



# The THUMB PRINT

**Thermal Thumbers Of Metro Atlanta**

[www.thermalthumbers.com](http://www.thermalthumbers.com)



**AMA**  
Charter # 1834

**Editor**  
**David Mills**  
(404)-509-4209  
[DavidMillsAtl@gmail.com](mailto:DavidMillsAtl@gmail.com)

**Publisher**  
**Brook Dixon, Jr.**  
[brookdjr@charter.net](mailto:brookdjr@charter.net)



**NFFS**

May - June 2010

---

## HEADS UP

Welcome to this fact-filled issue. We're about to close the indoor season and we're in the meat of the outdoor season and the following coverage shows it. Several local contest reports follow and Bill gives a report from the just concluded Johnson City USIC.

We've important word to pass along about using our outdoor flying field. The owner wants a bit more care from us, all very reasonable, and we need to oblige. We can't afford to lose this flying site, so pay attention to that which follows.

This rules change cycle's host of rules proposals are one step further along and Gary, our district's committee member, wishes input on the next round of AMA rules proposals. He provides a full telling for those so inclined to participate.

Yours sincerely pontificates on a theme or two, generally on matters of a non-modeling nature. I'm the one with the keyboard and you don't pay me much, so endure. This is it from me for now from here. Show up somewhere with a model airplane. You'll be glad you did. Ciao, y'all!

## BEHIND CLOSED DOORS

We've one indoor contest left this indoor season on June 19 at St. Lukes Presbyterian in Dunwoody on Mt. Vernon about one mile east of downtown Dunwoody. It's a good room and the indoor guys like flying there. The Grand Hall is on the property at the opposite end from the entrance. Look for parked automobiles capable of carrying large boxes. A map can be found on our website. It's convenient to both I-285 and Hwy. 400.

## UNDER THE CATHEDRAL OF THE BIG BLUE SKY

Our next outdoor contest will be the two-day affair on June 26 and 27 at the North GA Turf Farm in Whitesburg. The FAC action will be on Saturday and the other on Sunday. Your last to trim your models before an admiring audience prior to the Muncie Nats will be on July 11. The remaining dates at the turf farm will be Aug. 29, Sept. 25-26, Oct. 24, and Nov. 7. A map can be found on the website. Be there.

## NEW RULES AT THE TURF FARM

Mr. McWhorter, the sod farm owner, aka "The Man", has requested that we keep the swing gates at the main entrance closed when we are flying after normal business hours, as in when

office is closed. This means you must close the gates after entering and/or leaving the premises. The gate does not have to be locked, but must appear to be locked to by passers. This will be "each and every member's responsibility". If you have guests coming, I suggest you make arrangements for them to call you via cell phone when they arrive, so that you can meet them. Do not expect your guest to secure the gate. Assure they do with your presence.

A further reminder to all: if you go to the sod farm to fly during "normal" business hours, be sure and check in at the business office and let the office personnel know you're with the club and on the field. If you plan to be flying after they close, make arrangements for getting off the field; otherwise, you may get locked in!

If you're locked in, you're going to have to call Frank to be let out! Feel the pain!

### **STAND UP AND VOTE AND BE COUNTED**

In the latest and the next issue of the NFFS digest there's a ballot on which to either approve or not approve a change in the by-laws to allow the digest to be published in six issues a year rather than the present ten. The amount of pages presently published in a year, 240, will remain the same regardless. Please pay attention, same number of pages, just fewer issues!

The reason for this is to save money. It will save a ton of postage and the NFFS needs to cut its operating expenses in big chunks. Frankly, it's either this or a dues increase in the very near future. The choice is yours, but I voted for the six-issue option. As a BOD member, I don't want to raise your dues.

