



The THUMB PRINT
Thermal Thumbers Of Metro Atlanta

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March-Dec., 2020, the Covidiot Issue

HEADS UP

Well, here we are again. It's been a while, and it's glad to be back. Things are looking up and well worth the effort to spool up newsletter production. Vaccines are getting into people's arms, and once public confidence rebounds, this country will blow up with activity, and some sort of normalcy will resume. (I'm guessing by summertime.) Ergo herein, a number of important matters are discussed, and we're setting ourselves up for another year of flying, as much as we're able to, anyway. The details follow. We'd like to thank Karl Hube and his *Bulletin* for keeping the lights on. Well done, sir.

As in pleasanter times past, it's time for me to get out of the way. Ciao, y'all!

RENEWAL NAG

As this is the first renewal in a while, we'll keep it breezy and informal. Club dues are due, so stroke that check, signed on the line that is dotted and mail it to secretary and treasurer Karl Hube at the address indicated on the renewal form that follows. You know who you are. Eyes on you!

THINGS TO DO, PLACES TO GO AND PEOPLE TO SEE

The indoor situation is still in flux. Sooner or later, St Lukes will allow groups such as ours to resume use of the Great Hall. IMHO, it won't be until most of us get our vaccines and everyone's feeling comfortable and groovy about things. Fear not, this is in the future and will occur eventually. Fingers crossed. Maybe this summer?! The removal of the barricades at St Lukes will be announced with all the fanfare we can muster. Later.

The outdoor situation is a lot more certain. All of us plan to resume flying at the sod farm this April and monthly through November, as always. As for me, I see no reason to disbelieve this hope. I'm planning accordingly, and I encourage others to do the same.

Lord knows, we'll all have plenty of models to fly. Please see the following collages of the new fleet as of this summer. This writer suspects another would be possible. **So, send me some photos of the new stuff.** If we can't fly together until April, we can at least toot our workbench horns in the meantime!

So, let's all keep our immune systems perky and sharp and fly some Free Flight models under the Cathedral of the Big Blue Sky. It's a scientific fact that UV rays and heat kills the virus, and our standard flying practice ain't a bad exercise in social distancing. Dohrman will let us know the sod farm dates by spring.

THUMBS ON THE MEND

The club's experience with the Covid virus pretty much parallels that of the rest of the country. Of our 43 members last year, four caught the virus. Three had what can be termed mild symptoms that took a few weeks to rid. One had a longer time getting over it. None got on a ventilator, as far as I know. For

this we can be grateful; many others haven't been that fortunate. (I use the word "mild" with reservations and only to separate this from the other extreme of miserable suffering and death. All infected say it was a terrible experience and awful to live through.)

Frankly, our hobby and sport likely played some part in these recoveries. Free Flight modelers tend to be a healthy bunch. (Just take a dispassionate look at the health of most at your mall or grocery store. Better yet, take a hard look at the RC Helicopter guys following us at the Nats!) A lifetime spent outside in the sun and fresh air has its benefits. Our regular rambling through the brambles on a regular basis can't hurt, either. Our man Dohrman got curious years ago about how much walking we do and bought a pedometer. On its first day of use, which was typical for us, it read over six miles! So moving forward, build more, fly more!

A THUMB SLIPS THE MORTAL COIL

A few weeks ago we heard about the passing last June of OFB Al Pardue. We lost touch with him several years ago, and we don't know the circumstances of his passing. He was 80 years old at the time, so there's no telling. He was very highly respected as a man and modeler. I've never seen anyone build a prettier Old Timer rubber model. And they were always done up the martial colors of his beloved Auburn University, bright orange and dark blue. He was always the model of decorum at the flying field and elsewhere and had a kind and supportive word. Never saw him wear shorts, either, what does that tell you, compared to the rest of us? Classy, that's what Al was. RIP.

