



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

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NFFS

July - August 2011

HEADS UP

The summer's drawing to an end. The kids are back in school. We'll soon be flying in cooler climes and soundly ensconced in the fall season. Time sure flies. The club had a busy summer and did a lot of flying. A bevy of contest reports follow on same, as well as a photo collage. Your editor blathers onward about a number of topics, including Thumbs at the Nats, the 2012 Earl Stahl MOY, and a handy tool yours truly came up with years ago, which some of you might find useful.

That's it from me, from here, for now, and time to get out of your way. Glue some sticks together! Show up somewhere! Ciao, y'all

BEHIND CLOSED DOORS

Dohrman secured a few more indoor dates at St. Lukes in Dunwoody, so don't put the indoor models into deep storage quite yet. Mark your calendars thusly: Aug. 20, Sept. 10, Oct. 15, and Nov. 19.

For reasons that remain opaque, St. Lukes is still somewhat of a secret we all share. This writer's at a bit of a loss as to why. It's a first class category I site in all aspects, offering a high and clean ceiling just inches below the maximum, an ample floor area well over one basketball court, and with padded walls no less. We've flown there for years and never has drift been an issue. And a vaulted recess running down the middle of the ceiling, aka "the slot", offers ten or more feet of "extra" height, as it's within the 15 meter disk rule. The rent is darn cheap, and the site is easy to get to with quick access to I-285 and Hwy. 400.

The area offers other attractions, too. The Golden Ghetto of Dunwoody is no slouch when it comes to proximity to places to eat, shop, and run errands. You can make it a whole day and evening of it. Personally, I like flying there; I've actually been able to get some decent flights out of a few indoor scale models.

There's a tentative plan afoot to stage a category I national record trials there later in the year. Part of this deal will entail some publicity, and maybe we can get some out-of-towners to attend. We'll talk of this at the next meeting, so if you've any thoughts on it, make an appearance or forward comments to me. .

UNDER THE CATHEDRAL OF THE BIG BLUE SKY

We're only about halfway through with the outdoor season, so don't slacken your ardor quite yet. Most of us who went to the Nats are rested and recuperated, so we're up for more local sport and excitement. You should be, too.

We'll be circling our wagons at the N GA Turf Farm on Aug. 14, Sept. 24 and 25, Oct. 23, and Nov. 6. Note the Sept. gathering is a two-day affair with Saturday being FAC only. A mini-flier for same follows. Be there.

THUMBS ON THE MARCH: NATS REPORT

A number of Thumbs and friends attended the Nats and did some damage, including your editor, Dohrman, Graham, Scott, Jim Walston (minus his better two-thirds), and the Marier's. This was a smaller crowd of locals that usual with the Browns and Jim Lewis not attending. I'm chalking it up to the gas prices and the weather forecast, both of which bore their expected fruit. Yes, the gas was expensive, although cheaper along the way up there than in the Peach State, and the heat was atrocious, as my lurid reports portray on *NatsNews*.

Overall, the Nats attendance was a pleasant surprise, however, with about a dozen more registrants than last year, up into the 220's. There was flying a-plenty in all classes, including gas, rubber, glider and scale, and the Thumbs took home a few trophies.

The field was in great shape, no complaints there. The crops were less a bother than in years past. The area had a very wet and late spring, so everything was planted late. The soybeans were only a foot high and the corn, only about five feet. Off-field excursions were a bit less arduous as a result. Also, the last few weeks had been bone-dry, so bugs weren't an issue, either, making the evening ambiance at Camp David that much more pleasant.

Graham, Dohrman, and your editor had a snake-bit week, offering much effort with little to show for it. Our trials and tribulations were an interesting lot, and worth a few war stories. Your editor earned a second in Embryo and a fifth in NosRub. I might've made a push in P-30 had conditions been not so crazy the last day, and I'm embarrassed to admit, I got a little sun sick around mid-day. Yes, it can happen to an old goat like yours truly. Feeling dizzy and with pounding in the ears, I figured I had a problem. I was probably right, but nothing that a little rest in the shade and bucket of ice water couldn't fix.

