



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.com

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March - April 2011

HEADS UP

The winter months are safely behind us and we can all be thankful. We had an honest winter with more than our fair share of cold and wet, including a whole week of icebound traffic insanity that only Atlantans can muster. I, for one, got a lot of building done then, so silver linings. I'm sure we're all very glad to move on to sunnier and warmer weather. If not, you're a Communist and should relocate to Siberia.

Club activities this year are in full swing. We've been busy indoors at St. Lukes this winter and we've started our outdoor season with the April opener at the sod farm. Reports and announcements follow in this regard, so read on.

Other items await. The Southeast Model Show in Perry didn't disappoint and a full report follows. A number of Thumbs have hit the contest trail since the last newsletter and done some damage, which will be chronicled soon in some detail. A few Thumbs jumped in on the volunteer front and made the world a better place, at least for a while. These Points of Lights are revealed herein, and we hereby bestow our thanks. A number of new items of some import have passed over the transom and you've the full benefit of my opinion herein. Act accordingly upon your review of same. Live free or die.

Time to get out of the way. Ciao, y'all!

STILL RENEWAL TIME

OK, let me get my nag on. Don says there's a bunch of you still sitting on your checkbooks. **According to his well-kept records, about two-thirds of you haven't renewed your club dues.** This is ridiculous. If I can afford the dues, anybody can. Heck, I'd qualify for Food Stamps right now, if I wanted to endure the bother of applying and standing in line with all the other unfortunates.

We're making a list and checking it twice. Don is relentless. You know who you are. The membership forms follows. Send Diamond Don the check. Time to step up.

BEHIND CLOSED DOORS

We've two indoor dates remaining on our season, the April 16 meet and the Peach State Indoor Champs (PSIC) on May 14. Our last several Saturdays at our St Lukes Presbyterian site in Dunwoody have provided some good conditions and performances. The flying site is a good

one, just a few inches below the category I minimum. The flyer for the PSIC follows with all the details. Be there.

UNDER THE CATHEDRAL OF THE BIG BLUE SKY

We've started our outdoor season opener with the April Fools Annual and the contest report follows. As in years past, we've a gathering every month until November, so you'll not lack for things to do this year. Rather than list each date, just consult the event calendar that follows for that and all other pertinent information. Pay particular attention to the two-day affairs in June and September. Be there.

Several details need emphasis, perhaps some cajoling. We robustly inaugurated our model of the year (MOY) and event of the year (EOY) tourneys, as portrayed in the contest report. For MOY we carried over the Stahl Hi-Climber from last year and many examples are completed, trimmed, and flying. The MOY will be hard-fought, as will the EOY which incorporates the popular FAC Embryo class. We've many examples up and flying and this will produce crowded skies and more than a few kanones. Embryos are easy to build and fly well, and kits abound, so no excuses tolerated. Be there.

A number of members are building E-36's for the new rules which take effect this year. This will be a lot of fun and offer quite a spectacle overhead. (BTW, my E-Top Banana 200 should be finished by the May contest, fingers crossed. Dohrman's and Graham's are finished and flying very well.) Anybody in the club wanting to get started in electric free flight will have the benefit of a lot of help and free advice, solicited or not. Be there.

THUMBS ON THE MARCH

"This just in from Pensacola and the MACH winter meet. A nice time was had by all. Bob Thoren, Al and I were the only TTOMA people there.

"The Saturday flying was all glider events, HLG, CLG, and towline glider. Competition was tight. I lost HLG by 20 seconds to Paul Grabski, and bested Bob Thoren in CLG by 2 seconds to win CLG. I think 5 seconds was the difference between 1st and 3rd or 4th. I lucked out and won towline by the fact that the other guys hosed up their launches and couldn't recover. My Sidekick did well, although my towing technique needs more work. There were 5 fliers in towline, the most in a long time. Thankfully, there was no running needed, as the wind was up.

"Sunday was P-30, Coupe, and Commercial Rubber. The wind came up hard, and I did not even try to fly the Hi-Climber, but I flew P-30, with modest expectations, and even more modest results. My motor was well-rested, having sat in the box for a year.

As always, the field was great, and we had good food at the Shrimp Basket.

"Your humble correspondent, Dohrm, reporting."