### **THUMBS AT MUSTER**

The latest issue of *FAC News* is out and the current member postings are listed. The Thumbs (current and demised) stand proud with fourteen reporting, about one-quarter of the club. Easy Dave leads the way with 72 kanones. Two of the fallen, Wayne and Oscar, chime in with 50 and 21, respectively. Gary Morton is next with 11 and the rest carry the modest total of five or less. It's worth noting that Gary Baughman, Dohrman, and your editor are perched just below captain's bars at 5. We'll see what 2010 brings. But, I don't think Wayne and Oscar have anything to worry about.

### **THUMBS ON THE MARCH**

Bill Gowen and Nick Ray traveled to Colorado for the annual Pikes Peak Ceiling Climb and did some damage. Bill won the Colorado Cup, the high point award, with firsts in Unl. CLG, F1L, and A-6, and with seconds in Std. CLG and Limited Pennyplane. Nick won second in Ministick. Not bad work, gentlemen.

### **THUMBS IN THE NEWS**

I'm pleased to announce that Bill Gowen's F1M has been recognized as a 2010 NFFS Sympo Model of the Year. Setting two world records was enough for the committee. As is the custom, it'll be featured in the upcoming sympo, with drawings, photos and accolades a-plenty. Very well done, Bill.

### **THUMBS HARD AT WORK**

Our new webmaster, Bill Gowen, is adding some new features to our club website. Check out his new "Indoor Ramblings" section. All the pertinent details on his twice Nats-winning F1L

are given in drawings, photos, and text. Great stuff. He advises more items will be forthcoming. I'm going to nag him about putting his stellar F1M there, too.

### **THUMBS ON THE MEND**

I talked to Clarence the other day and his current round of chemo is about over. He feels OK otherwise. He hasn't felt up to socializing much, which is understandable. He and Baby say hello to everyone. They'll be out to the flying field as soon as it's safe for Clarence. The chemo has to cycle out.

### **THUMBS AT LEISURE**

I had a day off at the end of one of my trips to New York City and I decided to visit the USS Intrepid Museum at 45<sup>th</sup> and the Hudson. I'll say one thing, the old girl doesn't sneak up on you, and she gives the high-end real estate of the Westside a run for its money, for sure.

The museum didn't disappoint. The Intrepid is ensconced in good circumstances and offers quite a few aircraft on display, including an SR-71, F-16, F-14, F-18, Harrier, MiG 15 and 21, A-4, A-6, F-86, Grumman TBF Avenger (a huge aircraft, BTW), Grumman Skynight, numerous choppers, and much more. (There's a plaque in front of the Skynight that says it shot down more commie aircraft in Korea than any other type. Who knew? You'd think it'd be the F-86 or Cougar, right?)

There's a lovely Concorde parked at the end of the dock, a very impressive design close up and personal. The engines and their nacelles are massive, what you'd expect, and the fuselage, long and very narrow in cross section. You can walk thru it and the confines are certainly cozy. A fat guy wouldn't fly in the thing; fashion models, effete royalty, and chain-smoking Frogs only need buy tickets.

### **BIRDS OF A FEATHER**

Look overhead the next time you're downtown. You might see one of nature's most glorious hunter-killers in action, the peregrine falcon. A magnificent creature, they hold the title of the world's fastest animal, reaching well over 100 mph in a dive, all done for the beneficial reason of ridding our landscape of pigeons and squirrels. The former are mere airborne bags of filth and the latter, mere rodents with good PR.

According to a recent newspaper article, since 1972 the Federales have been trying to import peregrine falcons to various places in the eastern states. Facing extinction forty years ago, there're now almost 500 nesting pairs of peregrine, but only two in Georgia. One pair is downtown at Five Points, fifty-odd floors up, and there other is in Midtown. They mate for life and the downtown couple is very prolific, having produced four broods so far. There's a live cam if you're interesting: <[georgiawildlife.com/node/615](http://georgiawildlife.com/node/615)>

The other pair isn't producing broods. Their choice of a Midtown residence might provide an explanation. No live cam is in place there, perhaps for the best.