Graham had a busy week, but lost a few models early in test flights, including his E-36. (This was a common occurrence. I saw quite a few E-36's get planted prior to Thursday's event. I suspect most were new models, not fully trimmed out.) He won an eighth in 1/2A Gas in a large field of 18.

Dohrman suffered a few crashes from test flights at the Nats and was still burdened by a bevy of crashed and lost models at Pensacola the previous month. He got used and abused by conditions in Classic Towline and had a few other bouts of ill-fortune. The Nats is sometimes like that. He and I had much to commensurate over at night within the "circle of citronella" at Camp David. That and a few beers will cure most any morale problem.

Scott had a good week. He went at it hard every day and won an armload of mahogany, including a first in 1/2A NosGas, seconds in E-36 and Electric A, and a fourth in A NosGas. He also flew in ABC Classic, 1/2A Classic, B Gas, and B NosGas.

The real trophy hounds were Robert and Hannah Marier. They had a good and busy week. Robert flew a ton, bringing about twenty models with him to Muncie. (So many, the family had to rent a trailer for them!) He won a first in 1/2A Classic Gas Sr., a second in 1/2A NosGas,

fourths in OTHLG and Embryo, a fifth in Early 1/2A NosGas, and did OK, eighth, in NosRub. If it makes you feel any better, he did come in dead last in Moffett.

Hannah flew a lot of events and won a first in Mulvihill Jr. and a second in P-30 Jr. (I'm happy to say I gave her an old Blue Ridge Square Eagle kit and she did a very good job with it. The lesson to be learned is, don't hoard your kits—give them away!)

Others had similar good fortune. Club friends, the Hardin's and Jennings's, arrived from TN and Ed and Jim had a bit of good luck. Jim won OT Rubber Stick and P-30, the latter against a tough field of 23, and joined this writer in the middle of the pack in Moffett. Ed won seconds in Jimmie Allen and OT Rubber Stick, a fourth in OT Rubber Cabin, and joined this writer in the middle of the pack in Mulvihill.

(I must confess that, although setting up alongside both the Marier's, Hardin's, and Jennings' all week, little of their good fortune rubbed off on this pilgrim. All the negative ions were going in the other direction. I can only blame myself. I choose to be the *NatsNews* reporter all week, so I couldn't start flying until around 11:00 most mornings. I can't complain, really. They paid me and I needed the money for gas and incidentals. And beer. Those twelve ounce sleeping pills really came in handy. Living (and sleeping) next door to Dohrman all week, you've no idea. Nothing in the way of sonorous murmuring was coming from his part of the neighborhood amidst the nocturnal. The term "white noise" comes to mind, but we'll leave this discussion for another day.)

THUMBS ON THE MARCH: PENSACOLA

Dohrman went down to Pensacola and made some noise. Here's Dohrman's report from his i-phone:

"It was the best of times, and it was the worst of times. Mostly, conditions were great, but the wind came up on Sat, and late Sunday, a big thunderstorm came up and flying was canceled. Graham made some very fine gas flights, and his E 36 is a rocket. Unfortunately, it was not part of the contest.

"I was flying my Waterman Gosling in Dime Scale, and made 3 maxes!! I lost it on the third flight. Graham had it in sight in the binocs for 12 min 25 seconds! So, I won some great wood. Establishing a trend, I lost my Gonzo Embryo on a max after the DT failed to operate and I lost my small tip launch, OOS, after another DT failure. However, it was returned the next day by a little girl and her dad from several miles away. You should have seen her face when I gave her 20 bucks.

"Back home tomorrow. See you at the field."