THUMBS ON THE MARCH II

Bill Gowen usually goes to the Colorado club's big indoor contest, the Pikes Peak Ceiling Climb, and usually does some damage. Such was again the case this year. He won the "Colorado Cup" (Grand Champion) by narrowly besting Don DeLoach and other local luminaries. He did very well overall, but dominated in catapult glider, winning both classes outright. He also won A-6 in a very competitive field. Well done, Bill.

(I should me mentioned that Bill is making quite a name for himself nationally on the contest trail. His tally of recent world and national records is also worthy of note. You'll never hear this from Bill, though; he's too modest. I will, however, pause to brag on him a little bit.)

THUMBS IN SERVICE

Thumbs Bill Gowen and Dohrman Crawford and the curiously unaffiliated Nick Ray went to Athens in early March and tried to bring order out of chaos at the state TSA tournament. Frankly, Dorman's comments on the proceedings are very mixed. The paperwork was excessive and the level of flying rather low. He felt the kids deserved better. From this bully pulpit, the SO does it better. Is it just me, but is all those kids wearing ties on a Friday a little scary?



Bill and Nick at the TSA tourney, making lemonade

THUMBS IN SERVICE II

A number of us ran a table at the SE Model Supply in Perry, as the first installment of a new initiative by the NFFS to get the word out to the model aviation public of our existence and overall wonderfulness. We're counting it as a success. A number of Thumbs helped, including your editor, Graham Webster, Dohrman, plus Phil Sullivan and Paul Masterman. A dozen Thumbs more dropped by and offered moral support and bathroom breaks. We sold a lot of T-shirts, books, CD's, and other merchandize and passed out quite a few free issues of the digest. Maybe the attached membership coupons with the one-half-off membership deal will bear some fruit. Who knows what we'll get in the way of memberships in the end, but I think it's important for NFFS to conduct this and similar sorts of outreach programs.

There's one thing that never fails to amaze this pilgrim and should others, too, namely the fascination our models have for RC guys. Dohrman brought some models for display and they got the serious once-over. You can actually see them look for receivers and servos! The amusing question if often asked, "how does it fly, anyway?" Call me cruel, but you'd be surprised how many humanoids walk this earth and don't realize model airplanes can fly without inputs from a transmitter. That's always worth of few chuckles at someone else's expense.

Rest assured, buddreau, our FF models intrigue the other 99%. Our craftsmanship just stuns them as it's so outside most of their experience. You see, most of them just don't build, and for many, their building skills crest at basic repairs. Also, our standard modus operandi has them be-flummoxed, you know, launch, watch/time, and chase. The idea of having to retrieve your model after you fly strikes them as the height of absurdity. Frankly, a quick visual appraisal of

the other 99% may offer an explanation; most FF'ers are about fifty pounds lighter per capita than our RC brethren.

Let me say at this juncture that this degree of ignorance is our fault. Free flighters have isolated ourselves to a degree we don't appreciate. Shame on us.



Holding down the fort at SE Model Show: President Phil, your editor, and Graham, or maybe just men growing facial hair.

SOUTHEAST MODEL SHOW

This year's recent iteration didn't disappoint. It never does. GAMA always does a great job. No clue as to what this year's turnout was, but it looked on par with last year's. The rise in gas prices didn't seem to keep anybody away. The weather wasn't its usual pleasant surprise. Cool drizzle was the ambiance for both days, nothing too cold, but not very inviting, either.

By all accounts, large RC models still dominate our region's skies. There were literally several hundreds of them for sale and many changed hands for prices into the thousands of dollars. I saw one 1/5 scale Black Widow sell for \$3200. (The notion, held by many FF'ers, that paying several hundred dollars or more for a complete model airplane is an odd thing needs a bit more perspective. Some of us really need to get out more often.)

In an aligned vein, large rubber and gas-powered FF models get big bucks from good ole boy RC modelers. Who knows what they do with them? Maybe they just hang them from their ceilings or show them off to their buddies. Regardless, there's gold in those old hangar queens. You're hereby advised.

There were definitely fewer FF nuggets to be had this year, hopefully, not an indication of the future. Still, my bag of swag was choice, if a bit modest, not like my braggart's bounty of last year. A few aviation books, some very cheap plastic kits for my nephew, a can of Sig nitrate dope, some FG cloth, and a bag of E-36 hardware, that was all.

