



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.com



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NFFS

July-August 2008

HEADS UP

Welcome to the July/August issue. It's only been a month since the last issue, but a lot happened since then, namely the 2008 Nats. Full coverage ensues, along with plenty of photos from Dohrman and me.

At the back end of this issue you'll find a detailed summary of our club's trophies and their qualification for each in some detail. Fearless Leader Emeritus Redux Frank and Barf have been hacking away at this for a while, so give it a full reading. It should answer most if not all of the common questions we've heard over the years. It'll be posted on the web site shortly, too.

That's about it from me from here for now. Go glue some sticks together, y'all!

UNDER THE CATHEDRAL OF THE BIG BLUE SKY

We've two more outdoor contests at the sod farm this year. September's will be a two-day affair with Saturday, the 21st offering Flying Aces events only and Sunday, the 22nd offering the other classes, as outlined on the club website, <thermalthumbers.com>. Dohrman will serve as CD on Saturday and your editor on Sunday. The final contest of the year will be held on Sunday, October 19 and Clarence will be the CD.

BEHIND CLOSED DOORS

There's been a change of personnel at North Cobb HS and Gary's is pursuing another period of coaching for the student's TSA program there. We've flown there a lot there in recent years and their gym is a good room. At this pecking, Gary is still making the necessary arrangements. Look for more news as things develop.

I suspect we'll have some dates at St. Lukes like last year. We don't have anything final from Dohrman on St. Lukes, but he's working on it. You'll probably hear of it first via e-mail.

THUMBS ON THE MARCH: THE 2008 NATS

The assemblage of Thumbs was down in count from previous years, as was the Nats flier count generally, but like the hardy fliers from all over the USA who did make it, we flew up a storm and had a blast. The rise in gas prices failed to elicit the sharp downturn in fliers as was predicted by many. This year's attendance was only down by about fifty, much less than feared. To our credit, competitive vigor trumped market forces.

Mother Nature provided her own brand of excitement. I'm hard to impress when it comes to hurricanes, squalls, thunderstorms, and all manner of atmospheric derring-do. I've seen a lot and what I saw pass through that field early Tuesday morning just after midnight is in my lifetime top-five. It was quite impressive, particularly from inside a tent. The lightning was so bright and continuous that you could've read a newspaper for about an hour. I'd put the winds in the 60-ish mph range, easy. My tent fly was blown off my tent (one inch nylon straps were popped with retorts like rifle shots) and I had only a few minutes to secure everything (me, models, clothes, tools, etc.) and move into the back of my station wagon for the night before the bottom dropped out. Mission barely accomplished. The downpour that night was so unrelenting and the field so waterlogged that flying was called off the next day. BTW: Dohrman, thirty feet away, slept throughout the whole thing.

The above histrionics aside, the rest of the week offered real challenges for the fliers. While no other rain intruded on the flying, the winds remained an issue all week, providing turbulent conditions every day and making thermal picking very difficult. The flying was hard, but the living was easy because the day-time temperatures stayed in the mid-eighties and pleasant, to the Southerners, anyway. At night the temperatures dropped down to the sixties, making sleeping on the field very comfy. .

We kept busy all week, entering many events and trimming our models under difficult conditions beforehand. Gary was the workhorse among us, flying in six events. The rest of us, Big Jim, Graham, Dohrman, and this writer flew four or five. We enjoyed a few podium finishes; otherwise, we fought hard for our middle-of-the-pack rank. Big Jim won OT HLG and fourth in Catapult Glider. Gary won 1/2A ROW with his Hydrostar and fifth in AB Gas. Dohrman scored second in Starduster X and fifth in E-36. Graham won A Electric (OK, only two flew), third in E-36, and fourth in B Electric. Classic Towline offered the cozy results of Gary, Dohrman, and this writer finishing fifth, sixth and seventh, separated by only fourteen seconds.

The only real success this writer had that week was the finding my and other people's models off the field, my record in 2008—six for eight. The seventh was my Ultimate Dragmaster, lost on its four-minute max flight, way south of the airport. I had some companionship in this sorrow because my eighth in vain search was Dohrman's veteran Lil Dip, launched only a few minutes later and lost in the same vicinity, easily gaining the four-minute max. Both he and I dropped the prior and shorter two and three minute maxes by tons, such was the air. Go figure.

The NFFS Raffle and BBQ was a hoot. We've learned from many years experience that to insure success you have to bring a lot of attitude to the festivities, after buying a lot of tickets. We're not there to make friends and influence people. We did, in fact, misbehave, but we were, in fact, drinking. This tawdry defense will have to do.