Other details are contained in the latest *Thermalier*, the rag of the Pensacola club, ably edited by our pal, George White. Several other Thumbs made the trip and had some fun. Bob Thoren, Gary Morton, and Al Pardue flew a ton. Bob won firsts in Small and Large OT Rubber and Catapult Glider. Gary won Thompson/Greve.

MUSING ON THE MASTER

The club has decided to run an Earl Stahl scale event in 2012 as a Model-of-the-Year (MOY). That's fine with me. I can't think of a better way to encourage Thumbs to build a scale model. One thing is guaranteed, all of his models are well-designed and great fliers. All you have to do is build them right. Such is the man's reputation, justly earned.

As a group, we're also blessed with having many of Earl's plans already. I've about twenty, and who knows where they all came from. How can their possession be avoided? Also, a very large number of those from the old timer era can be downloaded from <the planpage.com> and printed out onto letter size sheet, along with the magazine article. The cutting-and-pasting can be a challenge for the larger designs, but doable with vigilance. I assume the PDF's can be taken to your local copy center and printed out, too. Have fun on your wasted weekend.

However, there are pitfalls along the way, so the would-be builder should be wary. Things to worry about, you say? Yes, for contrary to common recollection, Earl's work spanned many decades. He designed models from the pre-WW II era all the way up to our modern one. Ergo, don't assume all the models are old timers, and thereby eligible for SAM and FAC events. (Also, be aware the SAM and FAC deadlines for inclusion vary, too.)

Confused? There's more. At the beginning of Earl's design work, the profiles and planforms of his models can vary a great deal from the actual aircraft portrayed. A few aren't even close in some aspects. This divergence is easy to see and explain, given the factors at work at the time. But still, the builder need beware. The problem is, if these examples are built per the plan and submitted for judging along with an accurate three-view, points will be lost beyond the old timer categories. For example, his MiG 3 is way off in terms of wing and stab planform, as is his P-51A. His Me-109 fuselage profile suffers likewise, as does his Spitfire. Corrections to satisfy modern requirements are contrary to SAM and FAC legitimacy, thereby, in the old timer categories.

Fortunately, to this writer's eye and plan collection, these issues are limited to a few examples and the specific period of the earliest years of WW II, no doubt based on the paucity of accurate drawings at the time. No shame to Earl. The problem of having good drawings at hand was solved quickly, if the other WW II designs are any indication. His Hurricane, Barracuda, Taylorcraft 0-57, Wildcat, P-40D, and many others are excellent in this regard. So, pick and chose as your temptations direct. Not to worry, his later P-51D and Spitfire IX solved their predecessor's problems.

Other irksome issues lie in wait. Contemporary with all others, none of Earl's early designs carry provisions for DT or blast tubes. The SAM and FAC rules allow for this, so feel free to have at it. (The provision for DT can also remedy his bothersome and habitual use of two-piece stabs early on, BTW.) Also, none of his early designs are designed to be broken down for easier transport, and many are quite large and would benefit from being more "boxable". (He included these breakdown features in some of his later designs, so let these measures be your guide.) Another worry, the motor pegs of the early designs are all buried under the stabs, so move them forward, again doable by grace of the blast tube provision. Another potential benefit is the convenient FAC allowance of building and flying "wheels up", which will clearly add to the performance of his low-wingers with retracting landing gears.

Other issues operate at the fringes of the accepted rules-of-law. For example, the vast majority of Earl's designs carry symmetrical stabs; they certainly work well enough. However, many of the larger designs would benefit from lifting, flat-bottomed stab sections. How this modification would be viewed, *vis-à-vis*, the various legislative bodies at work, who knows? Also, a few of his earliest designs use undercambered, duration-type wing airfoils, like in his Rearwin Speedster, and no doubt, they work very well in providing lift. However, this undercamber also makes them ineligible in FAC duty, aside from the old timer categories. Forewarned is forearmed.