The electric vendors were doing a bumper crop business. Electric power is mainstream now and much of the new purchases by the RC seem to be electric in nature. Further, the process seems to have been seamless. I'm guessing years of working with batteries for their electronics yielded a shallower learning curve for them. There was plenty of jawing amongst the good ole boys about watts, discharge capacity, and KV windings.

Your editor was happy to buy a lot of E-36 gear at very good prices. I believe the process is called “shopping”. You know, going to one seller and then another, comparing prices and specs and doing a bit of dickering along the way, an activity my career as a free flight modeler has largely sheltered me from.

As in year’s past, flurries of micro RC models broke out overhead at regular intervals, soon followed by admonitions from the management via the PA system. Always crowd-pleasers, these lithe and well-behaved models are delightful. Kids love them, that’s for sure.

If anyone within eyeshot of this missive hasn’t attended the Perry show, I encourage them to do it next year. I hope all of us appreciate the blessing of having the world’s largest model aviation swap meet within a few hours drive. Be there next year.

VARMINTS AFOOT

Some free flieters face challenges others don’t. The recent NFFS digest has a very helpful article about the dangers of poisonous snakes in the good ole USA. The list of slithering offenders looks quite thorough, encompassing some ten different species. The descriptions are all very well-put and carry much useful information.

After reading all, I felt a decided familiarity with many. I made a quick count as to the number indigenous to the Deep South. With some pride I can tell you that six of the legless, spawn of the devil are native to our blessed corner of this great country.

It makes your wonder exactly what’s in the woods in other parts of the country. It must be all daisies and chipmunks elsewhere. As a youth, I can remember being warned about snakes, black widows, dirtdobbers, wild boar, red bugs, ticks, leeches, yellow jackets, alligators, wasps, and all of the meaner side of nature’s glory. Not all at once, mind you, but the list was kept in a lively rotation. Frankly, it made my childhood roaming through the dank forests and fetid wetlands of west Chatham County a lot more fascinating. Danger equals excitement, or so it seemed to this active youth.

I figure only four poisonous snakes are native to the area of our club flying field, not incidentally bordered on the western end by Snake Creek, BTW. Beware, however, this threat reduction stills leaves us the Eastern Diamondback, Timber Rattlesnake, Copperhead, and Eastern Coral Snake. Look for the triangular heads and fangs, a sure sign. However, all but the Eastern Coral are well camouflaged, so you’ll never see them anyway. You can take some comfort that the Eastern Coral is very vividly banded in black, yellow and red, a very attractive animal, really. Admire from a distance, please.

(Thankfully, our lovely turf farm is spared the ministrations of the dreaded Cottonmouth or Water Moccasin, being native to climes warmer and wetter than ours. The most aggressive of North American snakes, Cottonmouths will actually attack you without provocation because they’re very territorial. Be advised, being reptiles, their analysis of what’s theirs and what’s yours isn’t always very cogent. They’re also very agile swimmers (you can take my word for that), so carefree dips into the abundant lakes, rivers, creeks, and ponds of the Low Country are ill-advised and usually only done by hippies, Boy Scouts, and drunk rednecks.)

Those members of NFFS can read of these dangers in the digest and can heed the reasonable warnings in the digest. Non-members may just die. Our next outdoor contest is May 22. See you there.

AMA EARNING ITS MONEY

I broached this topic in the last issue, namely the interest of the FAA's getting its hands and jack boots into the world of model aviation in the name of "the war on terror". We're speaking of specific pieces of legislation that slogged their way through Congress last year, whereby the use of model airplanes would be much more restrictive and the future of our hobby and sport put into long term jeopardy, all the while being overseen and regulated by the Federal government.

Many reasonable Americans, including your editor's, don't see the sense in it. Many Americans see this move as primarily a means by the FAA to justify a larger budget and more personnel. This is taking place while we need more air traffic controllers and upgrades in all kinds of civil aviation infrastructure nationally. Give me a break.

