



# The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

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



**AMA**  
Charter # 1834

**Editor**  
**David Mills**  
(404)-509-4209  
[DavidMillsAtl@gmail.com](mailto:DavidMillsAtl@gmail.com)

**Publisher**  
**Brook Dixon, Jr.**  
[BrookDJr@att.net](mailto:BrookDJr@att.net)



**NFFS**

March-April 2012

## INTRODUCTION

Welcome to the second issue of the year. We've a ton of news and a bit of sadness to relate. The latter will be dealt with immediately, and the former will follow. There're plenty of indoor contests to report upon, and the results of the first outdoor contest follow. The bulk of the outdoor season is before us, and as is our wont, plenty of opportunities for flying await. So, get busy. Time for me to get out of the way. Ciao, y'all!

## REST IN PEACE, OLD FRIEND

People come and go in all our lives, something we're used to. And when the casual acquaintance leaves for any reason we hardly notice and move on about our business with nary a care.

Such won't be the case with the recent passing of our old friend Don Brown. We all knew Don for so long and so well we never contemplated him not being among us. As a result, I suspect we'll miss him for a long time and very much. Old habits die hard, and companionship can get to be a habit, if you're lucky. Not having Don around any more will take some getting used to.

Like most of us, I came to know Don with the founding of TTOMA and SAM 47 in 1980. Don's vital statistics are familiar to most of us. He was born in Milwaukee and graduated from Marquette University. In time he moved to the Atlanta area and eventually settled in Stone Mountain. He worked for the CDC as an analyst and retired after 33 years. He had a variety of interests beyond model aviation. He was a religious man and active in his church, as was the rest of his family. He had a lifelong love of music, played the standup bass, and was a part of many an ensemble, jazz being a lifelong obsession. In his youth he played with some big names and had a few stories to tell. Music was a big part of the Brown household



and all of his kids played something. They performed together as much as circumstances permitted and teenage rebellion allowed.

Let's face it. It wasn't just Don that we got to know; the entire Brown clan became part of our lives, including his wife Kay and his five kids. In time there'd be about a dozen grandkids and who knows where that will end, not to mention the great grandkids surely in the offing. That's a whole lot of Browns. Don certainly left his mark in the progeny arena, although most of that credit goes to Kay naturally, to which he would no doubt agree. The Brown kids just didn't grow up; they were raised and raised right. He talked often of his family, an assured patriarch. His family was what he was most proud of, and justifiably so.

When the Brown kids were young, the entire family flew model airplanes and went to many of the South's big regional contests. The Browns were Nats fixtures for many years, gaining a reputation for competition flying. Team Brown was hard to ignore, Don not being too proud or tasteful to have t-shirts made just for that purpose. Most of the Brown kids aren't very active now, but a few remain club members and belong to the AMA. Quite a few of the grandkids were instructed in model building and flying and did quite well. I suspect that when the time comes they'll follow the same life cycle as the rest of us, and maybe we'll see a few of them again. We can thank Don for that.

It's said you don't really appreciate and miss people until they're gone. One day at the sod farm or at the Nats each of us is going look around for Don and he won't be there. We won't hear his latest comment on current events, not get the encouraging word that was always there, or will have to look for another timer. Goodbye, old friend.

### **RENEW NOW!**

Wow! I just missed Don for the first time. He isn't around to nag me to nag y'all about renewing y'all's memberships and mailing in that dues check. Diamond Don's legacy lives on. It just goes to show . . . . .

No word on who'll take Don's place in the treasurer's spot, but we'll not wait on the new guy to pull some chains or rattle some cages. We need you to commit, as in right now. In the interim of our fiduciary vacuum, send Barfield your renewal dues, checks payable to TTOMA. You know who you are. The membership form follows. Do it!

### **UNDER THE CATHEDRAL OF THE BIG BLUE SKY**

Much of the indoor season is behind us, and all of the outdoor in front. So, there remains much to do and little time to waste. Show up somewhere, some time with a model. The game's afoot. The remaining 2012 schedule follows:

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

### THUMBS ON THE MARCH

Bill Gowen's crusade of national record-setting at St. Lukes continues. In January he set a new national record with his A-6, and in February he blew up the national standard and unlimited catapult glider records, the former by 8 seconds and the latter by 2 seconds. Applications to the AMA are in the mail, and edits to the record book are pending and assured.

The record-setting in February provided quite a show for the dozen or so spectators. We knew the catapult glider records were toast when Bill's early trim flights were clocking higher than both records. By the second series of nine flights was done, both the standard and unlimited records were busted. Frankly, Bill could've pushed the records higher if he'd tried. Surely, higher times will follow, as the design and the room has more seconds left. The rest of the world outside the Golden Ghetto needs to realize what a record magnet St. Lukes is. Maybe, if we set a few more there, people will start to notice.

Bill's reign of roadside ruin in April was carried further elsewhere with his flying at the big Kent State contest recently. He won Limited Pennyplane and A-6 by about one minute each, a dominating performance. To further ladle on the glory in April, he set a new state record at St. Lukes in Limited Pennyplane of 10:23. Well done, sir.