Suiting our convenience, several of Earl's designs are/were available in kit form. Some research is warranted here. These include the Interstate Cadet, Taylorcraft O-57, Bolton-Paul Defiant, Rearwin Speedster, and a few others. I'll probably build the Taylorcraft O-57 "Grasshopper" from an R/N kit I've had for years; the design is well done and large, the wood light, and a cutesy pre-war color scheme entices. A word to the wise: the fly-ability of his high-wing cabin jobs is the surest bet in model aviation.

To this writer's eye, a few ringers await. Aside from the high-wingers, several do, in fact, tempt. The Defiant deserves a hard look, a large and lightly lumbered model of 36 inch wingspan. Billed as "semi-scale", it looks like a flier, enjoys a very long nose moment, and employs a polyhedral wing and a large, lifting stab. I've a Piper Pawnee Brave plan from 1997 that looks positively and cruelly unfair with a 30 inch wing and the entire wish list. His Wildcat, P-40D, P-51D, and Hurricane beg to be built because of the beauty of their plans alone, and this writer can testify that all fly well. A sleeper might be his Cauldron Cyclone, offering a slim fuselage, a long nose, a broad wing with tip dihedral, and a potentially wild Vichy color scheme. His Barracuda lies in wait for those seeking a challenge; the plan mounts those barn door flaps in the righteous way, below and aft of the wing TE, while the rest of the model beckons with a broad, shoulder-mounted wing, big stab, and long nose moment. The Curtiss SOC1 Seamew, with landing gear, is so ugly it's almost cute and offers the full menu. His Skyfarer should be built because it is just so lovely; although, you'll be hard-pressed to match the late Wayne Brock's rendition, the work of another master.

President Barf is going to get with FAC GHQ and attempt getting our Earl Stahl MOY a sanctioned/approved and eligible for kanones. My understanding of the rules indicates this is a good candidate, and hopefully, it'll be approved. We'll see. Anywho, we expect this MOY to be popular and actively flown, kanones or not.

The game's afoot. "Git tah yer whittlin'"

EARNING THE BERET

I've tossed as many barbs across the pond and south of the English Channel as the next guy. Well, probably more. However, recent events may cause me to surrender positions held previously and retreat from my point-of-view. For you see, the article I published in the TP was re-printed in the first issue of the re-born *Vol Libre*. Collaboration may be the new order of the day, for I suspect further resistance may be ill-advised. They may choose to publish more of my stuff, which will keep me occupied in the future.

Seriously, folks, Sergio Montes, E-in-C of Free Flight Quarterly, saw where *Vol Libre*, *le grand dame* of French free flight, was about to fold, and he jumped in to keep it going. Several staff members of FFQ and French friends entered the breach mid-lurch. This august and revered free flight magazine remains in production as a result. It would've been a pity to see that magnificent old rag slip the mortal coil. However, it's still published in French, naturally, which limits its sweep to those climes where it can be read.

In fairness to Les Frogs, much brawn has been displayed by them of late. Virtually alone among the pansy EU, the French are providing a lot of the angry muscle within NATO's efforts against Gaddafi and his cronies in Libya. Also, there're a couple of stupid and awful tribal conflicts in Africa where they're actively slinging hot lead on behalf of the good guys and against rogue ragamuffins claiming affiliation with Al-Qaeda and other bad lifestyle choices.

NOT OVER AND HERE'S THE COUNTING

The club's high point totals to date follow. There's still time to pull off an upset, or bolster the special category totals like scale, old timer, model-of-the-year, or event-of-the-year. And still time to get out that crying towel.

David Mills	71
Karl Hube	34
Dohrman Crawford	32
Jim Altenbern	24
Al Pardue	19
John Barker	16
Bob Thoren	14
Bill Gowen	13
David Barfield	11
Richard Schneider	8
Gary Baughman	5
Sandy Downs	4
Barry Sholder	4
Graham Selick	1

NEXT ISSUE

Look for something in early October. We should have the full indoor dance card at St. Lukes in place by then. Look for the report on the two-day September soiree. The MOY/EOY stuff should be finalized by then.

