



**The THUMB PRINT**  
**Thermal Thumbers Of Metro Atlanta**

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**NFFS**

July - August 2010

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## HEADS UP

Welcome to the July issue! And by tradition, just before the Nats! Snuck it in under the wire one more time, buddreau!

We've plenty of solid content, thanks to the many contributions from the membership. Nagging works! Thanks for all the photos, Barf and Dohrman. Three contest reports follow and Karl checks in with his ration of meeting minutes. Two items worthy of extended discussion are introduced in the minutes and expanded upon later by Karl and yours sincerely. We'll be addressing these two issues in more detail later this summer and fall. The Nats are eminent and a harangue to encourage attendance follows, as is my wont. One day a few more of y'all, my brothers, will drive to Muncie. (Or Johnson City, for that matter.)

I'll get out of the way, now. This is it from me for now from here. Ciao, y'all!

## WAGONS, HO!

Many Thumbs will be making our annual trek north to the Muncie Nats. At last reckoning, this year's assemblage will include the Walstons, the Browns, the Lewis's, Fearless Leader Emeritus Frank, Dohrman, Graham, Scott, Richard, Bob, and yours sincerely. Most will enjoy the hospitality of Muncie's many motels and Dohrman and I will hammer stakes at Camp David.

As is my perennial wont, I encourage any Thumb who hasn't made the Nats to do so. It's a hoot. All it takes is some time to spare and a few bucks. The drive is a good haul, though, about 600 miles, depending on your specific locale in the Big Peach.

It can be done cheaply if you like (or can tolerate) camping out at the field. It gets quite chilly at night, so bring a real sleeping bag and a sweater. There are real showers and other indoor plumbing on site and Muncie is only a few minutes drive away with the necessary grocery stores, restaurants, and a few establishments with dim lights, thick smoke, and loud, loud music.

(I've seen, but not frequented, the one strip club, if that floats your boat. Plenty of Harley's were parked out front, thereby assuring a good supply of meth and other contraband within. I assume the attractions are pulled from the wayward coeds of Ball State University. Remember: what happens in Muncie stays in Muncie.)

It looks like gas prices will be reasonable and the entry fees aren't that much. So, the rest is just food, beer, and baubles. Be there. If it's your first time going, be sure to ask questions to some of the vets; you'll hate to buy something in Muncie when you have it sitting at home on a shelf.

### **THUMBS IN PRINT: THE WIDOW MAKER**

You'll find a fine photo from last spring of Dohrman and his new B Spacer in the July *Model Aviation*. Readers will recall his use of his left index finger as an impromptu prop brake that caused his missing of the Nats last year. Damage repaired (his hand, the model was unharmed), he'll make the Nats this year.

I must say, the last Nats wasn't as much the same last year without him. Drinking beer alone while camping out is just not that much fun. My Camp David mate, Sergio, while a boon companion in other aspects, was of no real merit in this single regard. He is a man of moderate habits, but not so this pilgrim. My path through life is a bit more wayward, and Dohrman, a kindred soul.

### **THUMBS IN PRINT: LARGE AND IN CHARGE**

Our OFB Graham graces the July issue of FFQ with a photo of him and his mighty C NosGas T-Bird from last year's Nats. The photo accompanies an article of the proud Johnson line of glow engines from the 1950's through their end in the 1960's. The brutish powerful yet subtly engineered Johnson 36 BB is featured in a very lively article that offers a bit of history and technical analysis on same and the rest of the Johnson line. Written by Ron Chernich, an Aussie, it both informs and entertains. I hope Ron doesn't limit himself to this one article.

### **THUMBS IN PRINT: THE NUTWORTHY**

The latest *SAM Speaks* has an update on the Nutworthy Society roster. The Thumbs continue to represent ourselves well therein. We currently count for six of the twenty-six so enshrined.

For the non-cognoscenti, the Nutworthy Society is, apparently, the rarest free flight affiliations. You must have flown a twin-pusher in sanctioned competition. So elevated, we look down on all the rest of you. Kiss my grits.

### **STAY IN TOUCH**

Diamond Don Brown has asked me to admonish the membership to advise him about any e-mail address changes. You won't receive the newsletter and other announcements if we don't have your current whereabouts. We can't read your mind. The membership form is reprinted for your use in that event. His e-mail address is provided therein if you want to do it via electrons.

