



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

January - February 2012

## HEADS UP

We've begun an honest start on 2012, and much lies ahead, as is our club's ambitious, perennial way. Ergo, the issue in hand has much information of merit. The contest schedule for the year follows, and we've a busy year planned, no shortage of thing to do. A report of our annual banquet follows and there's much to tell, as in many years past. . The flyer for the Peach State Indoor Championships on April 21 at St. Lukes follow, and all are encouraged to attend and fly. It's always quite a show, something we proudly proclaim as the "flyingest indoor contest in America", a bold boast, but not without merit. And don't forget about the Southeast Model Show in Perry the first weekend in March.

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

## RENEWAL NAG

Diamond Don reports the club's membership renewals are slow in arriving into his purposeful clutches. Thus the lag, hence the nag. Time to get funky.

The 2012 membership form follows for your use. Everybody needs to take part in the heavy lifting. This is one place where one individual's actions matter. Listen, it's only twenty bucks. You can't even fill up half your gas tank or take your better half to a movie with that anymore. Also, note that acting quickly will save your some money because the early bird rate ends on Feb. 15, and the membership dues increases to twenty-five bucks.

You know who you are, so do the right thing and stroke Don a check. You don't want to get one of his postcards of neglect and shame in a few months. Not only is he our treasurer; he's a Keeper of Lists, too.

## AND WHILE YOU'RE AT IT

Right after you renewal your club membership, join the Nation Free Flight Society. The special, and outrageously reasonable, one-half off deal is still in effect. The membership form follows.

Our club is ahead of the curve when it comes to NFFS membership. At last count, over half were members, putting us way in front of the national average. Still, we need more. NFFS is the sole special interest group (SIG) representing the interests of Free Flight with the AMA. That alone is sufficient reason to line up in support. If you're not enthused with that, you get the world's premier free flight publication, the NFFS's

magazine, *Free Flight*. You'll benefit from the changes and improvements since Don DeLoach took over the helm. It offers six, forty page issues a year with nothing but Free Flight material. What more could you ask for? Not in this life, pal.

### **IDLE HANDS**

No excuse for that around here. TTOMA has plenty of contests planned for 2012. The club's contest calendar follows along with other regional and national contests of note. We won't belabor the need to get off your arse and show up somewhere, or belabor the need to put in some workshop time and build something. Make special note of the upcoming Peach State Indoor Champs in April at St. Lukes; the flyer is follows. Be there. The game's afoot.

18- 19 Feb	Wintercoupe Contest, Pensacola
25 Feb	St Luke's Indoor 1-6
17 March	St Luke's Indoor 1-6
21 April	Peach State Indoor Champs, St Luke's 9-9
29 April	April Fools, sod farm
19 May	St Luke's Indoor 9-5
20 May	May Daze, sod farm
23-27 May	USIC Nats, Johnson City, TN
09-10 June	Fiesta of Five Flags, Pensacola, FL
16 June	St Luke's Indoor 9-5
23 June	June FAC, sod farm
24 June	June Bug Jamboree, sod farm
15 July	Peach State Champs, sod farm
21 July	St Luke's Indoor 9-5
06-10 Aug.	USOC Nats, Muncie, IN
19 Aug.	Pop Purdy's Contest, sod farm
25 Aug.	St Luke's Indoor 9-5
08 Sept.	St Luke's Indoor 9-5
22 Sept.	Sept. FAC, sod farm
23 Sept.	Summer's Swan Song, sod farm
06-08 Oct.	Gathering of Turkeys, Pensacola
13 Oct.	St Luke's Indoor 9-5
21 Oct.	Last Fling til Spring, sod farm
04 Nov.	Turkey Shoot, sod farm
10 Nov.	St Luke's Indoor 9-5
08 Dec.	St Luke's Indoor 9-5

### **ANNUAL BANQUET**

We came; we talked; we ate. Our umpteenth annual club banquet went off without a hitch and a good time was had by all. The turnout was a little down from last year, but those promised but not present were accounted for and all had doctor's excuses. The Browns had a health thing and had to stay at home, and the Perrymans stayed home to be present at the passing of their steadfast companion Shadow, watchdog and good friend of

many, many years. Jim Walston was absent his better three-quarters because Wanda was in NC visiting her grandkids.

Once again, the Petite Auberge took good care of us. I can testify that my trout almondine was superb, and I heard similar appraisals of the chicken and beef. The chocolate mousse was delightful.