Once again, I beseech the multitudes fro contributions in the way of articles, photos, musings, rants, or whatever flotsam comes over your transom. Don't make me work too hard. Ciao, y'all!

JUNE FAC CONTEST

“Saturday turned out to be a nice day to fly. The wind was a little all around the clock, but remained light for almost the whole day. Perhaps the FAC day is beginning to get some backing, as we had six fliers, among them Jack Coyle from the Pensacola club, who was up here visiting his daughter. Good to see you again, Jack! A good-to-great time was had by all.

“Some very nice flights were made, marred only by a potential disaster that could have rivaled the Hindenburg. Luckily, the unnamed TTOMA member possessed incredible powers of past emergency training and reacted swiftly and decisively when he set his airplane wing on fire with his blowtorch fuse lighter. It was ferreted out by your trusty reporter, and in an exclusive scoop, I can relate that during the emergency, the wing exploded into flames with an audible "whoooooof" sound. Our hero quickly blew the flames out, and then did not take umbrage to the abuse hurled at him by the unwashed goobers among the fliers present. Loud guffaws were heard, knees were slapped, and several heavy vegetables were thrown at our fearless flier. Much the same probably happened to the King of France on his way to the guillotine. (That would be Louis the 14th. The catcalls and veggies were the least of his problems that day.–DM.)

“Just to demonstrate that aerodynamic scientists don't have any idea what they are talking about, our stalwart resolved to fly the plane with at least 1/4 of the upper wing surface burned away. Possibly still somewhat shaken by the hoots of the rabble, he forgot to put the rubber band on the nose block of his Embryo on the next flight. A poor flight resulted, but the "Flash" embryo lit its afterburners on the final flight, and easily maxed even with the handicap.

“I am told by the miscreant that he does not recommend heavy smoking or juggling blowtorches while doping a model with nitrate dope. You might go "Whoooooof". Here are the scores, humbly submitted by Dohrman Crawford, CD and cub reporter.”

FAC OT Rubber

Jim Altenbern	Pacific Ace 30	178
David Mills	Stahl Hi Climber	96
Al Pardue	Comet Sparky	73
Dohrman Crawford	Stahl Hi Climber	54

Dime Scale

Karl Hube	Bristol Brownie	76
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No-Cal

David Mills	Grumman Wildcat	137
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Embryo

Karl Hube	Voodoo	354
David Mills	Megalon Mk 3	234
Dohrman Crawford	Jabberwock Jr.	189
Al Pardue	Cruiser	133

Rubber Scale

David Mills	Lacey M-10	87
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SCat Jet

Karl Hube	Hawker Hunter	117
David Mills	Yak 15	78
Richard Schneider	F-89 Scorpion	63
Jack Coyle	FJ-4 Fury	63
Jack Coyle	F9F Panther	45

JUNE BUG ANNUAL

“Sunday was in a word "very hot". Even so, thermals were light, and winds were calm in the morning and variable by early afternoon. No storms, so all in all in was a great flying day.

“One interesting note in the heated pursuit of the Comet Trophy, my Taylorcraft, that seems to become a better flyer with each contest, flew its first max and went OOS. Last seen toward one side of the field, it was believed lost. A chance flash of light from the ditch along the road while returning home at the end of the day revealed that the little floater changed direction while out of sight and landed on the opposite side of the field. Truly, someone was watching out for me.

“Now for the few scores, humbly submitted by David Barfield, CD.”