THUMBS ON THE ROAD

A number of Thumbs made GAMA's annual Perry Southeast Model Show last March, and a good time was had by all. This reporter saw or heard rumors of Josh and Hope Finn, Scott Lapraik, Graham Webster, Jim Conery, Dan Crews and Lee Russell. There may've been more. As far as the crowd goes, it was about the same as last year, as in, a ton of folks showed up. There was no shortage of full tables of stuff, and we probably made the fabled total of 1000 tables. (We'll add that this gathering was right before the virus raised its ugly head, and the shutdown soon followed. Little did we know or suspect.)

A number of AMA officials were there and held a seminar on the latest FAA encroachment on our Bill of Rights regarding our being citizens of the good old USA and practicing model aviation hobbyists. (I won't even pretend to be "objective" about this Federal overreach.) Frankly, I was impressed by what the handful of AMA VIPs there said and did. Each one had quite a bit to say and was authoritative and articulate in their presentations, as well as displaying the proper attitude about what *Los Federales* are up to. I had personal side-chats with a few, including our District Veep, and they're fighting the good fight. Figures crossed.



Josh and Hope oversaw the indoor flying in the newly expanded indoor arena. The room offered a great opportunity for some flying in a pretty good room. Alas, few took the opportunity. Josh did, however, and put on two days of entertaining flight demonstrations. You've no idea the jaw-dropping impact the spectacle of indoor flying has on the RC crowd and the general public. Unfortunately, he thinks, due to the lack of participation, GAMA might not write that flying site check again. Time will tell.

Unfortunately, GAMA just announced they're not hosting this event this year—too much Covid. No doubt, the soiree will resume in 2022. You'll certainly hear about it here and elsewhere.

This just in from Dohrman Crawford, "So, plans were made with Jim Conery to whip up to Muncie and do some flying. The weather was good, as was the wind forecast. Hmmm . . . we should've smelled a rat!

"We showed up ready to fly. Vehicles were crammed with airplanes and support equipment. The field was in immaculate shape, freshly mowed grass and zero mud anywhere. Alas, the weather forecast proved wrong in one area—wind! It blew hard the entire time. Very little flying was even attempted, although Wednesday evening proved to be a nice one with great conditions until dark. Jim flew his Yak Dime Scale fighter in some very nice flights! It looks very cool in the air and circles beautifully.

"I flew the big Skyraider, and after adding one more loop of 1/8th rubber to the two loops of 3/16th, it climbed nicely. It flew very well, although the glide left much to be desired. (This was due to personal buffoonery in regards to balancing the airplane!) That was about it for flying, due to the wind coming up the next couple of days.

"To counter this situation, we spent a great deal of time at the 12th St Café. OFB Scott Lapraik showed up to join us in our Foodarama. Despite the blowout, it was a fun trip to a great field!" Respectfully submitted, Dohrman Crawford, 12th St Irregulars."



THUMBS WITH OCD--DIME SCALES GALORE!

Way back in the dawn of time, 2019's year end holiday season, NFFS and FAC announced a special event for the 2020 Nats and elsewhere to honor the passing of Mike Nassise, a great creator of Dime Scale plans and a big part of popularizing the event.

Well, TTOMA jumped on the bandwagon and amassed a fine collection of these plans in local hands, to be handed out for building and flying in 2020. All such adventures were eventually short-circuited by the virus, and here we are. The list follows, and the plans are available and in various club hands thanks to a big sharing at the 2019 annual banquet. I'm guessing the FAC will still be having the special event at the next Nats under NFFS and their own auspices elsewhere. We'll see how this shakes out once flying resumes nationally. Locally, we're back flying at the sod farm and waiting on St. Lukes, behind closed doors.

I'll mention that we haven't set up any distribution method as yet, if memory serves. If demand warrants, maybe we should look into it. Regardless, I don't know about y'all, but I'm "about fixing to go get ready to do something in 2021"!