The weather offered few surprises or hindrances. Clear, starlit skies and temps in the mid-fifties allowed an uneventful arrival and return home, or in my case, a detour by my corner place on the way home. (It's so seldom my "panel of experts" see me in a suit, and I ventured they deserved a treat.)

The array of the year's new models for show-and-tell was impressive, as always. We can expect a bit more competition this year on many fronts. Gary's new Peanut Scale Keith Rider racer looks ready to go and is unbelievably light; he'll be a force to reckon with in 2012. Young Robert had his new P-30, and it looks like a flier. Al always brings some fine examples of craftsmanship, and he didn't disappoint this year. His All-American Nostalgia model and Earl Stahl Interstate Cadet looked just great, and we know both will fly, if their pedigrees are any indication. Graham brought his new E-36, and it looks ready to shock and awe. (Very likely, this model and many others nationally will produce a big increase in this event's national popularity this year.) Your editor brought all the FAC models he completed in 2011, including three Laceys for different classes, a Nocal Wildcat, and Phantom Flash. Dohrman introduced his arse-backerds canard P-30. (He says he's another on eon the way—talk about coloring outside the lines.) Barf produced an equally varied lot of scale models, including an indoor Nocal Wildcat, and barebones renditions of an Earl Stahl Skyfarer and the prototype(!) of Midkiff's new kit of the Fokker D-8. Karl brought along his very interesting British TLG and the right wing of a Classic Glider project. (A fine piece of work, he swears there's a left wing at home.)

The awards ceremony was a comprehensive affair, as is our wont. There's never any shortage of mahogany at the banquet. The Norm Purdy Service Award was a two-fer this year, being bestowed for 2010 and 2011. (You see, someone forgot to do it last year for 2010.) Barf was awarded it for 2010 for his Solomon-like shepherding of the club through the "unpleasantness" early in that year. Dohrman was selected for 2011 for his tireless and highly valued work in securing the St. Lukes flying site. Well done, sirs.

Karl gave a good presentation of the club's Scramble program. Karl bested Jim Altenbern by a narrow of margin. The inner workings of the formulation are a murky business to most, certainly to me; and he shed considerable light of those machinations. It's still a work in progress, and the results from last year indication some changes are needed to match our club's type of flying at the sod farm. These changes will be firmed up in time for the launch of the outdoor season. We're fortunate to have a Tech man at the helm. (Frankly, it's the right tool for the right job. Good grief, when it comes to math, those guys can't be beat.)

Our club flew a ton in 2011, and the presentation of the George Perryman Perpetual High Point Award furnished plenty of evidence of our club's increasing participation in both our indoor and outdoor schedule. We can all congratulate ourselves for a job well done in this regard.

Your editor took the Big Moose home with a considerable 115 points. Dohrman trailed with 73, Karl with 56, Jim with 42, and Barf with 36.5. It's worth noting that our

collective increased fervor can be seen by recalling Karl won the whole thing last year with only 44 points.

Our club bestows high point awards for a variety of sub-categories, and the distribution of the remainder of our mahogany row betrayed a rather monotonous series of results. Basically, you editor took all of them home. The Bob Baker Old Timer Trophy, Grayson Anderson Mass Launch Trophy, Spirit of Comet Award, TTOMA Scale High Point Trophy, and TTOMA Model-of-the-Year Award will reside on my humble dinner table. I must say it's an impressive array, but it does block a fair bit of sunlight from my modest side yard. (What can I say? I had a lot of time on my hands last year, perhaps the sole advantage of my yearlong bout with poverty. I can't say I recommend it as a lifestyle, though.)



In closing, the club had a great year and this year's banquet was a fine way to close it. On behalf on all of us many thanks go to Dohrman for his efforts on our behalf at Petite Auberge. I suspect we'll be tempted to reprise it next year.

### **WHY WE KEEP SCORE**

The full results of the club's high point tourney follow. Our various measures intended to increase official flying and a more competitive atmosphere bore sweet fruit in 2011. Let's all try to better our performance in 2012. Based on the impressive bounty of projects brought to the banquet, I suspect we're well on our way

David Mills	115	Bill Gowen	23
Dohrman Crawford	73	Richard Schneider	10
Karl Hube	56	Howard Klemmetsen	6
Jim Altenbern	42	Gary Baughman	5
David Barfield	36.5	Graham Selick	5
Bob Thoren	32.5	Sandy Downs	4
Al Pardue	27	Barry Sholder	4
John Barker	23		

### **THUMBS IN PRINT**

The November issue of the NFFS digest carries a reprint of Dohrman's article from these humble pages on his, Graham's and Gary's trip to the Rocky Mountains Champs last September. He did a great job with it, and it was good to see it get more exposure. Much can be said of the

MMM's flying field, affording over 35 square miles of mildly rolling grass land not that far out of the Denver metro area, food and accommodations being only thirty minutes away.