The AMA stepped up and got involved with the FAA and also started a campaign to get modelers to write the Congress members to express their views. Quoting a recent e-mail announcement from the AMA:

"After more than 85,000 letters to Congress expressing concern regarding FAA's intent to regulate model aviation, our message has been heard in the nation's capital. Members of Congress have responded with dozens of letters of support and many congressional leaders have pledged to advocate for the hobby. As of this writing, Congress is considering measures to exempt model aviation from onerous and unnecessary restrictions. Although it is too early to tell how this will play out, we can certainly say that our Congressional Awareness campaign was highly successful in bringing these issues to the attention of our elected officials. As the awareness campaign draws to a close, we are suspending additional letter writing efforts; however, now is not the time to let our guard down. The aeromodeling community is urged to remain vigilant and regularly check www.modelaircraft.org/gov for updates and another call to action if needed."

I give the AMA as much grief as anybody, but this won't be one of those times. This is why we pay our dues. The AMA is doing its job and I'm grateful. However, we shouldn't get too comfortable. We're advised to remain vigilant. I concur.

BOLDLY GOING

Just when you think you've seen everything there is to see in P-30 design. Dohrman passes this along from his recent trip to Pensacola, a bold bit of flair from our friend George White. Reports are it flies like a champ. Can a model airplane get any cuter? I don't think so. Cool name, too. Well done, George.



BOLDLY GOING II

They don't pay test pilots enough. Please look at the photo below, courtesy of one of Gary's USAF buddies. For what it's worth, this "manned" aircraft might make a fine modeling subject. The only negatives revolve around the rather short tail moment. Otherwise it looks like a flier to me. Look at that nose!

If memory serves, it's from a decade or two ago, a prototype of the first generation of UAV's. I assume the pilot was there to make the thing actually flew, prior to trusting the aircraft to its own guidance system. The name "Raptor" was attached to the attending blurb, who knows what the official designation is/was.

Who'll be the first to furrow the brow of a FAC judge thusly? I don't think the FAC rules actually require you have a pilot installed, so the model would be pretty slick otherwise, only the LG and pilot fairing hanging in the breeze.

Would somebody please build one?! I'm sure a three-view could be found somewhere. I'll leave the rest to the vast FF Diaspora's devices.



BOOTY FOR YOU BI-TYPES

Bi-lingual, that is. This website address came down the pike recently: <halconesenelaire.com>. This is worth a good peruse, for it's vast and offers links all over the place. The only drawback, it's in the ancient and noble Spanish tongue. Still, for much of the world this isn't a problem. Unfortunately, my Spanish is limited to menu items and construction site swearing. Still, many will find it entertaining. *Uno mundo, chicka!*

RESCUED FROM THE SPAM FOLDER

Sometimes, I actually look at the spam messages collected so obsessively by Gmail, prior to my deleting them forever into the eternal ether. I figure, not all those uncollected lottery winning messages can be bogus, and what the heck, maybe some of those Nigerian businessmen really need help. (Let's hope not. I mean, why can't they come up with another country? Congo, Liberia, Tanzania?) Regardless, it's a sad scroll when you realize there are people who actually answer those dumb pleadings.

Imagine my surprise when I spotted something actually clickable, hiding there in the e-detritus. Upon investigation, I wasn't disappointed. I hereby present for your review and consideration: <themagazinecollector.blogspot.com>. It's a website dedicated to the collection

of aviation and model aviation magazines. No Shinola! Apparently, you can yack incessantly with the so-persuaded from all over the globe. And I suppose, buy and sell with abandon. I'll leave the rest to you.

It just goes to show the potential of the internet to grow communities along rare or unusual lines of interest. All the nerds predicted as much thirty years ago. I guess they were right.

YIKES, ANOTHER BLACK HOLE

This nugget is fresh off the latest issue of *Flying Aces News*. There's another magnet for all our idle time and another excuse to wear out the leather on your desk chair. All of the issues of *Flight* magazine from 1909 to 2005 has been scanned and are available for our use. There you have it; abandon all hope, etc.

I took a quick sweep through the archive and there's a lot there. It's been categorized and parsed to a degree and appears user friendly. For example, there're hundreds cutaway drawing within easy clicks. I'm sure there's more just as tasty with only a little delving. Have at it: flightglobal.com/pdfarchive/index.

