



OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMENS CLUB

VOLUME 20, NUMBER 4

APRIL 1977

22ND ANNUAL
CHOLLA BAY, SON. MEXICO
FISHING
DERBY

SAILFISH PINTO
 COCHI YELLOWFIN CORVINA
 LADYFISH
 FLUNDER
 GROUPER
 SKRACK
 SARDINERO
 RED SNAPPER
 SEATRUP
 SHALFISH
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 MALVEREL
 LEATHERFISH
 DOUDHIN

5
WEEKENDS

**TROPHYS-
 PRIZES-FREE
 FISH FRY 6-11-77
 &
 JACKPOT DRAWING**

STARTING
MAY 14TH **THRU** **JUNE 11TH '77**

CHOLLA BAY SPORTSMENS CLUB
 PHOENIX - TUCSON

Sponsored by Mark Boyer's "The Outhouse" Tucson, Arizona

CHOLLA CHATTER

4533 N. Scottsdale Rd. Suite 212

Scottsdale, Az. 85251

Phone 947-7379

Official Publication
of the
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DON'T MISS YOUR MEETINGS!

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Monday, April 11th - 7:30 p.m.

Moose Lodge

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The Federal Government Owes You Money!

The Internal Revenue Service owes you money.

That's just about a sure thing if last year you bought gasoline, diesel fuel, or lubricating oil and used that gas, fuel or oil to make a boat go.

You could have just a dollar or two coming. Or it could add up to \$20 or \$30 or much more. It depends upon how much fuel and oil you bought and used boating. You are entitled to \$.02 for each gallon of gasoline and diesel fuel, and \$.06 for each gallon of lubricating oil.

This isn't a whimsical government giveaway. Interstate highway construction is financed, for the most part, by special federal excise taxes on gasoline, diesel fuel, and lubricating oil--taxes you end up paying when you buy these products. The idea behind this taxation is to have those who use the highways pay for the highways. Hence, in all fairness those who buy gas, fuel and oil for some "non-highway" use--such as boating--shouldn't have to pay these taxes. Or, if they do pay them, they ought to get their money back. The government has opted for the latter course. You pay the taxes at the gas dock, then you get your money back--at least part of it.

▶ Attach this form to your income tax return.

Name (as shown on your income tax return) _____ Identifying number _____

Part I Type of Use	Gasoline, Diesel Fuel and Special Motor Fuels			Lubricating Oil		
	Number of Gallons Used (A)	Rate of Tax (B)	Column (A) Multiplied by Column (B) (C)	Number of Gallons Used (D)	Rate of Tax (E)	Column (D) Multiplied by Column (E) (F)
1 Nonhighway:						
a. Farm (for farming purposes)02	\$			
04	\$ .....		.06	\$
b. Motorboat02	.....		.06	.....
c. Other (specify)02	.....		.06	.....
04	.....		.06	.....
2 Local transit system. (See instruction D.3.) . . . . .		.02	.....		.06	.....
3 Aircraft						
4 Totals			\$			\$

Part II Type of Use	Aviation Fuels			
	Fuels Other Than Gasoline (Example, Jet Fuel) Number of Gallons Used (A)	Gasoline Number of Gallons Used (B)	Rate of Tax (C)	Column (A) or (B) Multiplied by Column (C) (D)
5 a. Farm (for farming purposes)07	\$
04	.....
07	.....
04	.....
b. Aviation (only applicable to commercial use as defined in instruction E.4.(d))07	.....
07	.....
6 Total				\$
7 Total income tax credit claimed (sum of line 4, columns (C) and (F) and line 6, column (D))				\$

* Tax Rate (per gallon used)

Type of Use	Gasoline (Nonaviation use)	Diesel Fuel and Special Motor Fuel	Aviation Fuel Gasoline
Farm (farming purposes)	4¢	2¢ or 4¢ whatever paid	4¢ or 7¢ whatever paid
Other	2¢	2¢ or 4¢ whatever paid	.....
Aviation (only applicable to commercial use as defined in instruction E.4.(d))	.....	.....	4¢ or 7¢ whatever paid

How? Almost all persons who qualify for this tax relief get it by claiming a credit as part of their annual U.S. Individual Tax Return. To claim your credit, you must file Form 1040 the "long form", not Short Form 1040A. (Don't let this deter you; filing Form 1040 instead of Form 1040A can never work to your disadvantage.) Even if you normally would not file a tax return (if, for example, you are retired with little or no taxable income), the procedure is the same--you file Form 1040.