P-30

David Mills	Hammerhead	349
Karl Hube	Scorpion	327
Jim Altenbern	Airshark	321
Al Pardue	Potent 30	255
Bob Thoren	Pirate	218
David Barfield	Kiwi	50
Dohrman Crawford	Pirate	(crashed/burned)

Stahl Hi-Climber MOY

Bob Thoren	331
David Mills	90

Senator Postal

Al Pardue	216
David Barfield	88

Catapult Glider

Jim Altenbern	Straight Up	172
Dohrman Crawford	Pathfinder	159
David Mills	Straight Up	137
Bob Thoren	Mat Cat 14	112
Karl Hube	Drifter	105

HLG

Dohrman Crawford	Meercat	165
David Mills	Dynamo Hum	108

Embryo

Dohrman Crawford	Debut	120
David Barfield	Sparky	39

Rubber Scale

David Barfield	Comet T-craft	146
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JULY CONTEST RESULTS

P-30

Karl Hube	344
Jim Altenbern	319
Al Pardue	291
Gary Baughman	279

CLG

Jim Altenbern	163
David Mills	100
Al Pardue	99

Hi-Climber MOY

Al Pardue	354
David Mills	239

Rubber Scale

David Mills	Lacey M-10	222
Gary Baughman	Lacey M-10	
David Barfield	Comet Taylorcraft	72

OT Rubber Cabin

David Mills	Comet Sparky	120
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Gas Combo

Gary Baughman	120
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Scat Jet

David Mills	Yak 15	64
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Embryo

David Mills 295
David Barfield 78
Karl Hube 72

NosGas

Gary Baughman Ram Rod 120

SEPTEMBER FAC CONTEST

Saturday, Sept. 24, 2011
NG Turf Farm, Whitesburg, GA

Rubber Scale

Peanut Scale

FAC OT Rubber

No-Cal Scale

Embryo

Jet Catapult Scale

Jimmie Allen

Two Bit Plus One

Contest Director: Dohrman Crawford/770 -337-7819/ tum25@bellsouth.net

A map to the sod farm and other info can be found on TTOMA's website:
<thermalthumbers.com>

Don't forget this is a two-day contest with AMA and NFFS duration events on Sunday, the 25h. Make a weekend of it. Win some kanones! Flying will start both days at 9 am (après fog) and end at 5 pm.

SUMMER SCENES



Largest gaggle of Jet Catapult Scale gliders in history, probably



Your editor's Wildcat with outdoor wings



Dohrman played with matches



Karl's new English tip-launch glider



Bob's Pirate and Barf's Kiwi



What a club meeting looks like, 95 F in the shade



Jack Coyle from Pensacola paid a visit



Dohrman's new Turbulent, not enough chores at home



Graham's new big gassie



Barf winds his Comet Zero in the shade



Gary and his new Grumman Avenger

JUNE MEETING MINUTES

President David Barfield called the June meeting to order at 12:30PM on June 26 at the N GA Turf Farm. The meeting was held at the regular monthly flying session with eight members were present.

Treasurer's Report

Don Brown presented information showing the club balance at the beginning of the reporting period, May 20, 2011, was \$X,XXX.XX. Since that time, deposits for four memberships and the May outdoor contest added \$80 and \$70, respectively. There were no expenses and the ending balance on June 24, 2011 was \$X,XXX.XX. Don noted that one of the memberships was for a new member, Al Manning. Karl Hube made a motion to accept the report as presented and Jim Altenbern gave a second to the motion. The members voted unanimously to accept the report.

Secretary's Report

As the secretary was not present at the May meeting, no formal minutes were recorded. However, the primary item reported was to have new TTOMA T-shirts made. Dohrman Crawford is exploring the source for new shirts, as well as the logo style to be used.

Old Business

The subject of new club T-shirts was discussed and the opinion seemed to be that a large logo on the front of the shirt was preferred. No motion on this idea was offered.

New Business

David Mills reported on the Peach State Indoor Championships held at St Luke's gymnasium on May 14, 2011. The contest was well attended with a good contingent from Smyrna, Tennessee. There was flight activity all day and all the young people from Smyrna went home with a model kit or useful item that was contributed by the TTOMA membership.

David said that the one-day format is too short to allow sufficient flying time for the lightweight model events. There were also some conflicts with other contests in the southeast. Consequently, David recommended that the 2012 PSIC be flown in April and that the schedule be from 9 am to 8 or 9 pm plan.