Yes, the gas there and back was expensive. I figure around two-hundred bucks, American. I spent no more on food and beer than I do at home. I spent about two-hundred dollars, American, on Tan SS (that June, '06 and June, '07 is pretty righteous!), books, vendor goodies, and entry fees. In total, I figure I spent about five-hundred dollars, American, for eight days of far-flung fun and adventure. I can't wait until next year. There's plenty of room at Camp David, if anybody's interested.

BATTER UP!

During the August meeting Fearless Leader Emeritus Redux Frank announced he won't be running for club president next year. Ergo, we need a new or used president for next year.

Ruminate among yourselves, so a candidate can be selected for nomination along with the other officers, like veep, treasurer, and secretary. Club bylaws require the slate to be introduced for nomination during the October meeting and voted upon during the November meeting. That way the annual banquet can be devoid of partisan bickering, so lighthearted pleasantries can prevail.

LOCAL BOY DONE GOOD

I received a message from Jonathan Lovegren's mother, Andrea, and she bought me up to speed on Jonathan's activities the last few years. He's been busy and quite successful. Currently involved in an internship this summer with Boeing on the west coast, he just graduated from Georgia Tech with a BS in aerospace engineering. On top of that he's been awarded (or rather he earned) a scholarship to MIT to pursue a master's degree in AE. Well done, young man. Andrea is very proud of him, as well she should be.

Many of you probably don't know the Lovegren's, but they've been members of the club for many years and make an appearance occasionally. Andrea is a lifelong aviation enthusiast and follows trends closely; she's particularly enthused about the activities of Rutan and Branson and their civilian space program. She, like me, envisions the day when the government and military monopoly on space travel is broken

When creative and aggressive venture capital underwrites brilliant and passionate engineers amazing things can happen. But you have to keep the suits out of the building and the bean-counters in the basement. And screw the government.

ANOTHER ERRANT YOUTH CHECKS IN

Over the last decade Gary and the rest of us have coached, who knows, hundreds of students. The vast majority of them you never hear from again. So, when one does check back in, it's something of an event. Such was the case when Nathan Lanation contacted me looking for Gary's phone number. He wants to do some more flying. Time sure flies, because Nathan is now 26 years old and back living in Atlanta. It seems like only yesterday he was going to middle school. All of us look forward to seeing Nathan again. He was a good kid and now he's probably a fine young man, a good bit taller and shaving every day.

Speaking of which, anybody heard anything out of Parker Parrish? Last anybody heard, he was finishing an engineering degree at Georgia Tech and flying park fliers in his dorm parking lot, "keeping air under some wings", as he described it. He's probably knocking down a big salary somewhere for he's a very capable young man.

THUMBS IN PRINT

Barf's Senator graces the entire back cover of the latest "SAM Speaks". A number of us commented on the odd and convoluted color scheme of the model as it progressed and we've heard a variety of reasons for this or that item. Turns out it was all for a reason. I won't go into the details—just look at it. Well done, sir.

It actually makes sense now. Many of us have wondered. Thankfully, all those symptoms have no basis in reality, after all. We can put away all the brochures.

JUST PEACHY

A few issues back I regaled the staff of "Model Aviation" with praise for their great coverage of the annual swap meet in Perry, the world's largest, BTW. They portrayed the event

very well with lavish text and photos and gave ample praise to GAMA, the club that holds it every year.

Land o'Goshen! The good people in the Fayette Flyers club have been heralded by "Model Aviation" in the latest issue. The annual "Southeast Electric Flight Festival" this spring drew over 450 fliers, making it the world's largest they claim. Why not? I'm willing to believe it. The photos and text certainly indicate big things are happening on the field. What can I say—the club staff has event T-shirts and handed out a special micro brew at the event! Now, that's professional. (I'm something of an expert on our area's vibrant micro-brew industry. "Loose Rudder Red Ale" is new to these offices. Clearly there's more work to be done in this regard.) More details are available at: <koolflightsystems.com/seff.htm>

I've never been one to go too far in the praise of the Peach State, as you well know. (Who am I kidding? I'm a jingoistic provincial and everybody knows it.) Let's see, the Perry swap meet is in March and the Fayetteville electric event is in May. Why don't two more clubs in the state do the world's largest something-or-other in the fall and winter. That way, we'll have the whole darn year covered. It's within our capacity, my brethren.

LIFE GOES ON

The latest "FAC News" is out and contains much of interest. First and foremost is the announcement of C-in-C Lin Reichel's passing and the assumption of C-in-C by Ross Mayo, previously Keeper of Kanones. Text indicates there was some warning and a orderly transition was undertaken and all is well at GHQ. Juanita Reichel, Lin's wife and partner is so many things, will assume sole editorship of the newsletter. A guy I don't know, Mike Welshans of MI, will be the new Keeper; I'm sure he's capable.