### **LIFE LESSONS**

Sometimes what we learn in life is profound; sometimes less so. Karl passes along this bit of wisdom, "Don't cover your models with yellow material. The sod farm has LARGE areas of sunflowers this year and a yellow model just gets swallowed in the stuff! In fact, my yellow model got swallowed last weekend and it took Jim 'Model Hound' Altenbern to sniff it out." Indeed. Yellow is very bad news in the middle of a

sunflower patch, particularly if you combine a yellow wing and stab with a green fuselage. Right, Barf!

I would caution against the use of orange, too, particularly in the conveyance of Jap tissue that fades to a pastel in short order and then offers perform fall camouflage. You also have the unhappy coincidence of its use by a bevy of the wrong college football teams, such as the Gators, Vols, Tigers, etc. I'll can only offer this: in my lifelong and totally objective search for the perfect anti-camo color scheme, I've found the use of red, black, silver, and white to be ideal for our environment. This array of colors also happens to be simply gorgeous, particularly on fall Saturdays against a field of green.

### **MY FELLOW THUMBS, A CALL TO ARMS!**

The word is the upcoming Nats is chronically short of volunteers. Like very short! If any Thumbs going to the Nats can spare some time on any day, they can really use your help. The situation this year is the worst ever, they say. Contact CD Charlie Jones at [f1bwakefield@yahoo.com](mailto:f1bwakefield@yahoo.com) to step up to the plate.

I talked to Phil Sullivan, NFFS President, and he says we really need someone to mind the NFFS store on Monday and Tuesday. This is an important thing. If you can man the pumps of commerce, call Phil at 765-640-2921. Phil adds, though, that the overall attendance, if advance registrations are a guide, is only slightly down from last year, boding well for attendance in these harsh economic times. Our humble hobby and sport will abide.

### **A NOT-SO-NEW COVERING**

Over the last few moths, in connection with the E-36 business, I've been corresponding with John Oldenkamp, a sage on small electric-powered FF models on the west coast. Among many other things brought to my attention, he's told me about a covering material he's been using for a few years. It's a dirt cheap and easy-to-use industrial film sold by <usi-laminate.com> in CA and called Opti-Clear™ laminating film. It comes in clear only and arrives on a roll with adhesive already on the back. He says it shrinks like crazy, has a wide heat range, and is pretty durable. Fortunately for us, the adhesive works great on wood and the other surfaces with which we co-exist. Also, Design Master floral spray, and presumably other colors in a rattle can found on the vandal aisle, can be sprayed on the adhesive backing with no ill effects on the adhesive's vigor. Like I said, it's dirt cheap: a 9-inch wide roll, **500 feet long**, runs you about \$18, plus shipping! The only bad thing is the thinnest sizes are a robust 1.3 and 1.5 mil, a bit thick for my use in rubber models, but not so for larger gas and electric jobs.

### **A TECHNOLOGY WITH A FUTURE**

3-D printing has been much talked about and written upon the last decade. The idea of using a mere computer file describing an object in all dimensions and then having a gizmo read the file and then make a replica of it with great accuracy stuns the laymen. Or, at least it does me. (I'm easy. Microwaves ovens still blow my mind! I'm old enough to recall how such a thing was a subject of farce on the TV cartoon from the sixties, the Jetsons.)

As so often happens, the July issue of *Popular Science* introduces a harbinger of the future. A well-illustrated article describes a 3-D printer you can buy as a kit and

assemble your own baddself. It's called CupCake and made by Makerbot Industries and costs about \$1000. Looking at it, it resembles a science fair project on steroids. An old amalgam of laser-cut plywood, odd-looking gizmos, controller boards, and other vaguely familiar, "inside the PC" innards, it takes about a weekend to put together, says the authors. Nothing much more than basic assembly and soldering skills is required apparently.

The only hard part is finding a way to use it, it would seem. Apparently the software lags behind the hardware, at least for home workbench use. But, that's rapidly changing, says the article. The company was founded by ex-hackers, guerilla capitalists and such ilk. The potential use of a high-tech industrial gizmo in your basement has spurred the growth of an active forum/blog community and a variety of user-friendlier software is not far from becoming available free via download. It all sounds very exciting. And very conspiratorial!

What does this means to us? Quite a lot, actually. One of the big stumbling blocks to the fabrication of composite structures that we like to fling into the air is the making of molds by hand. It's slow and takes real talent to do it accurately. And when the mold breaks or fails in some way, you have to do it again. Heaven forbid your wanting to fabricate several of the same thing all at once in the same oven. All those molds to make!