David and Dohrman Crawford discussed the possibility of adding some summer practice days for indoor flying at St Luke's. Further, the idea was discussed about establishing a Category 1 record trials date. Dohrman will look into the available dates at the gym.

Karl Hube brought up the old idea of making a donation to the National Free Flight Society and to St Luke's church in appreciation for use of their gym for indoor flying. Since the club treasury is at an all-time high balance, this seemed to be an appropriate time to take action. Dohrman made a motion to contribute \$500 to the NFFS Scholarship Fund and \$500 to St Luke's. Jim Altenbern gave a second to the motion and the members voted unanimously for the motion. Dohrman will hand deliver the check to St Luke's and the check to NFFS will be mailed.

There being no further business, David Barfield asked for a motion to adjourn. Dohrman made the motion and Jim Altenbern gave a second. The meeting adjourned at 1:05 pm. Respectfully submitted by Karl Hube, secretary.

JULY MEETING MINUTES

President David Barfield called the July meeting to order at 12:30PM on July 10. The meeting was held at the N GA Turf Farm during the regular monthly flying session with nine members present.

Treasurer's Report

Don Brown's report showed a balance at the beginning of the reporting period (June 24, 2011) was \$X,XXX.XX. Deposits during the period consisted of \$81.00 from entry fees from the Peach State Indoor Championships. An additional \$130.00 in entry fees were derived from the two-day June outdoor contest. Expenses consisted donations to St Luke's Presbyterian Church (\$500) in appreciation for use of their gymnasium for indoor flying and to the NFFS Scholarship Fund (\$500) in support of the program. The resulting balance at the end of the reporting period (July 5, 2011) was \$X,XXX.XX. David Mills made a motion to accept the report as presented and Jim Altenbern gave a second. The members voted unanimously in support of the motion.

Secretary's Report

Karl Hube presented the minutes from the June meeting. No changes or additions were offered and Jim Altenbern made a motion to accept the minutes as read. Don Peacock gave a second to the motion and the members voted unanimously to accept the report.

Old Business

Karl Hube gave a report on the progress of the provisional Scramble scoring program. After three months of contest data, the results look promising with a variety of model types scoring well with the system being used. In the June and July contests, the maximum flight time for CLG and HLG gliders was set down to 60 seconds. This put these models into a very competitive position with other types. An area of concern remains how to integrate FAC models into the mix. Small scale models like Peanut and Dime Scale have a difficult time competing with a 120 second max. By the end of the 2011 outdoor season, we should have enough data to tune the program for 2012.

Jim Altenbern brought up the subject of the Model of the Year and the Event of the Year for 2012. Jim made a motion to use the Earl Stahl scale models as our Model of the Year. David Mills gave a second to the motion and a unanimous vote was given for the plan. Selection of Event of the Year is yet to be determined.

New Business

No new business was presented.

With no more business to conduct, Graham Selick made a motion to adjourn and David Mills made a second to the motion. The meeting ended at 1:05PM. Respectfully submitted by Karl Hube, secretary.

ONE GOOD RACK

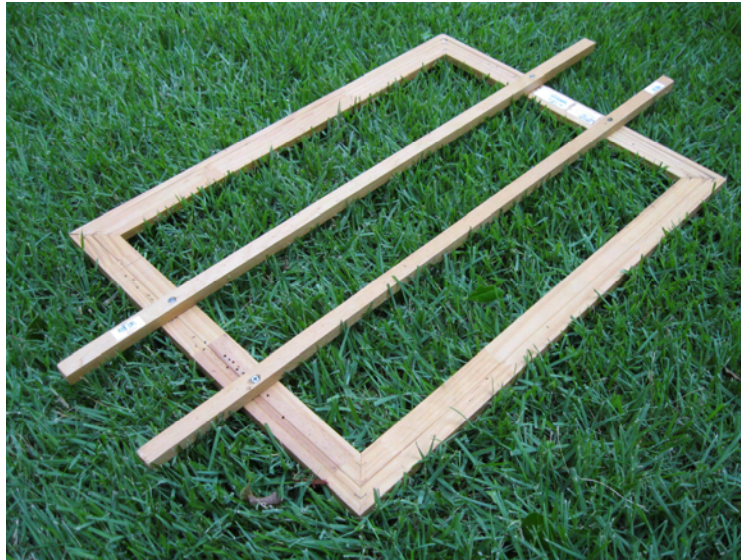
I'm not claiming any originality to any aspect thing of the device whose description follows. The concept is just too simple not to have been invented, or published, or used before. Having said all this, it's darn handy. I haven't completed a model without it since being cobbled together several years ago. I hope it serves you as well.