To your Form 1040 you attach Form 4136, "Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil," or an equivalent statement. Readers have told us they've had some trouble finding this form in years past, so just clip out and use the reproduction of Form 4136, making a copy for your records. It's all perfectly

legal. Or if you prefer for some reason, you can try to get original copies of the form from the IRS.

Completing Form 4136 is not an awesome project. If you can multiply by two and by six and add the resulting products together, you'll have clear sailing.

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TUCSON SCUTTLEBUTT



by Joan Nichols

The Tucson Chapter March meeting was a merry affair, as is usual when we eat and drink. The Pot Luck turned up almost all main dishes - 2 salads and no desserts. Someone said we should divide the alphabet to assign categories of food to bring, but the idea was vetoed. That was before the Pot Luck. As usual, the food was a gourmet's delight. I tasted something new--marinated Brussel Sprouts and Jicama with lots of chopped up goodies for flavor. Can we get the recipe for that?

Ann Falkenberry reported that no one is doing the "in thing" -- no one in the hospital. Phyllis Scott and Peg Clendenning were "in" but now back home doing well.

Nice to see long-time members Daisy and Chris Tatum, Nonie McKibbin and Glenton Sykes. Chris helped to explain why the radios have to be off the air if there's a plane search going on; Nonie showed us where that "pink" fish is classified in her Gulf of California Fishwatcher's Guide"; and Glenton won a key chain at the drawings.

Guests Cyril and Nellie Jones and Bill Bogulas turned out to be new members. Cyril, a masonry contractor, has been sailing at Cholla Bay for the past 3½ years. No land-lubbers, they live on the boat when they

are there. If it's windy, they anchor at Puerto Penasco. They are members of the Tucson Sailing Club. Moving here from Buffalo, they have been Tucson residents since 1959. Nellie works at Goldwyn's. Bill Bogulas, (wife Gloria joined too) a railroad engineer for the past 30 years enjoys going down in the middle of the week and fishing from his BOO HOO TOO. Usually rents a cabin from Ramon Carbajal but has now learned that he'll have to make a reservation through Aaron Brown in Scottsdale. Another middle-of-the-weekers are Grace and Jack Parsons. Jack wanders around Penasco getting acquainted with the citizens who look like they are doing interesting things. His Spanish is getting very good.

Guest Walter Spangenburg was introduced by Jessie Schwartz, and Jo Morris introduced her friend Kathy Renner (who also won a prize in the drawings). Youngest guest there was Shawn Michael Crossman, sitting in his own seat on the table, smiling at everyone. Incidentally, the Pat Crossman's are retiring to their ranch near Buckeye. "I'm retiring to raise my grandson," says Pat, "not to work".

Mark Boyer was congratulated on his letter to the Editor of the Arizona Daily Star, captioned "It's Safe to Visit Mexico". Wife Patty, who we omitted to mention as a new member in the last Chatter, turned out to be a native Tucsonan. Although she has a degree in Nutrition, she's spending all her spare time right now helping Mark get his deep sea fishing store, "The Out House", ready for a grand opening around May 1st.

A big help to the Tucson Chapter in filling in those missing years in the Scrap Book was Betty Groves of the Phoenix Chapter, who sent down some newspaper clippings she

had. Thanks, Betty. Anyone else been saving clippings from about 1970 to 1974? Rita Gray, who has been attending the New York Modeling School, is the Tucson nominee for Miss Arizona. She was the alternate delegate from Tucson to the Black and White Ball last Thanksgiving. Walt Horton has lots of Tide Calendars (and other goodies) in Ship's Stores for sale. Call him at 327-1801 to negotiate. He and his family just moved into a new, larger cabin at Cholla. Now, he says, he'll have to get a bigger boat to fill the bigger boat house!