### **BUY THESE BOOKS**

Charlie Bruce, the guy who writes the engine column in *SAM Speaks*, has collected his innumerable engine reviews into book form and is selling them for what must be a very reasonable sum of \$40, plus \$5 postage in the USA. No idea how big the book is, but it must be huge, considering how long he's been writing that column. I've never been much of a gas flier,

but this tome is a must have for the free flight enthusiast and archivist. Get your today @ Charlie Bruce/384 Rhum Rd./Kerrville, TX 78028/830-367-7740/[Kayncab@omniglobal.net](mailto:Kayncab@omniglobal.net).

Brit Mike Woodhouse has produced a charming, softbound volume, “Rubber Model Propellers”, previously only available via download. Those craving pulp can now buy a copy to sit proudly on your shelf. The reviews I’ve read say it’s written with the layman in mind and offers a bounty of drawings and other eye candy. Get the details from Mike at <[freeflightsupplies.co.uk/publications.htm](http://freeflightsupplies.co.uk/publications.htm)>. You might want to detour through the remainder of his website because he sells a wide range of useful stuff. Being “fur-reen”, you may not have seen it before.

### **SOAPBOX TIME: NASCAR HALL OF FAME**

Like many others, I’ve followed the developments of the NASCAR Hall of Fame with much interest. Like many others, I watched and read all the news pertinent to the recent opening of same in Charlotte, NC. It is a very impressive beginning to a venue long in the making and long overdue. The choice of Charlotte is entirely appropriate and I’ve no quarrel with it. The HOF looks amazing and no doubt will prove to be a stunning success.

The first five inductees are also entirely appropriate; all so enshrined deserve to be there and with all the pomp and circumstance used. The first two I admire; the last three are personal heroes of mine. The first two names called, Bill France Sr. and Jr., were the two pivotal figures and founders of NASCAR, and without them, nothing like we see today would exist. They were two hard men with a vision and pushed hard to reach it. They did what they did and here we are. No one ever called them hothouse flowers or gentle souls. They may not be in heaven right now, frankly.

Junior Johnson is a man I much admire; few have achieved so much starting from so little. If you look up true grit in the dictionary, you won’t see that poser John Wayne’s picture. You’ll see that old shine-runner, flying down the Appalachian foothills in a hotted-up ’40 Ford Coupe doing things with a dangerous car on rough, dirt roads few mortals could. The revenuers never caught Junior behind the wheel of a car; they surrounded him in a barn, flat-footed, stoking a still fire. A Great American.

Growing up in Port Wentworth, Elvis was never the King. Richard Petty was and still is. Son of Lee, father of Kyle, his shadow is among the longest in the sport. His total of victories has been the standard of greatness since he hung up that gaudy, befeathered Stetson. A Great American.

The Intimidator, old No. 3, Dale Earnhardt, nobody ever wanted to win an automobile race more than him. Foes of Dale never lacked for real reasons to hate him; his fans never lacked for real reasons to admire him. Nobody used more dirty tricks to win; nobody was better at pushing a race car beyond its capabilities. And nobody showed more kindness behind the scenes for those that needed a little help. He was never counted out in the final laps if his car was in the lead pack and the question was always asked, “whar’s Dale?” Up front and pushing toward the front, that’s where. A Great American.

The following observation needs to be made. Junior, the King, and Dale are all Tarheels. At this juncture, I’m willing to presume this selection is an odd artifact of geography. I trust it is. We’ll wait until next year. However, **mark my words**: if the likes of Donny Allison (AL), Fireball Roberts (FL), Cale Yarborough (SC), Tim Flock (GA), and Curtis Turner (VA) don’t see the floodlights pretty darn soon, you’ll be hearing about it from this lonely pulpit, my friends. I’m willing to get all Jeremiah about it, too.