A brief sidebar: this writer has been asked many times by people from other parts of our country, from sea to shining sea, "Hey, why doesn't your club have a bigger flying field?" Depending on my mood, my answer might be the undiplomatic, "Listen, our land is worth too much." I usually go on to elaborate, "If it's not covered with forest, suburbs, farmland, pastures, warehouses, rail yards, factories, it's just too hilly to be useful." I usually add that next time they fly into the Atlanta airport they need to look out the window. Frankly, the sod farm is the best we've ever been able to do, and I'm darn grateful.

Another angle might be that God loves us more because He blessed us with more fertile soil, ample rain and abundant sunlight. Thank you, Sweet Baby Jesus.

### **EARL'S A PEARL**

There's significant movement afoot on this year's Club MOY. Contrary to years past, several examples of Earl Stahl's handiwork are already either finished or actively in the works. Al's Interstate Cadet (finished!) and Barf's Skyfarer in barebones graced the banquet tables. A show of hands betrayed several more are in the works by the membership.

As for your editor, he cut the fuselage formers for his Wildcat and will soon tackle that beer bottle of a fuselage shortly. He intends the Wildcat for indoor flying and will soon begin an example of the Taylorcraft 0-57 for the Cathedral of the Big, Blue Sky. I'm relying on a two-fisted approach to this year's MOY in order to rack up a surplus of high points.

We can all be sure Earl's high-wing cabin jobs will fly, so there's no risk there. Ergo, his Stinson, Taylorcraft, and Cadet are low risk ventures. My selection of the Wildcat for indoor work resulted from a quick eyeball test of the areas and moments of his rendering, versus my modestly successful indoor Nocal of the same denomination. Basically, Earl's drawing lined up with the Nocals with nary any sunlight sneaking through, and I'm just naïve enough to assume CG, wing warping, decalage, and thrust settings will be same or close.

Everyone needs to get onboard with the MOY party train. Need I mention that many of his scale models qualify for old timer high points, too, in addition to the obvious scale points? (You need to check the plan's publish date; it must be before 12/42. You need to let me know if it qualifies.) Get tah yer whittlin'!

### **BEATING DAVID IN 2012**

Your editor tried to warn everybody how things were going to turn out in terms of the club's high point tourney and all the sub-categories. As I foresaw, I won everything. Matters became clear about mid-summer, and I pretty much had in the bag by fall.

What follows in a brief rehash as to how I did it and a primer on how you can do the same. Much of what follows, you've seen and heard before, namely from our OFB George Perryman, so I can't claim any brilliance here. It just goes to show, the math never changes and old tricks still work.

### **Fly early, well, and often**

Nothing beats putting up as many flights in as many events as possible. This includes the necessity of flying both indoors and outdoors. Our club holds two contests most months, and these need to be attended and flown in as much as possible. BTW, the indoor guys don't mind

you trailing them by big margins in their events because your putting in meager official flights gets them another point, too. You'll find them very helpful as a result.

### Everybody loves a crowd

Our high point policy rewards flying alone and flying against others, too. The more popular an event is, the more points you get in victory and in placing. For example, if you fly something exotic all by yourself, you get one point. If you fly in the middle of the pack of five P-30 fliers, you get three points. Over the course of a busy day's flying, you can go far just being an average flier in several popular events, and if you win one or two, so much the better.

### You can't beat a two-fer or three-fer

A two-fer, in our usage, is a model that scores high points in more than one category. For example, a Dime Scale model published before WW II gets old timer (SAM) and scale (FAC) high points, in addition to the basic scale consideration. If it happens to be a Comet design, you also get Spirit of Comet consideration.

The champion of this approach was George Perryman and his weapon of choice, the humble Phantom Flash. He could put up flights all day in an ill-attended, local indoor contest and walk away with a dozen or more points. By my count, the Phantom Flash is eligible for FAC Phantom Flash, Comet design, Pennyplane, and maybe Intermediate Stick. Likewise and outdoors, the same model is eligible for FAC Phantom Flash, Mulvihill, OT Small Rubber Stick, FAC OT Rubber Stick, and Comet design. Your personal capacity for shame is your only limitation thereby. As for me, flying the Flash in Pennyplane at St. Lukes doesn't bother me one bit, nor does it bother Bill, John or Nick, who get another high point as a result.