Ursula Gray donated 3 litter bags she had made for the drawings. They look like girdles and are so cute. "Fill your drawers with trash!" Susie Bos, Joan Nichols and Joanie Dernberger chose them for their winning numbers. Thanks, Ursula. And thanks, Pat Crossman, for all those imaginative gifts for the drawings.

And down at the Bay...Ursula Gray says Alberto and Maya Pinada will re-open La Ranita Restaurant April 1st. They have been working on enclosing the patio to make it more comfortable for guests... Sunday, March 6th, was a perfect day for sailing in the Bay. A beautiful sight were the three sailboats seen gliding over the calm water. Sally and Marty Slater roamed all over, but Carl and Thelma Fiak, who have just been bitten by the sailing fever, stayed in the Bay. The first time they put the boat in, the center board didn't come down and they spent 2 hours getting off the beach at Black Mountain. So now they keep away from the shore. Carl was so excited about his successful sailing, he left his wallet in the cabin. He's been driving around Tucson without driver's license and credit cards.

BOARD MEETING: April 4 - 7:30 PM
Bob Courtright's - 7425 Calle Arturo

GENERAL MEETING: April 11 - 7:30 PM
The Moose Lodge

Program: Jacques-Yves Cousteau's
"The Coral Reef"

WHERE TO GO AND WHO TO SEE IN CHOLLA BAY

<p>FISHING TRIPS RODS & REEL FURNISHED</p> <p>SIGHTSEEING TRIPS DAILY & OVERNIGHT</p> <p>MANANA MAYBE 42 FOOT CHARTER BOAT</p> <p>WRITE - BOX 35 PUERTO PENASCO SONORA, MEXICO</p> <p>CONTACT - HECTOR MUNRO CHOYA BAY</p>	<p>STOP & SHOP RAMON & PATTY'S</p> <p>Groceries & General Merchandise Soda — Beer & Fishing Gear Fire Crackers You Need It! We Have It!</p> <p>RAMON'S CHARTER BOAT Available Here Box 73 Puerto Penasco, Sonora Mexico</p>
<p>LA CHOLLA CANTINA</p> <p>Cocktails— —Music— DANCING—</p> <p>(Also Gas Station across the street) Owned by LALO IBBARA (Club Member)</p>	<p>JAVIER'S CURIO SHOP</p> <p>Fire Crackers — Curios Beer, Soft Drinks & More</p>

PROPER TRAILERING

BOAT FEVER can start while you're on the old 16-footer on the lake. Or at a fall boat show. Maybe in the pages of a book by the fireplace in January. Come spring, boat fever encompasses your family, involves your bank, and culminates in a dealer's showroom.

The family had agreed on a \$7000 limit and the loan officer will go to seven-five. So when you finally settle on that eight-grand dreamboat, you're already over budget. No wonder there's no money left for a proper trailer. So too many buyers settle for the cheapest set of wheels they can squeeze under the boat.

And too many dealers, eyes on a big sale, wink or even go blind toward trailer choice. After all, nobody wants to jeopardize a closing or lose the customer to a dealer down the street. Can't cool off boat fever. Trailer fever only shows up later, as a rash, on Sunday night, halfway home and all the way from nowhere, after all the service stations are closed. Then an overloaded tire or bearing fails, or a shackle breaks. Sometimes a lightweight trailer keeps running, but slowly, subtly damages the hull of your dreamboat. If burned bearings and hurt hulls are the wages of false trailer economy, why not make your second trailer your first?

(Cont'd)

There are many fine trailers. And dealers who will try to put good trailers under your boat. How can you know when you are getting good advice, or failing that, choose your own best set of boat wheels? We cannot suggest a certain trailer for every different boat, but we can give guidelines.