Have fun, y'all! Check out <makerbot.com> and <thingaverse.com>. Would someone please forward this blurb to the Ukrainians! I'd like to see their prices go down! A carbon Coupe in every pot!

#### **FURTHER BOUNTY WITHIN**

Webmaster Bill has added a section to our website called "Bill's Indoor Ramblings". His first installment is a very good exposition on his F1L and illuminations thereupon. He has recently added another; a rich photo essay with text on a homebrew torque meter build. Tasty stuff! Hopefully, he'll chuck more onto the pile in the future.

#### **WELL WORTH VIEWING**

Someone (presumably a Euro of some abstraction) has done a very good documentary of the 2009 World Champs and posted it on <youtube.com>. The trailer is posted on the NFFS website, but no directions to the 30-minute, three-part, full-Monty documentary is given. Search "ffwch2009" on youtube and you'll get right to it. Very good stiff, therein, amigo. Frankly, part 3 is a bit of a snoozer, but the previous two are a real treat. The photography is first rate, the sound track right on, a first rate job throughout. There's some other Euro content listed afterwards, too. Whoever did this, congrats!

#### **NEXT ISSUE**

Look for a Nats report, full of glowing reports of victory against our brethren from sea to shining sea. If I procrastinate long enough on into September, look for something after the SAM Champs.

Hopefully, all these flying opportunities hither and yon will encourage a few of us to submit photos for these humble pages. We continue to beseech the multitude for contributions in the form of plans, articles, and other forebrain effluent.

Ciao, y'all!

## JUNE INDOOR CONTEST REPORT

We had a fine day indoors at St Luke's Grand Hall. No rain was noted, and the winds were calm all day. It did get somewhat warm, but not bad, and the water fountain and rest rooms made it much more comfortable than your usual outdoor contest. If you haven't tried indoor, give it a shot.

We had a small turnout, but made some very good flights. There was very little drift, and the smooth ceiling contributed to some good flights, as bumping the ceiling did not send the plane off on a wild tangent. We had no hang-ups all day with the basketball goals raised. In addition, many fun flights were made and a good time had by all. Hopefully, we can arrange to use the gym on a regular basis at St Luke's. Respectfully submitted, Dohrman Crawford.

### Limited Pennyplane

Bill Gowen 7:13  
Richard Schneider 5:42  
John Barker 5:38

### F1L

Bill Gowen 8:49

### Mini Stick

John Barker 5:28

### Combined Catapult

Bill Gowen 67.0

### Phantom Flash

Dohrman Crawford 0:47

### Dime Scale

John Barker Curtiss Robin 2:29

## 2010 TTOMA MEMBERSHIP FORM

Name \_\_\_\_\_ AMA # \_\_\_\_\_

Address \_\_\_\_\_

State and Zip Code \_\_\_\_\_

Other Family Members and AMA # \_\_\_\_\_

Telephone \_\_\_\_\_ E-Mail \_\_\_\_\_

\$20.00/yr. adults, plus \$1.00/yr. for all juniors and for additional family members in same household. Send check, payable to TTOMA, to Don Brown/477 Safari Cir./Stone Mountain, GA 30083/404-292-0379.

## June Bug Jamboree

June 27, 2010 gave us some decent flying weather, hot all day but only a short period of strong wind. That happened right in the middle of the day and then it died down to near zero about the time everyone decided they had had enough and left for cooler climes.

Eight contestants including one junior put in a number of flights including these recorded below. David Barfield CD, reporting

Junior:	Cameron Hardin	Mulvihill "Cam The Man"	18 sec.
		Catapult Glider	56 sec.
Open:	Cat. Glider	Jim Altenbern	Bo Weevil 16 182
		Karl Hube	Drifter 105
		David Barfield	So. Fried Buzzard 102
	Embryo	Karl Hube	VooDoo 120
		David Barfield	Sparky 102
	MOY	Al Pardue	Hi Climber 77
	Commercial	Jim Altenbern	Wren 241
	P-30	James Martin	304
	Rubber Scale	David Barfield	(Comet) Taylorcraft 34
	Jimmie Allen	James Martin	Blue Flash 39

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## JULY CONTEST AND NATS TRIMMING REPORT