Art Chester Goon
Avia B-135 Fighter
Avia BH-11B Sport
Bellanca Junior 14-9
Caudron C.714
Cessna Airmaster

Cessna AW
Comper Swift
Comper Swift-Gipsy III
Curtiss OS2N-1 Kingfisher
Curtiss SB2C Helldiver
Curtiss SOC-3 Seagull

Curtiss XSO3-1 Seamew
Fairchild PT-19 Cornell
Fairey Firefly Mk I
Farman 400
Fiat G.50bis
Glenny & Henderson Gadfly

Grumman Hellcat Fighter
Hawker Sea Hurricane
Hawker Tempest Mk. I
Martin MO-1

Nieuport 17 Scout
North American P51-D
Mustang
Ryan M-1

Wright WP-1 Pursuit
Yak-7 Fighter

THUMBS ON THE MARCH

This just in from Josh Finn, “just got back home yesterday from the Rocky Mountain FF Champs. Hope got 2nd in Small Rubber and Embryo, 3rd in P-30 with her Echo. Her first official in P-30 was its 4th flight EVER.

“I maxed out in Embryo, won Catapult with an indoor model, and then maxed out in P-30 in the last 90 minutes of then contest for a third win. Got second in Mulvihill, a very costly score as my Bob Baker designed Skinny Minny took a core sample of the Colorado steppe from 500 feet, and had to resort to my Perryman He-Man Wake for a third flight. I’m gonna have to change my covering strategy on the Skinny Minny as plain tissue warps too easily for a plane that climbs that fast. The climb performance is breathtaking. It climbs faster than a Wakefield and has a full minute of motor run on 28 strands of 1/8th.

“I was the only one to get a Gollywock in the air successfully for the dawn launch, and am bringing home the trophy home for a year. A good feeling, and my Gollywock flew great, too. (It was Don Brown’s old model!)

“Last day of the contest, we had calm winds at sunrise. Dawn Power was a showdown between Bob Hanford, Stan Buddenbohm and Jack Murphy, the latter two flying E-36s. Stan lost out to Bob by only 5 seconds. Both went well over 7 minutes. I launched my Dawn Patrol around the same time with 30 in oz (80% max), and it plodded away for an observed flight of 4:16 by my eyes. Mark Covington chased it and said it was in the air for another minute beyond that. Motor run was over 3 minutes!

“There’s more: We now offer three TTOMA designs as short kits, the Echo, Remoffett and Skinny Minny. Skinny Minny and Remoffett include all shear webs and a full set of uprights and cross pieces, so you need to cut little more than the longerons yourself. The Skinny Minny is an amazing flier if you keep an eye on warps (just use tissue over Mylar and be done with it). Deep undercamber provides a wonderful, stable glide, and with a 20x24 inch prop on 30 strands of 18th, it climbs unbelievably high. It handles turbulence extremely well. Just point it at the sky and let go.



Skinny Minny



He-Man Wake

“I also have short kits for Marc Cheurlot’s 1938 Wakefield (possibly the best 8 oz Wakefield), the BOP Challenger (149 squinch Cabin model, perfectly proportioned, very stable and “beautiful”), and George Benedek’s famous rolled tube 40 gram Wakefield (I dare anyone to find a better gliding balsa Wakefield). Last but not least, there’s a kit of the Perryman He-Man Wake, too.”

THUMBS IN PRINT

The 2020 NFFS Symposium has been out for a while, and it's a fine one. Editor Kit Carson did a wonderful job, and your editor strongly encourages all to buy a copy. You won't be disappointed.

A number of Thumbs are included in the sympo's offerings. First, Frank Perkins penned a fine paper on the latest developments of his ingenious combo altimeter/DT timer/tracker. Yep, that's a mouthful and something to see in operation in his latest catapult glider. Not bad for 2.2 grams of freight, good grief. The things they're doing with electricity these days. Lee Russell's son Travis interviews Bob Stalick and he holds forth on the early history of NFFS. It tells a good story from one of our founders, an informative read. Our own Dohrman Crawford serves as Chair of the Model of the Year Committee and did a fine job. A good selection of same is provided. All are worthy, and no fluff intrudes therein. Thanks to all.

The late and great George Perryman still manages to get his name in the media even after all these years. Neither afraid of a little acclaim, nor one to dodge the spotlight, he'd no doubt be pleased of a lengthy blurb in the October issue of *Model Aviation*. Therein, there's a great article on George's life and Free Flight modeling career with a photo of one of the latest iterations of the Great Speckled Bird line hanging from the AMA Museum's ceiling. Specifically, it's a shot of the "Big Red the Thorobred" with ROW floats. (Yes, he misspelled it, but we're going for authenticity here.)