HITCHES

Hitches link the car or truck to the trailer; unfortunately, they can be the weak link. To start with, avoid using a bumper clamp hitch for anything more than towing swimming pool boats on your own property--they just don't have much strength.

In the past, a good three-point hitch, safe for up to a ton of towing, had to be welded to your car's frame, an expensive and tricky prospect. Beginning in the 1970's, though, U.S. car manufacturers saw the light and started producing cars with standardized pre-drilled holes in the frame for bolt-on hitches. The bolt-on installations are just as strong as welded ones. For towing larger boats, sway controls are helpful, and for boats over about 3000 lbs., an equalizing hitch is a must.

An equalizing hitch spreads the trailer weight to the car's front and rear wheels, and also smooths out bouncing from dips or bumps and tames the trailer in curves. Using the trailering rule-of-thumb that says ten percent of the total trailer and boat weight should be on the ball coupling in the hitch, it's easy to see why a package over 3000 lbs. calls for an equalizing hitch--much more than 300 lbs. will overload and unbalance many cars and campers. If you don't go for an equalizing hitch, you'll have to beef up the two car's suspension with air shocks, heavier springs, air bags, or a combination thereof.

HULL SUPPORT

There are three basic support systems: Bunks (usually carpeted lengthwise boards), fixed rollers, and floating roller cradle designs. Bunks are the least expensive, and suitable for light boats, simple hull shapes, and infrequently-used larger boats. Not that bunk-type trailers are impossible to use with big hulls--many experienced skippers power big runabouts right up to the winch post on bunk trailers, especially on very low-slung models. But when currents, tides, winds and caution make winching advisable, bunks and their attendant friction call for much muscle, even with a two-speed grinder. Unfortunately, many bunk trailers depend upon keel rollers to ease loading and launching. Not good, as we will see when fine tuning is discussed.

Fixed rollers, properly adjusted, offer easier on-off winching. If enough mounting position options are available to conform to hull shapes and allow for strakes and hard chines, good support is also given. But most fixed-roller trailers must be loaded dead center to prevent stress on the hull, and they do not always tend to straighten and center the hull as it is loaded.

More costly, but in some opinions the best support system, is the multiple pivoted-rocker cradle system, pioneered by EZ Loader and used on quality trailers. These designs have soft, fat rollers that conform to complicated hull shapes, are self-centering while loading, give good support even when improperly loaded, launch and retrieve easily, and in many cases have made tilt-trailer designs redundant.

(Cont'd)

TIRES

The scale will not tell you how to find a tiny tire on Sunday night. Even if the spec sheets say those 8" and 9" and 12" donuts will carry your load, they should never be considered for serious trailering. Across town, from your garage to the city launching ramp, okay, but not for highway-speed long hauls. As a trailer boat owner of thirty-some years, I consider 13" the minimum tire diameter. Sure, you carry a spare, but after it goes flat, you can always find an inexpensive 13-incher anywhere, even on Sunday.

Never can you find a set of bearings on a weekend, so carry a spare set, or buy a bearing protector/lubricator and keep it full of grease. But there is more to trailer selection than tires and bearings.

Assuming a trailer's basic frame and running gear are of adequate strength, design factors you should consider include size, adjustability, how the hull is loaded and carried, safety, convenience, and special features.

SINGLE vs TANDEM

If you plan to do much long-haul towing, or if you can afford the extra cost, a tandem trailer is worth the investment for mid and heavy weight boats. A tandem is less fussy about tongue weight and balance, almost eliminates sway and fish-tailing, and increases braking effectiveness. On the debit side, tandems are usually harder to maneuver when backing and very difficult to turn by hand when unhitched, but the increased safety and ease of controlling while towing outweigh the drawbacks.