We had a total of 8 fliers including one Junior, Alex Kramb, returning to the Old Fold. Most were just trying to stay in the shade of the two canopies brought by Barfield and Crawford. That included the CD who sat and guzzled ice water all day. Karl Hube's temp readout indicated 106 degrees which mine in the Zephyr agreed with. Henry Copeland came all the way from Montgomery, AL to fly his Eclipse Cat Glider, finishing 4<sup>th</sup> out of 6 fliers. Barry Sholder had a great looking SCAT Jet with his magnificent Baka Bomb which flew as good as it looked. Graham S. re-kitted his original E-36. D. Mills was unable to save his Coupe from the Might Hooch, while D. Barfield retrieved his Senator from the horse property.

Results-wise, it went like this, CD Whit Russell reporting:

<b>Cat Glider:</b>	Barry Sholder	225
	D. Crawford	183
	Karl Hube	179
	Henry Copeland	169
	D. Barfield	141
	D. Mills	107
<b>Rubber Scale:</b>	D. Barfield Comet Taylorcraft	94
<b>FAC Dime Scale:</b>	Barry Sholder Bristol Brownie	69
<b>MOY Senator:</b>	D. Barfield	120
<b>Hi-Climber:</b>	D. Barfield	79
<b>FAC Jet SCAT:</b>	Barry Sholder Baka Bomb	83
	Karl Hube Hawker Hunter	48
<b>P-30:</b>	D. Mills Original	354
	Joe Ryan Kiwi	239
	Karl Hube Scorpion	203
	D. Barfield Comet Cloud Buster	39
<b>Hand Launched Glider:</b>	D. Crawford Who Dat	261
<b>FAC Embryo:</b>	D. Barfield Sparky	49
	D. Mills Megalon	18

## **JUNE MEETING MINUTES**

The June meeting took place on June 27<sup>th</sup> at the North Georgia Turf Farm. Eight members were present when President David Barfield called the meeting to order.

### **Treasurer's Report**

Don Brown presented the financial report for the period from May 22 to June 27, 2010. At the beginning of the period, the club balance was \$X,XXX.XX. Ongoing income consisted of membership dues (\$46.00) and entry fees for indoor and outdoor contests (\$210.00). During the same period, expenses included costs for the May 16 indoor meet (\$25.00) and costs for contest sheets and one sanction (\$29.72 total). Don Peacock made a motion to accept the report and Jim Altenbern made a second. All members voted to accept.

### **Old Business**

Don Brown reported that the club roster has been purged of all names of people who have not paid dues. In connection with this project, Don asked that a membership form be added to every issue of the newsletter.

### **New Business**

Karl Hube reported that a fellow named Buzz Johnson came to the field to tell us that he will be holding a "garage sale" type event to sell a collection of kits and engines that belong to a friend who can no longer fly models because of poor health. The event will likely be held in August or September in the Bells Ferry area which is near the I75/I575 split in Cobb County. He will notify us along with some RC and/or control line clubs about the event. Meanwhile, Karl has the inventory list for the sale and a copy can be scanned and sent to you if interested. The list consists of four pages of kits and two pages of engines. It may be possible to make an offer on items before the public sale.

Don Brown brought up two major subjects that need attention. First, it's time to think about how many indoor events we want to schedule for the next fall through spring season. Venues have to be scheduled early and a site rental budget will have to be set. Currently, enough funds are on hand to allow more to be paid for site rental if needed. Members interested in the indoor program should respond with suggestions by the end of August. Second, Don also recommended that we start thinking about what format we want our banquet to have. It was suggested that information about this matter be added to the newsletter to seek input from the membership. Karl will forward information from the meeting discussion to David Mills for publication. Jim Altenbern made a motion to take this action and Al Pardue made a second to the action. All members agreed with the approach.

Karl suggested that we take a fresh look at our club competition rules. Performances of the models have improved and we are experiencing more model losses in or across the Chattahoochee. Not many official flights are posted at each outdoor contest. This subject material will be sent to David Mills to be included in the newsletter so all members who have interest in flying competition events can consider several options in the future.

David Barfield pointed out that our club treasury continues to grow. The members talked about making a donation to the NFFS to support the free flight activity. Graham Selick indicated that we need to decide if we want to simply make a donation or make a statement of support.



David suggested that a \$500 donation might be appropriate. If you have any other ideas along this idea path, let David know.

