecting big trouble, and knowing her background and feeling, I was totally floored by her response. In a reasoned and reasonable voice she explained to me her innermost thoughts and misgivings regarding American race relations. I learned for the first time of some of the bitter realities of Southern life and culture, indeed just about anywhere outside the sheltered walls of Portland, Oregon. She explained the necessity for my generation and those following to break out of these old habits and thought patterns and to cultivate an open and caring approach to others. We then shared a sad moment of understanding as we listened together to "Strange Fruit".

With my mother's semi-blessing, i now returned many times to the Madrona after it's move up Broadway. I took a great collection of REAL blues records to college with me. I also took a truer understanding of what the blues music, which I bought at the Madrona, really meant.

For more information about the Portland music scene of the 30's and 40's, please see Oregon Historical Society, *OHS Spectator* #4 Winter 2000-2001, pp 14-15.

Voilà

...new and recent finds by NVRS members

by Sonny Clutter

Lud Sibley — Well, if you-all want a weird “found one” for this month, how about an RCA 6949 beam triode tube: 140 lb. of copper and ceramic, stands 40" tall, takes 1000 amps at 7 volts to light up, handles dissipation of 400 kW? Runs at 20 kV on the plate. Somewhere on it are my fingerprints from helping change it out in 1962. It used to give moon echoes, loud n' clear, on 24.9 MHz.

Gary Marvin — 1940 Zenith console 10-S-464
 1939 Zenith table set 5-S-319
 1939 Zenith console 9-S-367
 1942 Zenith console 10-S-669
 Two 1938 Sparton consoles 1068

Jeff Martin — Admiral 5X 13 UL Painted bakelite radio
 Lear 561 Wood table radio
 Airline 62-1207 wood battery set

Charles Kent — Toshiba Red Lace Transistor, Radio Owl Timer

Rick Walton — Philco 50-527 clock radio, Ivory painted bakelite, acquired on eBay from a seller who lives near Haines, Oregon, close to Baker City.

Continental 1600 clock radio, Ivory plastic, acquired on eBay. Manufactured by Radio Division, ISC, Chicago, USA. Extremely cheap radio, but interesting because the “volume” and “tuning” labels embossed into the plastic cabinet were apparently reversed in initial manufacture, so they just overstruck them to correct.

Zenith 6G601M Universal Portable, “sailboat” grill, found at a junk/antique store in Molalla called Jan's Catchall.

Cheers, Sonny the RadiolaGuy

Visit my vintage radio site at: <http://www.radiolaguy.com>

Play It Again, Sam!

Compiled by Dave Brown

The column where club members can publish their restoration accomplishments!

Dave Wise — Just starting on a multi-month restoration of a 1954 Motorola R-390A. This 26-tube, 85 pound boat anchor is the most complicated radio I've ever worked on. It's very clean throughout and will not need any cosmetic work.

This set was designed in 1953 by Collins for the US military, as a cost-reduced follow-on to the R-390. 50-some thousand were made, and they appeared in ships, listening posts, and portable comm stations all over the world. It tunes from 0.5MHz to 32MHz in 32 1MHz bands. It is permeability-tuned throughout, with a total of 24 tuning coils, all specially wound to give a linear relationship between slug position and frequency. The slugs are controlled by a complex system of gears and cams, including a planetary differential that mixes the KC and MC knobs. Frequency reads out on a Veeder-Root "odometer" rather than a conventional dial, with 200Hz resolution. Well-aligned examples can get 10dB S/N at 0.2uV, an impressive figure even today.

Its modular construction makes it easy to go over it piece by piece. I've gone through most of the modules, checking every resistor and cap that can be tested in-circuit. So far, I've found two bad resistors but only one bad cap. For a wonder, the octal-based electrolytic filter caps are good as new. There are quite a few brown molded paper tubulars, like the dreaded "Black Beauties", but their cases are tight and none is leaking more than a few uA. I think the designers anticipated this, as they are all connected to spots where this leakage is of no consequence. All leakage-critical caps are mica, ceramic, or Sprague "Vitamin Q". The one bad cap is a 2uF 500V oil-filled Aerovox. Surprise, it's not a filter cap, it's in the AGC circuit. It leaks an acceptable 2uA cold but about 100uA when blasted with a hair dryer. I found a good electrical replacement at Wacky Willy's for \$0.50. I'll put it under the IF chassis and leave the "bathtub" in place on top.

In the gear train, I've measured (with a universal dial indicator) about 10kHz worth of backlash, and have tracked down most of it to (a) the spring-loaded gear at the output of the differential, which was apparently mis-designed with the spring-loading in the "hard" direction instead of the "easy" direction, and (b) worn out shaft bushings, which permit the 2-4MHz camshaft to "walk" side to side about .005". I was able to reverse the springing after a little Dremel work to give the springs enough clearance in their new orientation. Note: the three planetary gears in the differential may look alike, but they have enough difference to create a bind if they're put back wrong. I recommend you engrave

yours. I located suitable replacement bushings, #FF0310 from US Bearings, which look like they are going to work fine after some filing to bring down the O.D. about .005". I almost despaired of getting the #3 cam off the shaft, until I simultaneously heated it with a propane torch and wailed on it with a pin punch. Broke the punch but got the pin out!