GETTING READY FOR THE ROAD

Once you find the right trailer for your boat, you need to adjust and balance it to your boat and tow car. You could do it yourself, with jacks and blocks and a lot of crawling around, but most dealers have slings or fork lifts to expedite the process. First, position the winch stand so that the boat's transom is just behind the rear rollers or over the edge of the trailer bunks. Then adjust the winch stand pads and the winch itself so you have a good straight-line pull on the bow eye with no cable cutting into the pads.

Next align the bunks or rollers for maximum contact with no interference with strakes or reverse chines. If you have a trailer with keel rollers, read the next paragraph twice before you get out the wrenches.

Back when boats had wooden keels, ribs and planks, the keel was the strongest part of a hull. But with few exceptions, the keel is no longer the strongest area--the chine is. If you doubt this, find an older car with a center-crease hood. Stand near the rounded sides, then stand on the center. Or take a guided tour through a modern glass boat plant.

Now adjust the keel rollers. The rear one should be in the absolute lowest position. High rear keel rollers defeat any centering efforts of side rollers and bunks and make straight loading next to impossible. They are also hard on stems when you power-load. Middle rollers should offer only the lightest contact. Even the strongest trailers have some flex, and tight middle-keel rollers pound the keel all the way to the lake. Only the front roller should be snugged up firmly to the keel.

(Cont'd)

When the hull support system is properly aligned, load the boat with all the fuel, water, motors, tackle and hibachi stoves you intend to carry, measure the tongue weight and hope it is close to ten percent of the total boat and trailer weight. If it is too light, you must move the axle/spring assembly back; ahead, if the hitch load is too much. Then try this weight on your tow car. Too much squat might call for less hitch weight, maybe as light as five percent, especially with a tandem-axle trailer, but test-tow at highway speeds before you commit to much less than ten percent.

Just about ready for the road. Install a good four-pin female wiring connector near the hitch ball, cut off the plug supplied with the trailer, and replace it with the male half of a good connector you buy. Connect a ground wire, often neglected, for better lights and no car radio static. Tie down the transom with heavy cinch straps or a sturdy gunwale strap--don't trust the common light doggie-chain tiedowns. Check trailer and car tire inflation, install permanent or temporary good mirrors on both sides of the car, safety pin the coupler, and hook up the safety chains. You are launched down the highway. Just don't forget the bilge plug when you launch the boat.

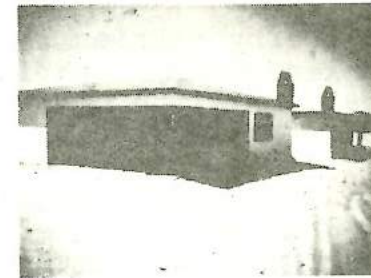


Good News

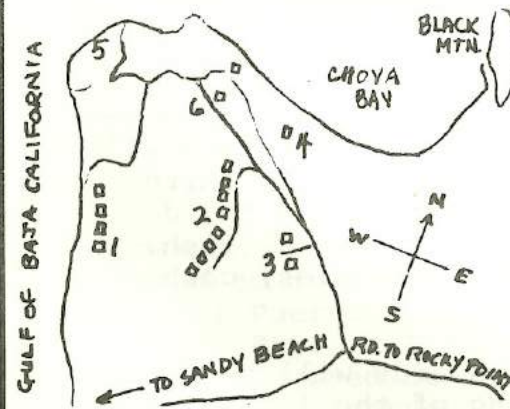
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DERBY RULES 1977

1. Each contestant participating in the Derby must have a valid Derby Ticket before starting to fish. You must also have a valid Mexican Fishing License and Boat permit. All fishing must conform to Mexican Law. One Derby ticket per person is good for five (5) weekends of the Derby. Fish must be caught with hook and line.

2. Derby entries will be accepted on weekends only, starting May 14, 1977. Scales will be open Saturdays and Sundays, 10:00 AM until 6:00 PM.

Saturday: June 11th - Fish must be weighed and registered by 5:00 PM -- ABSOLUTELY NO EXCEPTIONS !

3. Judging: Judging of fish for prizes shall be done by Judges appointed by the Council with an equal number from each Chapter.