Other aggravations lie in wait. I hope they don't get too prissy, either. Every moment that my hero Smokey Yunick remains unheralded is a crime against the heritage of NASCAR. No one in the history of that sport was better at rules "interpretation" and engineering "creativity". I've quite a few stories I'd be happy to regale you with, should the opportunity arise. Others have as many.

#### **NEXT ISSUE**

Look for something around the middle of July. We'll have the report on the two-day contest in June and the July contest, plus the final indoor reportage. We'll carry the usual Nats preliminaries. We continue to beseech the multitudes for contributions!

Ciao, y'all!

Tail Spin Aviation is a Commercial friend of TTOMA  
[www.tailspinaaviation.com](http://www.tailspinaaviation.com)

## **Peach State Indoor Championship 2010**

April 10th and 11th turned out to be gorgeous days outside but that didn't seem to stop the fliers from coming out and participating in this years event!

We had a total of 19 fliers from all over the Southeast. Tim Lavender with the Smyrna group arrived with a total of 10 people. As always they brought a wide assortment of scale aircraft to fly. Joshua Finn also made a showing from South Carolina. Between Joshua and the Smyrna group they produced 11 assorted Peanut and Rubber Scale models. I want to extend my thanks again to Richard Schneider for giving up some of his flying time to be our scale judge this year. As always he did a wonderful job getting everything scored and utilized the new FAC scoring forms! This is a great form for letting all the fellow contestants get a quick glance on how they compared to each other. I also want to thank Howard Klemmetsen for all his help in timing flights! Many times he had 2 watches going at once! Great Job! We had over 160 official flights and well over three times that number in test flights. Also, I think this was the first contest at the Ward Center where we didn't have any planes land on top of the center speakers thanks to the curtains on both sides. Countless models bounced off them and were spared!

Saturday was our "Heavies" day and we saw everything from catapult gliders to large scale ships cruising the airspace. Results are as follows:

Thanks again to all those who came out and flew and also those who assisted in timing and scoring. We had a great contest.

### **Pete Brown**

2010 Indoor Peach State CD

#### **No-Cal**

1<sup>st</sup> Joshua Finn .....5:29 Fury  
2<sup>nd</sup> Tim Lavender .....5:03 Fury  
3<sup>rd</sup> Joe Traughber .....4:59 Cessna 210  
4<sup>th</sup> Bob Plunket .....4:03 FAXIL  
5<sup>th</sup> Burton Garrington .3:21  
6<sup>th</sup> Robert Boyd .....2:27  
7<sup>th</sup> Liz Brown .....2:11 Goon  
8<sup>th</sup> Rich Davidson .....1:23  
9<sup>th</sup> Abby Williams .....:47 Cessna 210

#### **Bostonian**

1<sup>st</sup> Joshua Finn .....3:18  
2<sup>nd</sup> John Barker .....3:00  
3<sup>rd</sup> Wayne Anderson....1:52

#### **Peanut Scale**

1<sup>st</sup> Tim Lavender ....AK

#### **Rubber Scale**

1<sup>st</sup> Joshua Finn .....SAI 207.....115pts  
2<sup>nd</sup> Tim Lavender.....PT-19.....85pts

#### **Ornithopter**

1<sup>st</sup> Joshua Finn .....:10 this plane literally beat it's wings apart

#### **Helicopter**

1<sup>st</sup> Joshua Finn .....:43 blown motor shortened the life of a very promising model

#### **Dime Scale**

1<sup>st</sup> John Barker ..... 2:16 Curtis Robin  
2<sup>nd</sup> Joshua Finn ..... 2:04 Bristol Brownie

#### **Standard Catapult**

1<sup>st</sup> Bill Gowen .....73.2  
2<sup>nd</sup> Liz Brown ..... 54.7  
3<sup>rd</sup> Joshua Finn .....52.0

#### **HLG**

1<sup>st</sup> Joshua Finn ..... :38  
2<sup>nd</sup> Liz Brown ..... :31.2

We had several mass launches and here are the winners:

**WWI**

- 1<sup>st</sup> Robert Stevens.....Spad
- 2<sup>nd</sup> Joshua Finn.....Bristol Scout
- 3<sup>rd</sup> Tim Lavender.....SE5A
- 4<sup>th</sup> Joe Traughber.....Fokker DVII

**WWII**

- 1<sup>st</sup> Joshua Finn.....Spitfire
- 2<sup>nd</sup> Liz Brown.....Tony
- 3<sup>rd</sup> Burton Garrington.....Kingfisher
- 4<sup>th</sup> Robert Stevens.....P-47
- 5<sup>th</sup> Tim Lavender.....Corsair
- 6<sup>th</sup> Wayne Anderson.....Zero
- 7<sup>th</sup> Abby Williams.....Kingfisher

**Hanger Rat**

- 1<sup>st</sup> Joshua Finn
- 2<sup>nd</sup> Liz Brown
- 3<sup>rd</sup> Burden Garrington

**Racers**

- 1<sup>st</sup> Tim Lavender.....Fury
- 2<sup>nd</sup> Joshua Finn.....Fury
- 3<sup>rd</sup> Liz Brown.....Goon
- 4<sup>th</sup> Robert Stevens.....Floyd Bean
- 5<sup>th</sup> Burton Garrington....Bearcat

**Civilian**

- 1<sup>st</sup> Rich Davison.....FAXIL
- 2<sup>nd</sup> Joe Traughber.....Cessna 210
- 3<sup>rd</sup> Robert Bovd.....Cessna 210
- 4<sup>th</sup> Bob Plunket.....FAXIL
- 5<sup>th</sup> Abby Williams.....Cessna 210
- 6<sup>th</sup> Robert Stevens.....Rearwind Speedster
- 7<sup>th</sup> Joshua Finn.....Lacey

Day 2 brought out the light weights. Results are as follows:

**A6**

- 1<sup>st</sup> Bill Gowen.....6:12

**Mini Stick**

- 1<sup>st</sup> Nick Ray.....5:01 tiebreaker 4:38
- 2<sup>nd</sup> Gary Baughman.....5:01 tiebreaker 4:27
- 3<sup>rd</sup> Karl Hube.....3:18

**Limited Penny Plane**

- 1<sup>st</sup> Bill Gowen.....8:34
- 2<sup>nd</sup> Gary Baughman.....6:59
- 3<sup>rd</sup> Karl Hube.....3:18

**Open PennyPlane**

- 1<sup>st</sup> Karl Hube.....3:18

**F1L**

- 1<sup>st</sup> Gary Baughman.....15:42
- 2<sup>nd</sup> Bill Gowen.....12:09

**35 CM**

- 1<sup>st</sup> Bill Gowen.....11:09
- 2<sup>nd</sup> Nick Ray.....10:14

**F1D**

- 1<sup>st</sup> Nick Ray.....14:58
- 2<sup>nd</sup> Bill Gowen.....12:01
- 3<sup>rd</sup> John Barker.....10:33
- 4<sup>th</sup> Gary Baughman.....7:07

## MAY CONTEST REPORT

Our May contest began on an amazing note. The wind wasn't blowing! The mud was mostly dried up! Who knew such a thing could happen on a TTOMA contest day? The wind stayed light and variable until about 2:30-3:00pm when it finally switched around to the north as had been forecasted earlier.

An excellent turnout of 16 fliers and great conditions made for a fine day on the field. As usual, there were more test flights than officials, but it has ever been so. Shortly after the wind switched, the max was reduced to 60 seconds in an effort to keep planes from drowning in the Mighty Hooch. This was only partially successful. Graham's hot electric model ended up on the horse farm, Al Pardue's fine flying Flying Aces Moth, my Phu Cat CLG, and Andy Ringlien's Coupe all ended up sleeping with the fishes. The hottest competitions were P-30, CLG, and HLG.