I'm proud to say his last Mulvhill, the Great Speckled Bird II, has been hanging from my workshop ceiling for almost two decades. It is still in good shape, ready-to-go. I take it down and hangar fly it around the condo occasionally and reminisce about our OFB. It's still in great shape, and I'm considering flying it in Dawn Unlimited at the 2021 Nats. Maybe old George can help me with some air? I really miss that old man.

The Bong Eagles held a much needed vacation from the lockdown ennui at one of the Rantoul hangars last October, and Hope and Josh Finn and Nick Ray attended. The Nov.-Dec. issue of the NFFS digest has a full report, along with photos of Nick and Josh. Fliers from several states attended. Our local heroes took home some mahogany. Well done, lady and gentlemen,

FLYING IN THE HOOD

Most of us have a neighborhood flying site for basic CG checks and test glides and are able to fly Free Flight in a modest way with only a short drive. Speaking for myself, this was a wonderful thing, being able to keep my hand in it, as well as getting some air under the steady stream of new models from my workshop during the current unpleasantness.

A few of us had a chat at the July contest, and the consensus was it would be fun and informative to feature some of our neighborhood fields. Ergo, mine follows, and we counting on several Thumbs to forward theirs. Mine is Channing Valley Park on Channing Drive, connecting Howell Mills Road and Northside Drive, roughly parallel to and just south of Collier Road and north of I-75. It's about one mile from my *candominum* on Defoors Ferry Road and only a few blocks from the I-75/Northside Drive exit. Mighty convenient, really, and the very tall, bordering trees offer a bit of shelter from wind, and the massive power lines overhead ward away the black helicopters.

Civil War buffs will recall its being smack dap in the middle of bloody ground of the Battle of Peachtree Creek during Sherman's Atlanta Campaign in the hot July of 1864. The city park is barely 100 yards south of the long line of Union fortifications along then Collier's Mill Road facing south, stretching from Howell Mill Road (Post Office and Capitol Liquors eastward) past Peachtree Road (Piedmont Hospital eastward down Palisades Road). Three futile advances north by Cleburne's Corps from the Confederate outer ring of Atlanta's defenses one mile to the south (Ace Hardware eastward down Bellemeade Road) resulted in much pointless bloodshed.

The density of slaughter at the Ravine nearby (starting northeast of Fellini's Pizza) at the refused right flank of the Union lines rivals that of Cold Harbor and Franklin. They say nearby Tanyard Creek ran red for a week. (Hike through the Ravine at night. I dare you.)



Gary Baughman is next, living on the western flank of Kennesaw Mountain, keeping to the Civil War battlefield theme in his case. (Yo, Gary!)

A NEW INDOOR VENUE

As we know, the good people at St. Lukes in Dunwoody shut down all activities at their Great Hall, and we lost our fine indoor site until the virus business clears up. However, being a resourceful lot, Doug DeMasie located a good site, an indoor practice field, at Christ Church in north Macon for our use this summer. The June contest report and photos follow. Many thanks to Doug for the footwork and coordination. We'll see what opportunities exist during 2021.

TOEING THE LINE, SQUARING THE CIRCLE

The AMA and NFFS announced the indoor and outdoor Free Flight Nats for 2021. I see no reason why they won't happen. Ergo, mark your calendars for July 20-23 in Pontiac, Michigan and July 25-29 in Muncie, Indiana. You'll note the closeness in time between the two in time and location. Why not go to both? Good grief, we've all earned it.

Adding to this fulfilling merriment, we've two new postal contests gracing our calendars this year, and our club is participating. The first is a global event put on by our friends across the pond, the British Classic A-1 Glider postal. Readers of a recent TTOMA Bulletin will recall seeing it. It's reprinted later in this issue, abridged by Karl Hube. Based on the email traffic it's certainly to get a lot of participation by us officially this April and May at the sod farm. A-1 towline gliders are easy and fun to build and fly. The allowed time frame, 1951 through 1960, offers several eligible and capable designs. The jingoistic among us can go with our native "Ghost" and "Jetstream". Happily, kits and plans, short and long, abound for these two. The Brits offer many, so get those period *Aeromodeller* and *Model Aircraft*. As always, the *Zaic Yearbooks* provide plenty of choices. (For the quibblers, anything in the 1959-61 edition or before is eligible. Take a look at the lovely "La Mouette" A-1 by the redoubtable Radoslav Cizek in the latest NFFS digest. If that sweetie doesn't melt your butter, I don't what would.