LATE TO THE PARTY

The website, hippocketaeronautics.com, has been recommended to me for years. For one reason or another I've not delved. I finally logged onto the website, specifically the "Builder's Forum", and it's worth a look. There's a ton of material there worth perusing. It seems to be a very good place to post questions and otherwise track down plans and construction techniques. The reach is very global and the views numbers are very impressive, easily surpassing the NFFS Forum, for example, in a number of areas of interest. Check it out.

NEXT ISSUE

Look for something in early June. We'll have a report on the PSIC and the last of the indoor season. We'll have a few outdoor meets under our belts, so we'll have some reports, too. The Nats is earlier this year, so we'll start the gear-up for that in the next issue.

I continue to beseech the multitude for contributions in the form of articles, plans, photos, wisdom, and bombast. Ciao, y'all!

FEBRUARY INDOOR CONTEST RESULTS

<u>Limited Pennyplane</u>		<u>Bostonian</u>	
John Barker	5:57	John Barker	
2:01			
<u>Mini-stick</u>		<u>OT Rubber Stick</u>	
Nick Ray	4:44	David Mills Comet Phantom Flash	2:21
<u>Legal Eagle</u>		<u>Dime Scale</u>	
John Barker	1:14	John Barker	2:03
<u>F1M</u>		<u>35 CM</u>	
Bill Gowen	14:14	Nick Ray	11:12
(national cat. 1 record applied for)			

MARCH INDOOR CONTEST RESULTS

<u>Limited Pennyplane</u>		<u>Combined Catapult Glider</u>	
Sandy Downs	3:42	Bill Gowen	67.3
Karl Hube	3:28		
<u>Combined Catapult Glider</u>		<u>Ministick</u>	
Bill Gowen	67.3	Nick Ray	5:07
		John Barker	3:18
<u>OT Rubber Stick</u>		Barry Sholder	3:09
David Mills Comet Phantom Flash	0:41	Karl Hube	1:50
<u>Legal Eagle</u>		F1M	
John Barker	1:19	Bill Gowen	1:05
<u>No-Cal</u>		<u>Dime Scale</u>	
Barry Sholder Bonzo	4:03	John Barker Comet R. Speedster	1:01
David Mills Grumman Wildcat	2:00		

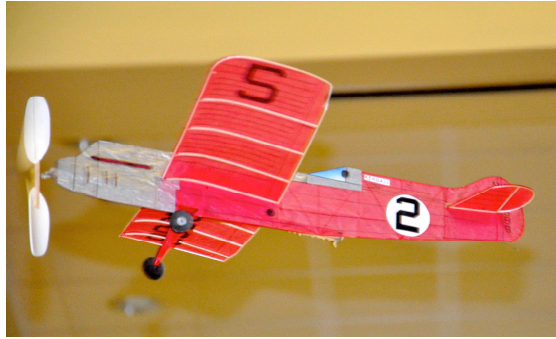
Tail Spin is a commercial friend of TTOMA
tailspinaivation.com