I converted to the synthetic coverings a long time ago because of the advantages they offer. For what I build and fly, covering with Polyspan and Mylar is just a better way. Many feel the same. However, getting the heat-shrinking done efficiently for wings and stabs was always a pain at first, doing it one side at a time, pinned down to your basic cork or similar surface. I also grew to suspect that both Mylar and Polyspan have a first-shrink memory that you run afoul of if your first try isn't per your plans. Wrestling a recalcitrant wing or stab, heat gun in hand, the night before a contest was never fun. There had to be a better way.

The solution came to me while driving down I-16 on the way to Savannah one afternoon. The mind does wander, 150 miles of flat land and pine trees. All Georgians can sympathize. Two photos of my solution follow. The first shows the basic device and the second, in action. No great explanation is required. It's that simple. My rack allows you to pin down any wing or stab and heat-shrink both sides at once. Done with care, all surfaces can be reached with a heat gun or iron, whichever is your preference.

The rack also works with traditional tissue and nitrate covering. Wings and stabs can be pinned down and both top and bottom surfaces dry as the same time, whether during water shrinking or nitrate application, if the rack is propped up vertically. Both surfaces are thereby stressed during drying simultaneously.

It works particularly well over a piping, hot steam kettle for torturing out really stubborn warps. You'll always win!



The rack shown is what artists call a stretching frame, which is used in normal life to prepare canvases for painting, and the smaller sticks are called braces. All can be found at any good art supply store. The braces are screwed to the frame and can be moved around and spaced as required to pin down the LE's and TE's of your wings and stabs. You can also use washers

under the braces to build in whatever precise “slope” you want to warp in whatever wash-in or wash-out you desire. Simple balsa shims work, too, as shown. The one caution I’d add is to make sure the frame you buy is warp-free. A simple but judicious eyeballing works just fine for me.

These frames can be made from just about anything lying around the workshop, as long as the wood dimensions are slim enough not to be too cumbersome to move around inside and about your workshop. This can be very acrobatic and aerial at times, so keep everything light. Soft wood like pine or poplar is recommended to allow regular pushpins to be used as keepers at the LE’s and TE’s. Check the rack periodically for warps because it’s wood, too, and will move when it wants to and not on your schedule.



These racks are also helpful in another way. I prefer to build my stabs and wings first, and then pin them down as long as possible while they dry and cure completely. If you’ve several of these frames sitting around, you can pin wings and stabs down and just hang the racks on your workshop wall on a hook safely out of harm’s way while you finish the rest of the model.

It couldn’t be easier. Good luck.

Tail Spin is a commercial friend of TTOMA

tailspinaaviation.com

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TTOMA 2011 CONTESTS

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

20 Aug. 2011 Aug. Indoor St. Lukes Presbyterian, Dunwoody, GA

10 Sept. 2011 Sept. Indoor St. Lukes Presbyterian, Dunwoody, GA

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

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

15 Oct 2011 Oct. Indoor St. Lukes Presbyterian, Dunwoody, GA

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

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

19 Nov 2011 Nov. Indoor St. Lukes Presbyterian, Dunwoody, GA

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