Here's kudos to our two new members, Robert and Hannah Marier, who flew up a storm. Well done! By my math, we had 126 Official flights. Not that shabby! And, a late report has Graham recovering his airplane after a thrilling battle with coyotes, pumas and the high trees. Respectfully submitted, Dohrman Crawford, cub reporter.

### P-30

Karl Hube	?-own design	360
Andy Ringlien	Whirly 2003	348
Al Pardue	Moon Pie	258
Larson Ringlien	Atomic Wedgy	205
John Barker	????	200

### CLG Open

Dohrman Crawford	Meerkat 18	346 (lost Phu Cat into river)
Andy Ringlien	??	207
Bob Thoren	Matcat 18	118
David Mills	Straight Up	108
Jim Altenbern	Bo Weevil	101

### CLG Junior

Hannah Marier	Straight Up	189
Robert Marier	Straight Up	103
Larson Ringlien	Cata-piglet	100

### HLG

Dohrman Crawford	Meerkat 36	180
Andy Ringlien	??	141
Larson Ringlien	??	91
Frank Hodson	Hervat	67

### Embryo

David Barfield	Sparky?	213
Karl Hube	Voodoo	71



**FAC 2-Bit Rubber**

Al Pardue                      FA Moth                      186 (lost in river)

**FAC OT Rubber**

Jim Altenbern                Pacific Ace                      205

**Stahl Hi-Climber Club MOY**

Bob Thoren    279

**FAC Rubber Scale**

David Barfield                Comet Taylorcraft        64

Frank Hodson                Pietenpol Aircamper    5

**Coupe**

Andy Ringlien    120 (lost in tree, fell into river)

**FAC Phantom Flash**

Dohrman Crawford                                      24

## MAY INDOOR CONTEST REPORT

This was one of our two extra indoor meets overlapping the start of the outdoor season. Unfortunately, attendance was low partly due to poor publicity and also because the date coincided with Pensacola. This latter was unavoidable because it was the only May date available at the Ward center.

However, it provided an excellent opportunity for some lightweight flying. Bill Gowen was flying F1L (1.2 gram EZB), preparing for the Nats at Johnson City at the end of the month. His trimming effort involved using quarter motors to try to emulate the vast height at Johnson City.

As well as for the regular contest, was pressed into service for a new "Pro Am" event which, rather like the golf contest, involves the combination of an expert and a beginner. Bill had to build 2 identical models, one of which would be given away. (Ask Bill for more details.)

I flew my Limited Pennyplane which has a quite nice new wing with a carbon leading edge. Unfortunately, it has a tail which has been broken off several times during retrievals and looks awful. My F1L did quite well (for me!), but suffers from an aerodynamically out-of-balance prop.

Howard Klemmetsen did some HLG flying, and a lot of timing (and advice) for Bill and me. He also brought (in a small box) a beautiful, but elderly, scale low-wing ship with tip dihedral. He chose not to fly it. Maybe someday we can see it in the air.

Despite the low turnout we had a lot of fun and are looking forward to the other "extra" in June at St.Lukes. Do come and share the fun !!

John Barker

	<u>Limited Pennyplane</u>					Best 1	Points
	1	2	3	4	5		
John Barker	3:03	5:30				5:30	1
Bill Gowen	7:10					7:10	2
	<u>F1L(1.2gm)</u>						
John Barker	7:03					7:03	2
Bill Gowen	3:56	(quarter motor!)				3:56	1

## JOHNSON CITY USIC CONTEST REPORT

Bill Gowen

Not many Thumbs were around for USIC this year. John Barker was absent for the first time in my not very good memory. Howard Klemmetsen came to watch for a couple of days. That pretty much left it up to Richard Schneider and me to carry the load.

Richard was paired with pro Jeff Hood for the Pro-Am Limited Pennyplane competition on Saturday while I was paired with amateur Ken Achee. Ken did okay in spite of my teaching and finished in sixth place behind a crop of excellent models by world champ builders. Richard didn't fare as well, but I'm sure he learned a bunch from Jeff and collected a nice LPP as well.