MARCH INDOOR CONTEST AT ST LUKES

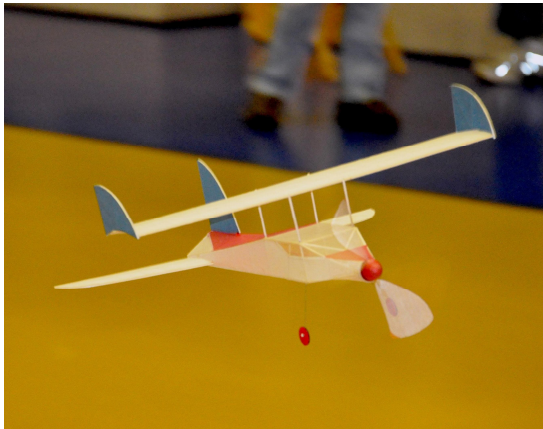
All photos by Nick Ray



Bill winding for his F1M record run



Barry and his Bonzo No-Cal



John's new Bostonian



Bill launching his IHLG



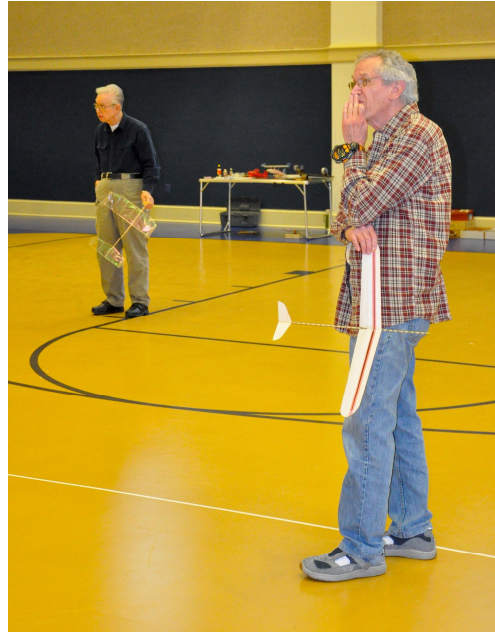
Barry and his new Ministick



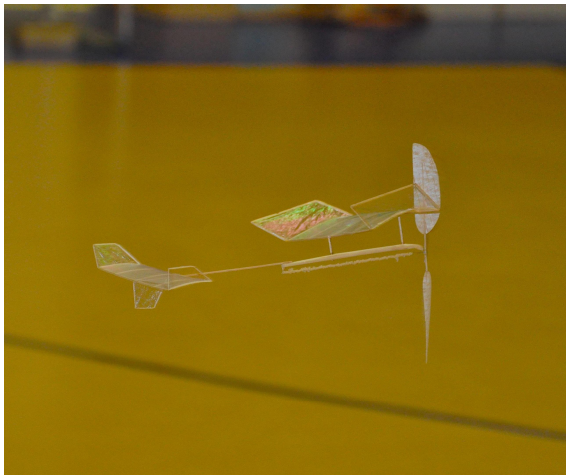
Karl's new Limited Pennyplane



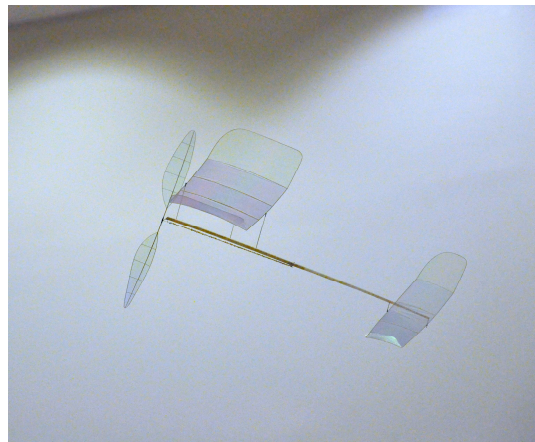
Your editor's new Wildcat No-Cal



Sandy and Bill wait for airtime



John's new Ministick



Nick's new 35cm

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campbellcustomkits.com

APRIL FOOLS ANNUAL

Our first attempt at slipping the surly bonds under the cathedral of the big, blue sky after four months of inactivity came and went on Sunday, April 10. Your trusty CD, ever mindful of his awesome responsibilities, had arisen in the wee hours to check the latest weather and wind reports. Cheered by the reports of the wizards at weather.com and fortified by a balloon launched by Graham, the contest opened its doors at 9 am. It seemed the wizards had been smoking crack, for the sunny skies disappeared, and the wind came up earlier than predicted. However, things moderated, and good flying went on all day until about 4 pm, when the wind direction began making retrieves too interesting. Since it is usual to have strong winds at the April contest, I thought it worked out pretty well. We flew off the (formerly) Grassy Knoll, and stayed there all day.

In terms of the actual flying, there was a mix of good and bad luck with the wind. Good in that several times models headed for the woods made it out onto the field, and bad in that Al Pardue's Hi-Climber went across the river, and David Mill's Phantom Flash ended up in Kenosha, Wisconsin. David also introduced his new armor-piercing discus glider which attacked the hangar, but failed to penetrate the metal structure.

I look at the wind situation as a form of sod farm aerobics. Drink lots of water and keep saying "This is good for me!" Dohrman Crawford, CD, reporting.