Later in the newsletter there's news club pal Tim Lavender being awarded the Blue Max. Well done, sir.

NEXT ISSUE

Look for something in late October or early November. We'll have contest reports on the remainder of the outdoor flying season and something on the upcoming indoor season. Depending on how things fall out, we may've something on the officer slate for 2009. In closing, I'll issue my customary nag to provide these offices with plans, articles, rants, and photos for future issues. I'm not an A-type that enjoys constant activity! I'm a mellow B-type that likes to smell the flowers at every turn. Help!

Ciao, y'all!

AUGUST MEETING MINUTES

At 12:15 PM on Sunday, August 17, 2008, Frank Hodson called the meeting of TTOMA to order. The meeting was held at the North Georgia Turf Farm during the club monthly contest. Thirteen members attended.

Minutes

No meeting was held in July because of the poor weather conditions during the monthly contest. Consequently, the minutes of the June meeting were submitted for approval. The minutes were accepted and approved as reported and published in the TTOMA Newsletter.

Treasurer's Report

Don Brown presented the Treasurer's report, which showed a balance on hand as of June 17, 2008 of \$X,XXX.XX. From that date until the end of the reporting period on July 11, 2008, there was a deposit of \$210.00 from the June two-day contest and prize expenses of \$425.00 for the same contest. The resulting balance at the end of the reporting period was \$X,XXX.XX. From that date until August 13, 2008 there was a fee for one membership (\$20). There expenses associated with the contests that amounted to \$57.00, which produced a balance at the end of the reporting period of \$2,571.11. The Treasurer's report was accepted unanimously.

Old Business

A question was asked as to the possibility of designating some of our contests as National Cup events. Frank said that this subject has come up in the past and the consistent position has been that our field is not big enough to meet the requirements of the high performance models flown in national Cup competition.

New Business

Frank stated that it is time to start giving thought to the election of officers for 2009. The usual schedule is to nominate a slate of officers in October and then vote in November. While on this subject, Frank announced that he would not seek reelection for next year.

Frank pointed out that it is time to start thinking about how the contest schedule and content should look for 2009.

It was announced that TTOMA logo stickers could be made available for an estimated \$1.00 unit cost. These would be large enough to use on models, toolboxes and model storage boxes. Other sizes will also be available in sheet form. David Mills made a motion to order the stickers and the motion was supported unanimously.

There being no further business, Frank made a motion to adjourn the meeting and return to flying. The motion was carried unanimously and the meeting ended at 12:40 PM.

Submitted: Karl Hube, secretary

Date: August 17, 2008

Pop Purdy's Meet

August 17, 2008

Good weather in general with scattered clouds and winds sometimes a bit gusty. Wind drift variable in the AM causing a move at mid-day and then good drift through remainder of the day.

Seventeen contestants including five juniors attended. There were the usual visitors plus one R/C flyer along with his wife who saw our contest listed and came and spent most of the day looking around asking questions. One "spaced out" R/C helicopter interloper had to be asked to leave and maybe he got sobered up before getting to wherever he went.

Kayla Brown was awarded the \$25 High point Junior prize and since Karl and Dohrm tied for the Sr/Open \$50 prize a water pistol duel will have to be held for bragging rights and the money split.

There were at least three lost airplanes. A couple were OOS and the trees claimed a great flying Senator that had done some tree time for a night in Muncie at the NATS. Graham Selick, CD, reporting.

FAC 2 Bit Rubber

D. Mills	Lidgard Foo	354
D. Barfield	F/A Moth	105
D. Peacock	Denny Commercial	36

Mulvihill

Barry Shoulder	Denny Dart	155
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Mulvihill JR

Liz Brown	Stringless Wonder	264
Kayla Brown	" "	209
Matthew Brown	" "	172
Jessica Brown	" "	124

E-36

D. Crawford	Sparks	262
D. Barfield	FUBAR	90

Embryo

K. Hube	VooDoo	346
Don Peacock	Debut	194
James Martin	Cruiser II	145
D. Barfield	Fighter Fly	7

Embryo Junior

Jessica Brown	Pink Pig	196
Liz Brown		83

Catapult Glider (SO)

D. Crawford	Alley Cat	286
J. Alterbern	Bole Weevil	235
K. Hube	Drifter 12	153
Bob Thoren	Straight Up	131
B. Shoulder	Stinger	78

Catapult Glider Junior

Kayla Brown		97
Alex Kramb	Straight Up	89
Liz Brown		72

P-30 (JSO)

K. Hube	Scorpion	311
Alex Kramb	Champion P-30	50

FAC Jet Catapult Scale

D. Barfield	P-59	79
K. Hube	Hawker Hunter	75
D. Crawford	F-84	44

Senator (MOY)