4. Prizes: There will be a Grand Prize winner for men, women, and juniors 15 years of age and under. Additional prizes will be awarded for first, second and third place and for first, second and third junior place in each category of fish. Prizes will consist of trophies, cash and merchandise.

5. Presentations: Awards will be presented on the evening of the 11th of June, last day of the Derby, following the fish fry to be held at the fish fry building.

6. Classes of fish eligible for prizes will be as follows:

Grouper	Pargo
Pinto	Skip Jack
Black Sea Bass	Flounder
Sea Trout	Sailfish
Pompano	Cochi
Mackeral	Ladyfish
Yellow Fin	Sardinero
Dolphin	Shellfish (no shrimp)
Red Snapper	Leatherfish

7. Jack-Pot:

Jackpot tickets will be sold prior to and during the Derby and will be available to anyone wishing to purchase them. It is not necessary to participate in the Derby in order to purchase a Jackpot ticket.

Cash will be awarded to winning Jackpot ticket holders. Winning tickets will be drawn at the awards ceremony. Winners do not have to be present. There will be several drawings of \$100.00, \$50.00 and \$25.00.

8. Donation of Fish: As you know, it is our custom to invite our Amigos, the citizens of Puerto Penasco and Cholla Bay to our Fish Fry. All fish donated will be prepared and served at the Fish Fry. Any food that is not served will be given to Mexican charities in the Puerto Penasco and Sonoita Areas.

Rules For Shelling Competition

by NONIE McKIBBIN

RULES FOR SHELLING COMPETITION - 1977

WHO: For those with a derby ticket and of an age up to and including 14 years.

WHAT: Any clam-type shell, any snail-type shell, any test (skeleton) of sand dollar, heart urchin or spiny sea urchin. NO live specimen is eligible. DO NOT collect any.

WHERE: Collect only in the Cholla Bay and Puerto Penasco areas.

WHEN: Collect shells only during this year's Derby dates.

HOW: Submit shells in some display form. It can be very simple. The deadline is same as for fishermen. Use few or no duplicates. The shells will be judged on their educational value. (Possibly on number of different kinds, identification done, ecological information)

On June weekends I plan to be at my cabin and will have identification and ecological information available to any person coming there. Possibly, I'll be there on the May weekends. And I do like to work with the kids!

The reason for collecting no live specimens is that we should learn to enjoy but not destroy. Do not collect sea stars because they serve a purpose in their natural environment as does any animal or plant. Be careful not to collect a shell with a hermit crab or octopus in it.

Go to different types of habitats such as a sandy flat, a rocky point, the beach or a swamp. There is one shell at Cholla Bay that has the usual gills but also a rudimentary lung and lives above water level in plants such as the pickelweed.

Do not collect a live sand dollar. You will know when one is alive because it is a dark reddish brown. When dead the test is white because it has been bleached by the sun and the spiny reddish brown skin is gone. There are three kinds of sand dollars in the Bay. You can tell them apart by the different shaped holes in the tests.

Don't neglect to look in the high water mark of seaweed, sticks, bones and shells. If you've never found a coffee bean cowrie, you may find one here.

GOOD HUNTING!



Recipe For The Month

SAILORS' SCRAMBLED TOAST

If it's time for something quick and warm to get the anchor detail up and going, try a sailor's version of that old favorite, French toast.

You'll need 8 to 10 strips of bacon, 8 slices of stale bread, milk, butter, syrup, and glass of white wine.

FRY bacon very crisp and let drain on paper towel.

CUT 8 slices of bread into small cubes, crust and all.

BEAT 3 to 4 eggs with 1/2 cup of milk and 2 splashes of white wine.

POUR mixture over the bread crumbs in another bowl; toss lightly while seasoning with salt and pepper.

SAUTE in hot bacon drippings in a large deep skillet, turning occasionally until well browned on both sides.

SPRINKLE with crumbled bacon, then serve with butter and syrup or spread with grape jelly.