P-30

Karl Hube	Scorpion L	347
Al Pardue	Potent P-30	252

MOY Stahl Hi-Climber

David Mills		263
Al Pardue		204, (OOS on second flight)

Embryo

Karl Hube	VooDoo	353
Dohrman Crawford	Jabberwock Jr.	277
David Mills	Megalon Mk III	264
David Barfield	Sparky	148

Catapult Glider

Dohrman Crawford	Pathfinder	251
Karl Hube	Drifter	202
Al Pardue	V15/Eros 3	84

Hand Launch Glider

Dohrman Crawford	Dynomite	140
David Mills	Dynamo Hum	79

OT Rubber Stick

David Mills	Comet Phantom Flash	120, (OOS on first flight)*
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(* The Phantom Flash belonged to the departed Bob Baker, our late OFB, and I've kept it for decades, flying it occasionally for fun and remembrance. As SAM now allows the flying of the models of the dearly departed, I put it to work at the contest. After climbing to an altitude of about fifty feet on its first official flight of the day, it settled into a cruise of lazy, left-handed circles, but soon it drifted into a righteous boomer and after six minutes disappeared high overhead and far downwind, a fine and fitting end to an old campaigner. I'm sure Bob, another old campaigner, would be pleased.—DM)



Your editor and Karl in joyful retrieval



Smiling Gary with fruits of his winter labors



Graham and his new E-36, a hot performer



Dohrman testing wing spars on his new E-36--note stab position

PEACH STATE INDOOR CHAMPS

“America’s Flyingest Indoor Contest”

May 14, 2011

Great Hall, St. Lukes Presbyterian Church
Dunwoody, GA

The Thermal Thumbers of Metro Atlanta are hosting our twentieth annual state indoor free flight championship. We invite all AMA members, family, and friends to come and join the fun. The public is invited, but only AMA members can fly, so bring your AMA card. However, kids with indoor free flight models who attend can fly; we’ll provide a complimentary AMA membership.

The contest is sanctioned by the AMA and all events, except as noted, will be flown per the AMA rule book as Class A and Category I. Registration and official flying begins at 9:00 am. The building must be clean and clear at 6:00 pm. Lightweights will be segregated from the heavyweights per the flight schedule. Mass launch events will be flown sudden death with no kanones.

AMA: Easy B

Ltd. Pennyplane (J, SO)

Mini Stick

IHLG (J,SO)

Standard Catapult Glider

Unlimited Catapult Glider

Bostonian (J,SO)

F1L

F1D

35 cm

Helicopter

FAC: Dime Scale

Peanut Scale

Rubber Scale

No-Cal

Embryo

TTOMA: Chattahoochee Challenge

Wright Stuff B SO Capacitor

TSA

Hangar Rat

A-6

Mass Launch: Hangar Rat

WW I

WW II

Racer

Civilian

Contest Director: David Mills, 404-509-4209, davidmillsatl@gmail.com

Fees: The adult (open) fee will be \$10.00 for unlimited events. The youth (senior and junior) fee will be \$1.00 for unlimited events. Test and fun fliers will be charged \$10.00. Adult fliers are required to bring a kit or equivalent as an additional entry fee, to be distributed as prizes.

Directions: The flying site can be accessed from either the Hwy. 400/Abernathy Rd. exit or I-285/Ashford Dunwoody Rd. exit. The church is on Mt. Vernon Hwy. about one mile east of Ashford Dunwoody Rd. The Great Hall is at the extreme opposite (NE) corner of the property. A map and driving directions are available at <thermalthumbers.com>

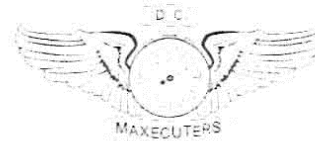
FLYING SCHEDULE

9:00 am	Registration
9:00-10:30 am	Lightweights
10:30-noon	Heavyweights
10:30 am	Hangar Rat mass launch
11:00	WW I mass launch
high noon	WW II mass launch
12:00-1:00 pm	Anything goes
1:00-2:00 pm	Heavyweights
2:00 pm	Racer mass launch
2:00-3:00 pm	Lightweights
3:00 pm	Civilian mass launch
3:00-5:30 pm	Anything goes
5:30	End of flying
6:00 pm	Building clean and cleared

Flying heavyweight models (No-Cal or heavier) in lightweight periods always requires CD's permission prior to winding and/or launch. Flying lightweight models during heavyweight time periods is at flier's risk. Sometimes special consideration can be given to fliers, based on circumstances, but only at the CD's discretion. CD's word is final.