Swap Shop

FOR SALE: Thousands of tubes, hundreds of radio parts, panels, meters, surplus, etc. R5-D3 electronic surplus, Bob Lee, 9770 S.E. Stanley Ave., Milwaukie, OR 97222, (503) 513-0410

BUY, SELL, & TRADE: Vintage Radio, Early Television and Hi-Fi.

Wanted: Tubes, Parts and whatever you might have related to early radio & TV. Visit my web-site at: <http://www.radiolaguy.com> or e-mail me at: sonny@radiolaguy.com

Thanks, Sonny Clutter, phone (360) 834-5741

WANTED: The Crystal Radio Guy wants crystal sets and toy germanium diode radios. Buy outright, or trade for other radios. Galen (503) 231-9708.

WANTED: The INGRAHAM man wants radios with wood Ingraham cabinets. If you're not sure if it's an Ingraham, call Ed Cook in Vancouver, (360) 573-1439, or e-mail "[hopopco1@home.com](mailto:hpopco1@home.com)".

WANTED: **Dial glass for a Philco 41-295 console. Record turn table for a Philco 46-1201 table top radio/phonograph. Pat Kagi (360) 694-6149
kagi.pat@con-way.com

WANTED: **Chassis for 1932 Airline 62-51, 12-tube superhet, (or similar model). Radiola 17 or 18 lamp hood (original or reproduction). Gordon Ormsby, 1855 NW Circle Place, Corvallis, OR 97330 ph 503-753-6398,
gormsby@trixiseng.com

WANTED: Junker Philco clock radio from 1950-52 for clock parts. In particular, I need the alarm set shaft and gear. Contact Rick Walton, 3024 NE 49th Ave., Portland, OR 97213 ph. 503-284-5648 or 503-701-3260.
rwalton@ftconnect.com

FOR SALE: **A wide variety of radios at <http://radiogallerykent.com>. Charlie Kent

FOR SALE: **Send large SASE for my new revised list of reasonably priced transformers, test equipment, ham gear and other stuff. Bud Larson, 1325 Ridge Way, Medford, OR 97504

Leads and Needs

Radiolaguy's web page is full of lots of information on early radio, TV and also provides lots of links to other valuable info resources relating to the radio collecting hobby; it's not just a "for sale" site. Be sure and visit the site often. One of the services offered is pictures and information on the entire RCA "Radiola" line from 1921 to 1931 and my "show and tell" page.

19TH ANNUAL

PSARA

AUGUST SWAP MEET

Sunday, August 19, 2001

9 AM to 1 PM

Members of the Northwest Vintage Radio Society are cordially invited to the 19th Annual PSARA Antique Radio Swap Meet. Last year's swap meet was the biggest and best ever. Hopefully, we'll even exceed that this year. So dig out those unwanted radios, dust them off and bring them to the August Swap Meet. And don't forget to bring a tent...just in case. To ensure a smooth operation and a pleasant experience for all, please review the swap meet guidelines below.

1. The entire parking lot is for sellers only until 10:30 AM. Arrive anytime you like. Buyers may park in the street (where permitted) or in the large lot in front of the school (facing Fremont Avenue.) A walkway connects both lots. Follow the signs. You can also park in the Water Department parking lot directly across the street from the museum. Ignore the "No Parking" signs.
2. Sellers who arrive early should park as far in the back of the lot as possible. This is where most of the shoppers will be. This also gives late-comers easier access to a space in the front rows.
3. The parking area along the east fence is reserved for large trucks. Pickups and small vans should park in the main area.
4. Each seller is entitled to two free marked parking spaces, including a space for your vehicle. Additional spaces (or their unmarked equivalents) can be purchased for \$25 each.
5. Tables, merchandise or structures (i.e., tents) cannot extend more than 6 feet beyond a marked parking space into the driveway.
6. Sellers must begin to set up within one hour after they arrive.
7. Selling spaces are available on a first-come, first-serve basis. Please don't save spaces for late arrivals.
8. Don't park in the narrow alley between the museum and the school. You're violating fire codes and may be towed.
9. Volunteers will be available throughout the morning to help sellers find a parking space and offer other assistance.
10. Although the event is free, voluntary contributions from sellers (and buyers too!) are always welcomed to help pay the sizeable cost of conducting this event. The suggested donation is \$5 but if you're having a particularly good day, our donation taker/fee collector will be happy to accept more.

We look forward to seeing you on August 19th. Come early, stay late, bring radios and money, and have great time!

-Walt Kiefner