HINT: Don't worry if the anchorman comes down late--this dish tastes almost as good cold as hot.

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Main Highway to Cholla Bay

Manuel Vasquez

The Member Who Never Came Back!

It amuses me now to think that your organization spends so much time looking for new members--when I was there all the time. Do you remember me? I'm the lady who was asked to join. I paid my dues and then I was asked to be a loyal and faithful member.

I'm the lady who came to every meeting, but nobody paid any attention to me. I tried several times to be friendly, but everyone seemed to have her own friends to talk to and sit with. I sat down among some unfamiliar faces several times, but they didn't pay much attention to me.

I hoped somebody would ask me to join one of the committees or to somehow participate and contribute--but on one did.

Finally, because of illness, I missed a meeting. The next month no one asked me where I had been. I guess it didn't matter very much whether I was there or not. On the next meeting date I decided to stay home and watch a good television program. When I attended the next meeting no one asked me where I was the month before.

You might say that I'm a good gal, a good homemaker and wife, and I love my community.

You know who else I am? I'm the member who never came back.

Let's all try harder and greet each member, old and new, and make them feel wanted and needed.

Sick Bay

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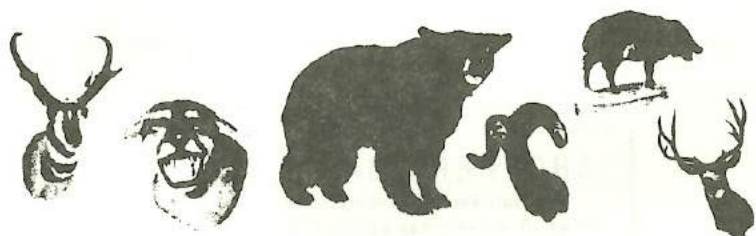
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PHONE 792-1920

3250 E. 47TH ST.
TUCSON, ARIZONA 85713

Bob James

Taxidermist

3024 W. Royal Palm Rd.
Phoenix, Az. 85021
943-0713



Dear Mr. Rodgers,

In appreciation of past patronage of Cholla Bay Club members for the mounting of their fish, Bob and I have agreed to mount free, the first sail caught in the Cholla Bay Derby.

Good Luck and Happy Fishing.

Bob and Ann James



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O. K. I TOLD YOU SO

by Bill Frénier

PLEASE --- LET THIS NOTE SINK IN --

Several weeks ago, my daughter (nine years old) was pitched out of our dune buggy, fell into the soft sand on her face, and was run over by the rear tire. A very good driver was driving the buggy at the time. Miraculously, she ended up with abrasions of the face and no internal injuries. A stroke of fortune. She should have been dead, if someone was not watching over her.

This past weekend, another accident of this kind happened but the boy involved was not so fortunate. He hit a rock, face first and now is hospitalized.

These accidents do happen.

Don't let this happen to you. When riding in a buggy, sit down and use your seat belt.



FROM THE EDITOR'S DESK

by ELDON ANNIS

From now on all stories or advertising must be to the "Chatter" office no later than the 15th of every month to be in the following month's "Chatter".

We are sorry that some stories in this "Chatter" will not appear for we had to go to press with just the material this "Chatter" contains.

We would appreciate any one giving us stories that they have them delivered no later than the 15th of the month. I realize this is inconvenient but necessary so that everybody will receive the "Chatter" by the first of the month and no great pressure will be on the printer. We must do this.

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by Chuck Hoyt

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by Wimpy Jaskowiak

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a

Realistic, TRC-56, Telephone Type, 23
Channel C.B. in a membership drive.

The member signing up the most New
voting members in the Phoenix Chapter
will take it home.

All Phoenix members are invited to
participate.

To insure proper credit, your name must
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Deadline -- June 1st, 1977

The Radio will be on display at all
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and **NONIE McKIBBIN:** Veteran Gulf fishwatcher and docent for the Arizona-Sonora Desert Museum, Tucson, Arizona

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APRIL 1977