Back in January, the Liberty Belle Foundation gave the club a certificate for a ride in the B-17 Liberty Belle along with posters and calendars displaying the aircraft. A drawing was held to award the certificate and posters. The results of the drawing are: flight certificate winner -- Bill Jackson of Cincinnati, poster and calendar -- Don Peacock, poster and calendar --Graham Selick

No other business was brought before the club and David adjourned the meeting. Report submitted by Karl Hube, secretary.

## **JULY MEETING MINUTES\**

The July meeting of TTOMA was held at the North Georgia Turf Farm during the regularly scheduled monthly flying contest. Davis Barfield called the meeting to order at 12:50PM with eight members present.

### **Treasurer's Report**

Don Brown presented the current treasury numbers for the reporting period from June 27 to July 9, 2010. The beginning balance was \$X,XXX.XX. During the period, deposits for the June outdoor contest (\$70.00) and one new membership (\$20.00) brought the closing balance to \$X,XXX.XX. There were no expenses for the period. Karl Hube made a motion to accept the report as presented and Dohrman Crawford made a second to the motion. The attendees voted unanimously for the motion.

### **Meeting Minutes**

Karl Hube read the meeting minutes from the June meeting. Whit Russell made a motion to accept the minutes as read and Frank Hodson made a second. The members supported the motion.

### **Old Business**

At the last meeting, it was proposed that information be put in the club newsletter asking for member input for indoor contest scheduling, club banquet format, and ideas about energizing club competition. Karl Hube reported that the information has been sent to David Mills for inclusion in the next newsletter.

A discussion was held regarding the banquet format and venue matter. Three ideas presented were Petit Auberge in the Toco Hills area of Atlanta. Don Brown said a family gathering there was successful. The banquet menu options for the restaurant are on the Internet. Pricing seems about the same range as we had at the Crowne Plaza in the past. Another suggestion was the revamped 57<sup>th</sup> Fighter Squadron. The well-known Crowne Plaza was also a suggested site. Dohrman will call the Crowne Plaza to get an estimate of what January, 2011 costs would be. When data are available, the members will have to make a selection that will meet the objectives for as many as possible. The most common comment has been a desire to return to a more traditional banquet setting.

### **New Business**

No new business was brought up.  
David Barfield adjourned the meeting. Karl Hube, secretary, reporting.

### **Notes For The TTOMA Newsletter—Karl Hube**

#### **2011 Banquet Considerations**

At the June meeting, a discussion took place about the next banquet. Don Brown suggested that we start to plan ahead for the next event in January 2011 to give time to locate a site and to plan the finances. Several members said that they did not come because they felt that a barbeque restaurant was not a proper banquet setting. Out-of-town members did not come for the same reason because they enjoyed a weekend of visiting and staying at the Crowne Plaza as a mini-vacation. Don reported that the club internal costs were about the same for Williamson Brothers as they had been at the Crowne Plaza. Clearly, the cost per member was lower at Williamson's, but the site was not very satisfactory for a program presentation. Input from anyone on this subject can be directed to the officers. It would be useful to wrap up a plan in about sixty days. We know that Dohrman "Who Dat" Crawford enjoyed the gathering as he could attend the banquet, eat hot barbeque, drink cold beer, and watch the Saints pound the Cowboys on the TV over the bar! For next year, one anonymous member (Al "Birmingham" Pardue) suggested we use some of the club excess cash to bring in Lady GAGA as guest entertainer! So, all suggestions are welcome.

#### **Future Club Competition Rules**

The main objective of the club is to get folks out to fly models. Any free flight model will do and the flying can be for sport, experimentation, or competition. However, competition flying has been weak lately and it needs some support.

Is there a way to boost the interest in club competition flying? We have about a dozen members who do most of the competition flying in the club. In the past, it has been suggested that we could add a scramble format scoring system parallel to our high-point system. A scramble is very much like a handicap system, which lets all classes of models compete in a pool. Since we have several people who end up flying their favorite model type in an event by themselves, why not have everyone in the pool? Making changes is unlikely to add any members to the club, but having some real competition among members adds to the fellowship of the whole process. In our primary high-point system, consideration should be given to giving value to the performance....not just how many other competitors you beat. Entering a number of events to run up the score can help, but scoring maxes should count, too.