The MOY and EOY high point tourneys can bear sweet fruit this year in a similarly sneaky fashion, particularly if they're well attended, which they promise to be. If your Earl Stahl MOY model is an old timer, you get those goodies, too. Likewise, if your Dime Scale EOY choice is an old timer and a Comet design, you'll leave an even greater trail of ruin in your wake.

### Make your flights count

For many years most of us attended our contests in order to trim our models as prep for the Nats or other contests, or in pursuit of unfocused fun flying, all very fine activities. I was as guilty of this as anybody, but once the model was flying right-side up, I started making my trimming flights official. You should, too. Over the course of a year, these trimming flights add up.

### Be opportunistic and easy ain't always sleazy

The greatest source of high points and sub-category goodies are the mass launches at the PSIC. There're a handful of them, and all have at least a half-dozen fliers. Some have well over a dozen. Sad to say, the average age of the fliers is around ten. Ergo, while it's truly wrong to steal candy from babies, I've no problem with relieving them of high points, and nor should you. Yours sincerely grabbed about twenty points last year and an equally shameful bundle of scale points, too.

### Be opportunistic and sometimes it's hard

There're times you really have to work for points. That's OK. If you're willing to flail away at it like a field hand, Gary's Turkey Shoot is a juicy but hard pull. Yours truly scored 21 points, closely followed by Dohrman with 16 and Barf with 15.

Honestly, I'm very proud of my performance in catapult glider, about twelve perfect flights! (I'll add I also won \$75 worth of Publix gift certificates, and those really came in handy, recalling my earlier references to poverty.)

### Here's what homeboy is doing

I'll be flying my Earl Stahl Wildcat indoors and my Taylorcraft 0-57 outdoors. Both are good for the club MOY and old timer points. My first Dime Scale project will be the Comet Fokker D-7, good for old timer and Comet goodies, too. Needless to say, scale points, straight up, will be grabbed at all opportunities, in particular via the PSIC mass launches.

My Phantom Flash will get worked hard, mainly indoors but outdoors, too, reaping old timer and Comets points all along the way. (On other fronts, Karl and I are shopping for kanones, too, via the Flash. We need a third party to qualify for kanones, y'all.)

Our club's most popular outdoors events are catapult glider, P-30, HLG, SCat Jet, and Embryo. I'm in pretty good shape for all, but my catapult gliders and Embryo are long in the tooth and need replacement. This needs to get done this winter, and should be, because the only big-time duration model needing to be done/finished are my new Moffett, Sandy's Mof-It Mk. II, and my bold but shaky attempt at E-36.

### Carpe Diem!

An important part of my scoring of all those high pints last year was my abundant "availability". That's a nice way to put it. Actually, I was flat broke all year and I had a lot of time on my hands. It looks like 2012 will be much better and I'll be elsewhere many weekends. So, a little ambition and some extra effort could be rewarded with a stalk of the podium at the next banquet. I just told you how.

### **ABANDON ALL HOPE**

Here are two more black holes for your leisure time: <[aircraft-pictures.net](http://aircraft-pictures.net)> and <[richard.ferriere.free.fr](http://richard.ferriere.free.fr)>. Don't say I didn't warn you. For the first, click onto "photos" and then "by aircraft" and then scroll accordingly for a quite an eclectic blend of photo galleries, really. I presume the website's origins are overseas, probably some source within the UK, as evidenced by the large amount of British aircraft presented. Lots of stuff from the old Eastern Block is represented, too.

For the latter, click "3vues" and prepare to waste some time. This one's based in France, obviously, so there's a preference for the Euro-slice of aviation life, but the scope of the collection is very comprehensive. Anywho, have a ball. Try to stay married and/or employed.

### **HOPE TO SPARE**

Make whatever plans you need to in order to attend the Southeast Model Show in Perry, March 2 and 3. Veterans of the soiree already know why; those with less tenure of experience will need a few enticing details. Simply put, the Perry show is the largest model aviation swap meet and trade show in the world. The last few years there're been over 1000 tables. That's a lot of stuff and mind boggling to gaze upon. True, 99% is RC related, but there's a bounty of

Free Flight nuggets if you take the time to ferret the nooks and crannies. I'd advise everyone to dive in when they open the doors around lunchtime on Friday. Bring cash and some enthusiasm for haggling. This pilgrim can't wait.