Friday and Saturday for me were two days of total frustration when I wound up in 4th place in both F1L and A6. My models just wouldn't perform and I still don't know why. Sunday was much better. I did the best LPP flight made at USIC since 2001 (15:22), only to get beaten by half a minute by Tom Iacobellis. I got first in F1M with about 35 minutes total for 2 flights.

Flying partner Nick Ray got 3rd in 35cm with a very respectable 25:26. The bad news is that the dome ate all of Nick's Ministick before he could record an official flight in that event. Ken got sweet retribution in the LPP Sportsman event and won while flying the retired LPP that I gave him. (Chris Stoddart had some luck and was partnered with Jim Richmond and together they won the LPP Pro-Am.—DM)

I hope some more Thumbs will get involved in indoor flying in the coming year and make the pilgrimage to Johnson City for 2011. It's a great experience meeting and flying with some of the best indoor modelers in the world.

Campbell's Custom Kits is a Commercial friend of TTOMA  
<http://www.campbellscustomkits.com>

## ***Glider Corner***



***Dohrman  
and his extinct  
Phu Cat***



***Hannah Marier and her Straight Up CLG***



***Robert Marier and his Straight Up CLG***



## ***Pick of the Crop***



***Joe Ryan and his Kraut Jet Sled***



***Dohrman's New A Electric Top Banana***



***Dohrman's new E-36X***



***Stahl Hi-Climber MOY Line Up***

Hello District V Free Flighters,

I am sending this out, for the most part, just to the folks who responded to my request for opinions on the initial proposals. Feel free to send this email out to other District V free flighters in your circle of influence.

As you all probably know, the initial vote on the twenty-two proposals has been completed. Listed are the proposals that passed the initial vote and will go forward in the process. Per the AMA Contest Board Procedures, Cross Proposals to these initially passed proposals may be submitted in the May 31 - July 30 time frame.

**NOTE:** The Contest Board Procedures are available for all to read on the AMA website.

I will be tasked with making the final vote for District V by Aug 15. I solicit your inputs before that time. Thanks in advance for your interest in the future of free flight.

**OFF 11-1:** Proposed by Richard Ivers. **Motor Run for Electric Power Models.** Motor runs may be timed in flight or, statically, on the ground. If there is a lack of agreement, the on-ground test will prevail.

**OFF 11-2:** Proposed by Aram Schlosberg. **New A-Electric Contest Format.** Five flights-flights 1, 2, and 3 = 15-sec. motor run, flights 4 and 5 = 10-sec. motor run. All fly-off flights = 5 sec. motor run. All flights are 2-minute maxes.

**OFF 11-3;** Proposed by Aram Schlosberg. **A Electric Batteries** . Lithium-based batteries for A Electric allowed.

**OFF 11-10:** Proposed by Jerry Murphy. **½A and A Class Engine Displacement Definition.** Add another digit to engine displacement definition to bring into agreement with control line speed classes. This is required due to development of engines in the metric system.

**OFF 11-13:** Proposed by Chuck Markos. **Model ID.** Model identification defined to preclude model sharing during competition.

**OFF 11-15:** Proposed by Don DeLoach. **Cat Glider BOM.** Eliminate Builder of the Model rule for Hand Held Catapult Glider.

**OFF 11-16:** Proposed by Don DeLoach. **P-30 BOM.** Eliminate Builder of the Model rule for P-30.

**OFF 11-19:** Proposed by Don DeLoach. **AMA FF Scale.** Delete AMA FF scale events from rule book. In affect, all outdoor FF scale will flown to the FAC rules.

Thermals and many Maxes for all in 2010!