The other postal is something close to my heart, and perhaps yours. The WHAM club (Wichita, KS) is hosting a postal this April 24-25, "the Sky Battle 2021: a Guillow's Lancer/Javelin Flyoff". It looks like fun, and a quick review of a few members brought the decision to participate. Many of us know these 24-inch sport models, having built the kits long ago. For example, the Lancer was the first model I built that actually flew. Others have similar memories. Their website gives the details, <skybattle.org>.

The rules are very reasonable. Basically, build according to the plan; AMA Free Flight Rules still apply, please. Six inch prop only, pitch and material your call. I'd suggest using the kit parts as "templates" because much weight could be saved! Unlimited attempts for one longest flight. Note all the big pieces of both are different from each other and not shared, even though they look the same. Also, the fuselage, fin and rib wood looks 1/20th thick, and the TEs and LEs look 1/16th. Other sources say you can forego the cutesy cheek cowls.



NEXT ISSUE

Look for the next issue in a couple of months. Hopefully, we have some dates for the sod farm. We might be announcing some of the membership getting their vaccines and resuming what will pass for a normal existence at that time. Expect a pointed membership renewal nag. Please send in photos of your new projects since the June collages were done. It's a symbol of our resilience under duress!

Ciao, y'all.

JUNE OUTDOOR GATHERING

We decided to get together and fly at the sod farm during June. The results? Basically, we thought it went OK and agreed to fly the remaining outdoor schedule being reasonable and avoiding all the stupid stuff. The odds would be worth the risk. A big factor behind our courage was our being bored and needy of some community, sunshine, fresh air. And, flying model airplanes is good therapy. It was great to see everybody again. David Barfield's photo collage follows.

JULY OUTDOOR CONTEST REPORT

Well, it was a hot one, but, it was great to be outdoors under the bright sun and puffy clouds flying model airplanes again at our sod farm. Ten flyers and several visitors showed up. Dohrman earned a kanone in Blue Ridge Special. We had a great time and flew models all day long. None got lost, but several of us spent quality time in the sunflower patches. (Got to give the McWhorters credit; they're growing a bumper crop this year. Who knew that stuff could grow that tall!) CD David Mills, reporting.

Blue Ridge Special

Dohrman Crawford	208*
Joe Richards	182
Doug Demasie	169
Gary Baughman	69
David Barfield	57

No Cal Scale

James Martin	Chambermaid
Doug Demasie	Chambermaid

Peanut Scale

Gary Baughman	Floyd Bean Special
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Dime Scale

James Martin	Chambermaid
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Rubber Scale

Gary Baughman	Cessna CR-3
James Martin	Nesmith Cougar

P-30

Jim Conery	Speckled Bird	184
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Embryo

David Mills	Megalon Mk 4	270
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E-20

Frank Perkins	Kaw-liga	270
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Catapult Glider

Doug Demasie	Homey D	149
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* kanone awarded



Photos by:
Frank Perkins,
Dohrman Crawford



June gathering collage by David Barfield

AUGUST OUTDOOR CONTEST REPORT

We had eight members attend the contest. It was a beautiful but hot and sticky day. We all had a great time eating cookies, sweating and flying. The featured event was SCat Jet, and we had four entries. Dohrman and Jim Conery tied for first, so we had a fly-off to decide the winner. Dohrman won. Here are the other results, CD Lee Russell, reporting.