### **A COMMERCIAL OPPORTUNITY**

Club friend Don DeLoach passes along the following importune news from Hank Nystrom of Texas Timers. Hank is positioning himself as a one-stop shop for E-36 goodies. Motors, props, ECS's, batteries, you name it. There's also a hot Chinese motor that's making the rounds, and he has those in stock. If you're building an E-36 for the coming outdoor season, check out <[texastimers.com](http://texastimers.com)>.

### **TWO THUMBS UP**

I caught the film *Red Tails* the other day, and I can recommend it highly. I've read a lot about the Tuskegee airman over the years, and I had high hopes for the film. The special effects teased in the previews promised quite a ride. I hoped the story of those brave men wasn't cheapened by ordinary filmmaking.

I wasn't disappointed. I saw nothing that sensationalized their story, and all of it rang true to what I know. Poetic license was taken here and there, but hey, it's a movie. The writers did their homework, and the producers provided plenty of budget.

The special effects were outstanding. The dogfights and all the other aerial footage was the best I've ever seen in any film. The scenes of the B-17s, P-40s, P-51s and Me-109s and 262s were stunning. They had the brilliance to feature the throaty purr of the Packard Merlins and a different note entirely for the feverish whine of DB 601 of the Messerschmitts, music to my ears. (They should sell the engine note of the DB 601 for ring tones. You can't bear fuel injection and turbo-charging. Sweet!)

I've only two complaints. One, about one-third of the otherwise talented cast of black actors couldn't emote their way out of a paper bag. And two, true to Hollywood's tendencies, the Tuskegee airmen flew into their dogfights with their oxygen masks off and their goggles atop their heads, bullets flying, shrapnel careening, in the hypoxic air at 25,000 feet. At least the Krauts had the good sense to arrive goggles and oxygen masks on. (As for the Krauts, if the performance superiority of the Me-262 was anything like that portrayed in the movie, we can all be very thankful Hitler was an idiot.)

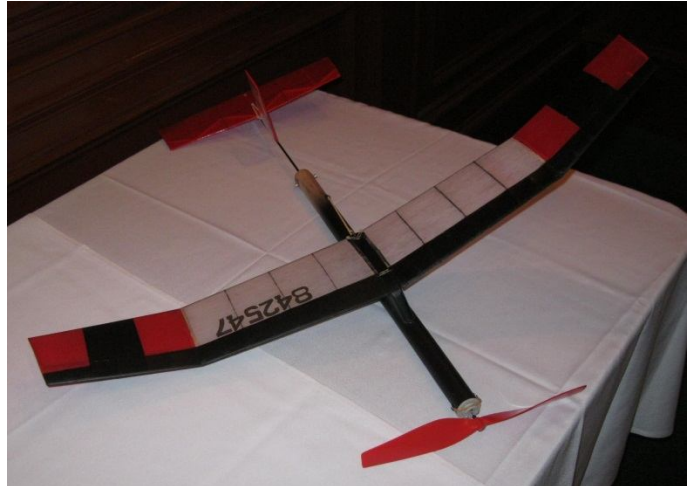
### **NEXT ISSUE**

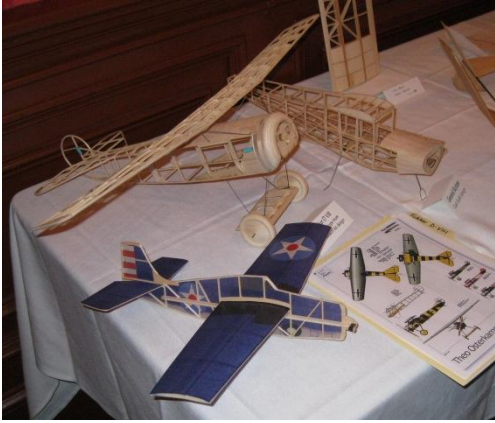
Look for the next issue in May. First and foremost, it'll carry full coverage of the PSIC. Also, we'll provide reports of the beginnings of the outdoor season with the April and May contest reports, and look for reports on the other winter and spring indoor contests at St. Lukes.

Once again, I beseech the multitudes to provide the offices with articles, plans, photos, rants or anything else of value (loosely and forgivingly defined) for these humble pages. Don't make me work too hard! Ciao, y'all!



# BANQUET SCENES





## PEACH STATE INDOOR CHAMPS

“America’s Flyingest Indoor Contest”  
April 21, 2012  
Great Hall, St. Lukes Presbyterian Church  
Dunwoody, GA

The Thermal Thumbers of Metro Atlanta are hosting our twenty-first 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 9:00 pm. Lightweights will be segregated from the heavyweights per the flight schedule. Mass launch events will be flown sudden death with no kanones. (F1D event serves as regional qualifier.)