We often have the prevailing wind at the sod farm blowing toward the Chattahoochee River. We lose too many good models into or over the river that are never retrieved. Some fly away from DT or other system failures, but trying to reach a two-minute max brings on a lot of the problems. We should make use of a 90-second max more often or perhaps all the time. This will bring on more fly offs, but that's not bad. The fly offs could be simply continuing to fly 90-sec flights or the flights could escalate at 30 seconds per round.

In England, Australia and New Zealand, both HLG and CLG are flown with 60-sec maxes, and as I recall, the best three count, just like us. Fly off flights continue at 60 seconds. The 60-sec max might make sense for us because either you catch the max or not and 60 seconds isn't achievable in dead air. Plus, 60 seconds is safe from the Chattahoochee most days. Very often, one 2-min can defeat the whole field of contestants and puts HLG's in peril.

Given the lack of support for FAC events on Saturday at the June contest and for the other classes on Sundays, we probably need to integrate the events into the overall flying program. Perhaps we could combine all power models into "Open Power" or all electric models into "Open Electric." Using Classic Towline and perhaps combining a few rubber events into "Open Rubber". Maybe we could have some focused competition. Most of us can't fly more than three full official events in a day if the wind is up and the sun is hot!

For contests, particularly two-day contests, we could mark a few events as special and give prizes for them. We also need to emphasize our annual MOY and EOY competition, too. Give your input on the competition events, scoring, prize giving and another aspect of the club flying process. Club history is solid and most folks don't like to change much. We certainly shouldn't change just to change, but maybe we could improve our processes?

#### **My Two Cent's Worth—David Mills**

I think some change is in order and it wouldn't hurt to experiment. Nobody likes to lose a model or make their twentieth scenic excursion to the horse farm across the Mighty Hooch. We are blessed/cursed by the large variety of model types that we fly, our small numbers, and the shape of our flying field. (Also, there're a few of us that can't cut fuses very well!)

Using less than two-minute maxes for HLG, CLG, Embryo, and such makes some sense because they're incapable of doing more than 60 seconds without help. (Unless you're Jim Lewis with a TLG!) Problems present themselves when you consider any rubber model with even modest suds like P-30 or ANY power job because they're capable of two minutes, plus flights with little help. Obviously, this has to be an on-the-day decision. On days when the wind is going the long way, who cares. When the wind is cross-ways, some sort of pilot's meeting early in the AM is advisable. Whatever we decide, let's keep in mind it all depends on wind direction and velocity, and we know from experience that the final wind direction doesn't usually settle out until lunchtime.

We probably need to face the fact we can't fly big models to maxes on our field unless conditions are ideal—which is rare. We already know this, so I'm preaching to the choir. None of these machinations should concern scale, as far as performance goes. Most of these can't fly much more than a minute without help anyway. Nor do they carry DT's most times. Just collapsing every thing into "Rubber Scale" should increase fields without too much song-and-dance. I'd throw in SCAT Jet as a leave-alone if we can pump participation just a little bit. I've no problem with cash prizes or using the club treasury to promote participation in some way. Everybody likes a little money in the bank, but our club checking account is getting huge. And if trends continue, we might be looking at "a gracious plenty", to quote one of my late grandmama's quaint and usually apt colloquialisms.

I've no problem with a scramble format or a modification of our high point set up. Whatever we do, let's keep it simple and easy. Nobody likes to do math after you're all hot and sweaty from a full day's flying in the heat and humidity. For example, we could ape the Nats and use a few "Champion" categories like Power, Rubber, Scale, and Glider and only breakout individual classes if there're three entries or more. The possibilities are darn near endless. (And so are the pitfalls.)

Let's remain thankful for our field. We live in the midst of the greatest example of suburban sprawl this great nation of ours has to offer. What it lacks in size, the sod farm makes up for in proximity and the generosity of its owners. We are surely blessed. Also, let's not complain about our summer weather—it kills Yankees!

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

## *June Indoor Scenes*



*Bill Gowen  
and his Easy B*

*John Barker  
and his Ministick*



## *Gary's Workshop*

*Gary's  
TBM Avenger,  
great areas  
and moments*



*Gary's  
TBM Avenger,  
nice greenhouse*

## *July Scene's*



*Your editor's old P-30,  
still flying*



*Your editor's new P-30, really flying*

*Barf's new  
Comet Cloud Buster*



## *July Scene's*



*Barry tries to give away his new Peanut Chambermaid*

*Karl and his grandson Tristan*



*Graham and his T-Bird*