Gary Baughman, AMA 4147  
District V Free Flight Contest Board Member  
470 Hardage Farm Drive, Marietta, GA 30068  
770-422-8489  
[gjbman@bellsouth.net](mailto:gjbman@bellsouth.net)

## APRIL MEETING MINUTES

The April meeting of TTOMA took place at the North Georgia Turf Farm during the 2010 opening outdoor club contest on April 25 with seven members present. President Barfield called the meeting to order at 12:00 noon. Weather was bad, very windy.

### **Treasurer's Report**

Don Brown gave the Treasurer's report covering the reporting period from March 13 until April 25, 2010. The starting balance was \$X,XXX.XX. During the reporting period, deposits came from membership dues (\$166.00) and indoor competitions (\$237.00) for a total of \$403.00. Expenses came from AMA insurance for use of the gym at St Luke's Church for indoor flying at \$60.00. The final balance for the period was \$X,XXX.XX. Dohrman Crawford made a motion to accept the report as read and Frank Hodson gave a second. All members voted to accept the report.

### **Old Business**

At the last meeting, it was decided to award a Liberty Belle B-17 flight ride certificate by a drawing. This certificate was given to the club by the Liberty Foundation during our annual banquet in January. The drawing will be for all Open (over 18) members and will be held at the June indoor contest at St Luke's Church. Frank Hodson made a motion to accept the drawing plan and Dohrman Crawford made a second to the motion. All members voted in favor of the plan.

Frank reminded everyone that the E-36 electric event will be flown at club competitions under the rules which will go into effect nationally in 2011. Since TTOMA made recommendations for the rules changes, it is believed we should use the rules now to see how well they work out.

David Barfield announced that a May 16 indoor event had been arranged by John Barker for the Cobb County Ward Center. This will be a 9:00AM to 4:00PM activity.

### **New Business**

No new business was offered.

David adjourned the meeting at 12:25PM. Respectfully submitted by Karl Hube, secretary, reporting.

## MAY MEETING MINUTES

The May meeting of the TTOMA took place at the North Georgia Turf Farm on Sunday, May 23, 2010. A dozen members were present when President David Barfield called the meeting to order.

### **Treasurer's Report**

Treasurer Don Brown reported that at the beginning of the current reporting period, April 25, the balance on hand was \$X,XXX.XX. During the period, deposits consisted of entrance fees from the April outdoor contest (\$42.00) and membership fees (\$40.00). There were no reported

expenses and the closing balance on May 22 was \$X,XXX.XX. David Mills made a motion to accept the Treasurer's report and Jim Altenbern gave a second. The supporting vote was unanimous.

### **Meeting Minutes**

Meeting minutes from the April 25 meeting were read. It was pointed out that an error was in the minutes in which a drawing for a ride certificate for the B-17 Liberty Belle was listed as taking place at the June indoor contest. The correct date of the drawing will be on Sunday, June 27 at the regular June club competition. Don Brown made a motion to accept the corrected minutes and Jim Altenbern gave a second. The supporting vote was unanimous.

### **Old Business**

Don Brown reported on the membership status. He has sent postcards to all members who have not paid their dues. After that effort, there were sixteen members who still had not paid dues. Consequently, he recommended that those members who had not paid be removed from the membership list. Frank Hodson made a motion to purge the list and David Mills made a second. The vote for purging the list was unanimous.

### **New Business**

David Mills discussed the status of the new E-36 rules which are being developed. He mentioned the between the club's current E-36X and the likely E-36 rules to be submitted for approval. He said that the new E-36 rules will not be voted on by NFFS BOD until December. Meanwhile, we can experiment with the models for the remainder of 2010.

Frank discussed the idea of revising a cash prize plan since the club has a healthy balance on hand. In the past, there were problems keeping enough cash on the field to award prizes on site. He offered a solution which involved sending checks to the winners after the contest. However, general discussion of the matter indicated that cash prizes were not a popular idea in the group.

There being no further business, Frank made a motion to adjourn and Graham gave a second. Respectfully submitted by Karl Hube, secretary.