### AMA: Easy B

Ltd. Pennyplane (J, SO)  
Mini Stick  
IHLG (J,SO)  
Standard Catapult Glider  
Unlimited Catapult Glider  
Bostonian (J,SO)  
FIL  
F1D—regional qualifier

35 cm

Helicopter

A-6

### TTOMA: Chattahoochee Challenge

Hangar Rat  
Sudden Death Mass Launches  
Hangar Rat  
WW I  
WW II  
Racer  
Civilian  
Phantom Flash

### FAC: Dime Scale

Peanut Scale  
Rubber Scale  
No-Cal  
Embryo  
Phantom Flash

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 is 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 am 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  
3:00-4:00 anything goes  
4:00 pm Phantom Flash mass launch  
4:00-6:00 lightweights  
6:00-9:00 anything goes, defer to lightweights  
9: 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 given, but CD's word is final.



Great Hall at St Lukes Presbyterian Church, Dunwoody, GA

**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. Expires 1/1/13.

**National Free Flight Society**  
*Preserving, enhancing and promoting the art, sport and science of Free Flight Model Aviation in all its forms.*

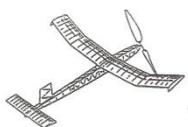
Membership includes access to the NFFS Plans Catalog of over 800 plans, scholarship and volunteer opportunities, rulebooks, committee support, and 6 issues/year of Free Flight Digest, the world's most respected journal of its type. Each 40+ page bimonthly issue includes in-depth content on building and flying all types of Free Flight models: indoor and outdoor rubber, electric, glow, glider, duration, scale, Old Timer and more!

Yes! I love Free Flight and I've not been a NFFS member during the past twelve months. Please sign me up at this special 2-year price of \$29 (International: \$37.50; Youth: \$9).

Name \_\_\_\_\_ D.O.B. \_\_\_\_/\_\_\_\_/\_\_\_\_  
 Address \_\_\_\_\_ AMA# \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Country \_\_\_\_\_ Email \_\_\_\_\_  
 Card# \_\_\_\_\_ Visa /M.C. Exp. Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Make checks payable in U.S. dollars to NFFS and mail to: NFFS Membership Office, 118 Gentry Circle, Lafayette, LA 70508. Email: <cart.bakay@yahoo.com>.

**Secure Online payments at <[www.freeflight.org](http://www.freeflight.org)>**



PENSACOLA FREE FLIGHT TEAM  
 2012  
**MACH WINTERCOUPE**  
 Sanction Class A # 12-0099

Pensacola Florida Navy Helicopter Field Site 8A  
 Saturday, February 18 and Sunday February 19, 2012

Directions to Site: Take I-10 West From Pensacola. Take Exit 5 to Alt 90 and continue west approximately 2 miles to the field

Enter the 23<sup>rd</sup> Annual Wintecoupe Event. The Glider Events FAC Jet Cat Scale, HLG, CLG and Classic Towline Glider will be flown on Saturday. Coupe d'Hiver will be flown on Sunday. Sunday's events will also include P-30 and Commercial Rubber

Contest Start-stop times are 0800-1600 on Saturday and 0800-1500 on Sunday  
 This is a National Cup event for HLG, CLG, TLG and P-30

\$15 Entry Fee Flies all events. Awards to 3<sup>rd</sup> place

**Saturday Events**                      **ENTRY FORM**

FAC Jet Catapult Glider  
 AMA Hand Launch Glider  
 AMA Catapult Launch Glider  
 Classic Towline Glider — Any glider 750 Sq.In. Max total area projected. No weight requirements. BOM applies. No circle tow, fixed surfaces except for glide rudder, zoom launch OK, 164 ft. towline.

**Sunday Events**

Coupe d'Hiver — 70 gm airframe, 10 gm rubber, 5 flights, 2 minute max — no rounds  
 P-30 — 40 gm airframe, 10 gm rubber, 3 flights, 2 minute max  
 Commercial Rubber — 36" max wing, freewheel prop, 3 flights, 2 minute max

Signature \_\_\_\_\_ email \_\_\_\_\_  
 NAME \_\_\_\_\_ AMA# \_\_\_\_\_  
 Address \_\_\_\_\_

CD — Paul Grabski, 312 Forest Hills Drive, Cantonment, FL 32533  
 850-475-2275, email grab3939@cox.net

**2012 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 2/15/2012.**