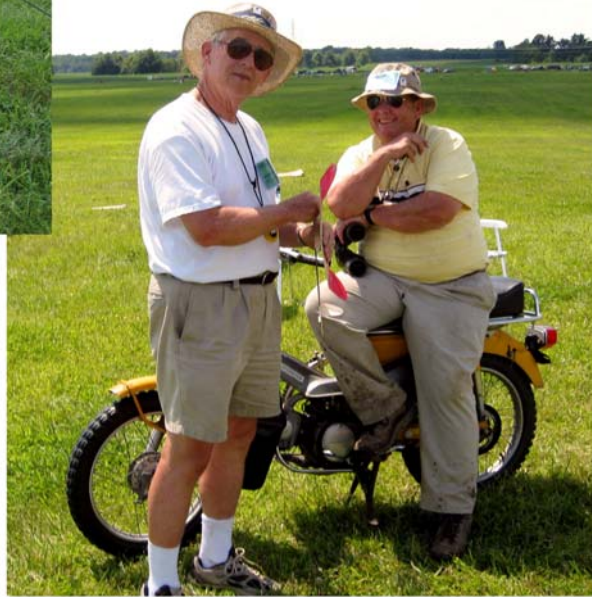
D. Mills		360
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HLG

D. Crawford	Meerkat 38	234
B. Thoren	Twirly Bird	144
S. Lapraick	Sweepette	72



Dorhman and Graham



**Larsen tries to make
Dohrman behave**



**Scott's B Electric Maverick,
Flew and crashed spectacularly**



**Gary did more than just
fly models at the Nats**



Gary and the Schneiders



Wanda minding Jim's store

**Andy and his
HLG collection**



**Kellie explaining something
to Jim**

Gary's big Top Banana



**Graham heaves his Hustler
gansta-style**



TTOMA Perpetual Trophies

Qualifying Rules and Criteria

Each year at the TTOMA Annual Club Banquet, the following trophies are to be awarded to club members who have distinguished themselves on the flying field.

Model of the Year



Any outdoor model selected by club members the previous year. The trophy is awarded to the club member who has the highest number of "TTOMA High Points" for this event. TTOMA may have a special event for the model chosen and the model itself may qualify to be flown in one or more additional events. Should this be the case, "High Points" won in any and all events are combined for a Grand Total.

**GEORGE PERRYMAN
Indoor and Outdoor High Point**



This trophy is awarded to the club member who has the highest number of “TTOMA High Points” for the contest year. All events flown are included.

Mass Launch



This high point trophy applies to all Indoor and Outdoor events that are flown with a mass launch format. The trophy is awarded to the club member who has the highest number of "TTOMA High Points" for all mass launch events flown.

CO2 High Point



This high point trophy applies all outdoor events that are CO2 powered. The trophy is awarded to the club member who has the highest number of “TTOMA High Points” for all CO2 powered events flown.

Scale High Point



This high point trophy applies all Indoor and Outdoor scale events. The trophy is awarded to the club member who has the highest number of “TTOMA High Points” for all events flown.

Spirit of Comet FAC High Point



This high point trophy applies to all Indoor and Outdoor events. The trophy is awarded to the club member who has the highest number of “Points” for all events flown. All recorded flights qualify, regardless of the number of contestants in the event. Flight times must be turned in to the CD and recorded on the applicable event sheet. Points count only once per event flown during each contest.

Scoring is as follows:	COMET Design	= 1 bonus point
	Scale Model	= 1 point
	Sport/Endurance Model	= ½ point
	Old Time Model	= ½ point

Scoring Example:

1. Any scale model earns 1 point, but if it a Comet design, the model earns an additional bonus points for a total of 2 points.
2. Old Time model earns ½ point and 1 ½ points if it is a Comet design.

Comet models must be identified on the score sheets from each contest.

BOB BAKER Old Timer High Point



This high point trophy applies to all Indoor and Outdoor Old Timer events. All gliders, rubber and gas models, built from a kit or a plan published prior to December 31, 1945, are eligible. The trophy is awarded to the club member who has the highest number of “TTOMA High Points” for all events flown.

FAC Fiction Flyer



This new trophy is for a relatively new FAC event based on fictional “Comic Book and Comic Strip” aircraft. Most plans for these models have been published in the Flying Aces Newsletters. The trophy is awarded to the club member who has the highest number of “TTOMA High Points” for this event.

NOTE: Currently there are no published rules for this FAC event and we will use TTOMA rules until such time as they are. Event will be best flight out of three (3) flights.

(1) All “General FAC Rules” apply. See: 2008 FAC Rule Book, page #4.

(2) All models must closely resemble the “fictional aircraft”. If the “model” is not from a kit or published plans, a copy of a publication illustration must be used as documentation. No other judging will be required.