Great Hall at St. Luke's Presbyterian Church, Dunwoody, GA



KUDZU CLASSIC MAY 14-15, 2011
RAEFORD, NC
FAC / AMA DURATION

SATURDAY, MAY 14 9:00-5:00

SUNDAY, MAY 15 9:00-4:00

FAC EVENTS
MASS LAUNCH

WWI
 Combined Racers
 GA Military/ Mod Military

WWII
 Dime Scale*
 GA Civil / Mod. Civil

JUDGED / TIMED

Embryo
 FAC Jet Catapult
 Navy Scale
 FAC Scale / Pnut Scale Comb.
 FAC Power Scale

2 Bit+1 Old Time Rubber
 No-Cal
 Jimmy Allen
 FAC Scale / Pnut Scale Comb.
 FAC Power Scale

AMA EVENTS

Towline Glider A1 / F1H
 Handlaunch Glider
 Catapult Glider

P-30
 Special event: Zaic Flash X-18**

*Dime Scale will be flown to new 2012-2014 rules, and will be MASS LAUNCH.

**Plans for the Zaic Flash X-18 are available at: <http://paramodels.com/Plans/JASCO%20Flash%20X-18.pdf>

CD /CONTACTS: FAC Events: Dan Driscoll <djdriscoll@cox.net> 703-684-0908
 Dave Mitchell <edgemitchell1@verizon.net>
 AMA Events: John Diebolt <jdiebolt@mindspring.com>919-467-1025
 Carl Dowdy <carldowdy@mac.com>

For more information: www.carolinafreeflight.org

www.dcmawecuter.org

Google Map to field: <http://goo.gl/maps/vc3R>

Take US-401 / Raeford Rd. WEST out of Fayetteville. After the Food Lion shopping center on your left, US-401 divides; bear LEFT (south) on to US-401 Bus. Go 2.6 miles, turn LEFT at Oakdale Gin Rd. Go .4 miles, turn LEFT at Ratley St. Ratley makes a 90 degree bend to the left; at this point the field and dirt access road is on your right.

TTOMA 2011 CONTESTS

14 May 2011 Peach State Indoor Champs St Luke's Presbyterian, Dunwoody, GA
David Mills 404-509-4209 davidmillsatl@gmail.com

22 May 2011 May Daze NG Turf, Whitesburg, GA
Dohrman Crawford 770-698-8737 tum25@bellsouth.net

25 June 2011 June FAC NG Turf, Whitesburg, GA
Dohrman Crawford 770-698-8737 tum25@bellsouth.net

26 June 2011 June Bug Jamboree AMA NG Turf, Whitesburg, GA
David Barfield 770-977-5517 gollywock@yahoo.com

10 July 2011 Peach State Outdoor Champs NG Turf, Whitesburg, GA
Whit Russell 404-444-9796 chasrussell@peoplepc.com

18-22 July 2011 AMA Nats Muncie, IN <modelaircraft.org>

14 Aug 2011 Pop Purdy's Contest NG Turf, Whitesburg, GA
Graham Selick 706-548-2873 gselcik@bellsouth.net

24 Sept 2011 Sept FAC NG Turf, Whitesburg, GA
Dohrman Crawford 770-698-8737 tum25@bellsouth.net

25 Sept 2011 Summer's Swan Song Sept AMA NG Turf, Whitesburg, GA
David Mills 404-509-4209 davidmillstal@gmail.com

23 Oct 2011 Last Fling til Spring NG Turf, Whitesburg, GA
David Barfield 770-977-5517 gollwock@yahoo.com

06 Nov 2011 Turkey Shoot Fun Fly NG Turf, Whitesburg, GA
Gary Baughman 770-422-8489 gjbman@bellsouth.net

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2011 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. **\$25.00/yr. after 2/15/2011.**

Half Price! New Member* Offer
Two-year memberships \$58 now **\$29**

*new members (U.S.), or members who've lapsed for 12 months or more. International dues: \$37.50; Youth dues (18 and under): \$9.

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Address _____ AMA# _____
City _____ State _____ Zip _____
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Secure Online payments at <www.freeflight.org>