SCat Jet

Dohrman Crawford 50
Jim Conery 50
Doug DeMasie 33
David Mills 5

P-30

Jim Conery 325
David Mills 165
James Martin 30

Catapult Glider

David Mills 98
Doug DeMasie 93
James Martin 67

E20

James Martin 107

Half Wake

James Martin 107

Blue Ridge Special

Doug DeMasie 42

SEPTEMBER OUTDOOR CONTEST REPORT

Sunday the sixth of September was a gorgeous day to spend at the sod farm. Our Summer's Swan Song contest had a good turnout of fliers who flew all day, putting up flights all day. The wind was forecast to be fairly light, up to six knots, but it felt like more than that to your humble correspondent. It was quite brisk at times, which fouled my scheme for trimming scale models. It was great to see Earl Brightbill after a long spell of no indoor flying. Come on back, Earl! Build a P-30 and join the outdoor fun and games. Jim Conery lost his Blue Ridge Special OOS, and mine was recovered at the ragged edge of the field.

Without any further ado, the results follow. Dohrman Crawford reporting, subbing for David Barfield who was still recovering from the bouts with doctors (not virus related).

Catapult Glider

David Mills Straight Up 162
Doug DeMasie Hisown 67

Blue Ridge Special

Dohrman Crawford 240*
Jim Conery 218
Doug DeMasie 174

SCat Jet

James Martin He 178 61*
Dohrman Crawford He 178 52
Jim Conery DeHav Vampire 49
David Mills Yak-15 47**

Simplified Scale

James Martin Cessna 45

No Cal Scale

James Martin Wildcat 110

*Kanones awarded

**Special Hero of the Soviet Union award to David who slapped his Yak 15 back together with Duco!!! Is there anything it can't do?

Half Wake

James Martin 135

OCTOBER OUTDOOR CONTEST RESULTS

We had a great turnout for the October outdoor contest. We had 10 fliers to register and fly. The main event was the "Old Goat Smackdown". Gary Morton won it again, taking home the coveted Old Goat Award and winning a kanone in the process. The weather was fantastic, and a great time was had by all. We had two juniors fliers compete in the contest. They were guests of John Federico. CD Lee Russell, reporting.

Old Goat Smackdown

Gary Morton 324*
John Federico 260
Jim Conery 260
David Barfield 257
Dohrman Crawford 251
Maxime Daniel 201
Doug DeMasie 156
Esme Daniel 120
Graham Selick 55

Catapult Glider

David Mills 98

P-30

David Mills 284
Jim Conery 200

Phantom Flash

David Mills 145

JUNE INDOOR CONTEST REPORT

Christ Church, Macon

Our first use of the Christ Church arena in Macon turned out great. A good time was had by all, and we had enough entries in No Cal to award Hope a kanone. CD Josh Finn reporting.

Ministick

Nick Ray 5:47
Josh Finn 5:40
Hope Finn 2:12

Hangar Rat

Josh Finn 3:23
Hope Finn 0:30

No Cal Scale

Hope Finn Chambermaid 5:12
Josh Finn Cassutt Racer 3:32
Doug Demasie Chambermaid 1:51

P-18

Josh Finn 1:28
Caleb Finn 0:30

Limited Pennyplane

Josh Finn 6:59



2020 TTOMA MEMBERSHIP FORM

Name _____ AMA# _____

Address _____ State and Zip Code _____

Other Family Members and AMA # _____

Telephone _____ Email _____

\$20.00/year for adults and other adult family members in same household. No charge all aged 18 yrs. or younger. Send check, payable to TTOMA, to Karl Hube/104 Smith Forest Lane/ Alpharetta, GA 30004/770-886-0604.

Classic A1 Glider Email International 2021

Eligible Models

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules (<https://britishmfa.sharepoint.com/sites/publicRuleBooks>)

Maximum length of towline 50 metres under 2Kg. tensile load

The Contest

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.)

All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model.

A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant.

The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved, or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub-max final flight.

All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classic1postal@gmail.com by sending the following information;

The name & contact email* of the entrant

The name(s) of the timekeeper(s)

The score, in seconds, in the form of an addition, e.g.

30+ 60+ 90+ 120+ 124= 424

The name of the model and where it was published

The country and location where the flights were made

If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes.

In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way will also be included in the individual results.

Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.





Both new model collages by David Barfield