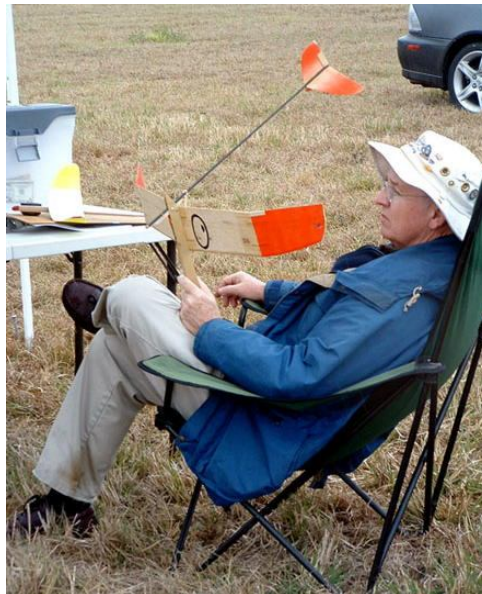
### THUMBS ON THE MARCH II

The new kanone rankings are just out from FAC GHQ, and the Thumbs are well represented. I don't think anybody got promoted, but a few remain on the verge. Voila!:

Air Marshall		Captain	
Dave Niedzielski	72	David Mills	7
Wayne Brock (ret.)	50	Dohrman Crawford	6
		Gary Baughman	5
Major General		Lieutenant	
Dean McGinnis	30	Karl Hube	4
Lt. Colonel		Brook Dixon, Sr.	3
John Barker	18	Al Pardue	2
		Don Peacock	2
Major		Jim Altenbern	1
Gary Morton	14	Frank Hodson	1
David Barfield	12	Richard Schneider	1

### THUMBS ON THE MARCH III

Several Thumbs ventured down to Pensacola for the Winter Coupe contest. The weather offered a variety of challenges, all well met by our *compadres*. The two photos that follow, courtesy of Al Pardue, betray conditions not for the faint of heart. Dohrman, Karl, Al, and Bob made the trip and escorted some mahogany back home. Well done, sirs.



### **BRING ON THE BOILERPLATE**

There're several rules change proposals before the AMA Free Flight Contest Board. You can find them at the AMA website under "Competition", then "Rules Proposals", then "outdoor free flight". You're looking for OFF 13-1 through OFF 13-5.

I encourage all to read and forward your views to the district V guy, our own Gary Baughman. I hereby present each with a minimum of detail and how I hang at my first blush of same. The results of the initial committee vote are given, and the cross proposal phase is next. The process is a little arcane phase, and the final vote isn't for a while. Still, Gary will appreciate your views.

#### OFF 13-1

This proposal would allow the models of the deceased, infirm or aged to be flown in competition by others. Namely, the models of the departed or old guys and those with mobility issues who can't chase or travel to contests anymore can be flown by others. I'm in favor of anything that encourages participation either at the workbench or flying field. The way the models of our late friends currently lie neglected and worthless in basements and closets is a crying shame. You want kids to fly models with us? If so, let granddaddy with a walker and no driver's license or their daddy with bad knees and asthma build models for them. I strongly favor this rule change. Come on, people. It's no the fifties anymore and family life has changed—update your world view and turn the page. *Si, amigos*. Initial for passed.

#### OFF 13-2

This proposal would make E-36, currently a NFFS event, an official AMA event. The rules are the same as in effect now. I favor this proposal, individually and as chairman of the NFFS electric power subcommittee. The subcommittee backs it, too. There's some thought that it's a little soon to do this, but anyhow, the horse is out of the barn now, so let's get it done. *Si, amigos.* Initial vote passed.

#### OFF 13-3

This proposal would change the engine displacement categories such that engines of the smaller sizes could be flown in the larger ones. Specifically, all displacement categories would start at "0.000 cu. in." and go up to present individual upper limits. Honestly, I don't know if this is a good idea or not. I'll let the gas fliers hew and cry as they deem appropriate. Initial vote failed.

#### OFF 13-4

This proposal would make the present unofficial event variously called "Small Mulvihill" or "20 gm. Mulvihill" into an official AMA event called "Category III Mulvihill. Category I and II Mulvihill would be unaffected. I favor this proposal as it'd allow a modified Mulvihill-type model to fly on smaller fields, and contests at larger fields would be unaffected. Participation at the last two Nats was very good, so why not? *Si, amigos.* Initial vote failed.

#### OFF 13-5

This proposal would reinstate the VTO requirement in the range of category II gas power events. Honestly, I don't know if this is a good idea or not. Hew, cry, etc., as in OFF 13-3. Initial vote failed.

### **THUMBS IN PRINT**

The January issue of the NFFS digest has a dandy, two-page article by Graham Selick. In a clear, detailed but fast-moving fashion he relates his experience with a new line of fuel-proof paints manufactured by Nelson Aircraft Co. He freely admits he was moved to try this new line of paints to maintain the domestic quietude at his house, his earlier efforts of many decades at painting his models running afoul of the quality-of-life regulator with whom he shares residence. He has nothing but positive things to say about the Nelson line. The colors are vivid, seem fuel-proof, and don't smell during application.

The same issue has a good photo of Al Pardue, dapper as always, winding his Smith Mulvihill at the Gathering of Turkeys from last fall. The wonderful, mile-square expanse of grass at Pensacola is shown to good advantage. Short sleeves in October, that's what I like about the South.

The March issue of *Model Aviation* has a nice blurb on David Barfield's green-and-yellow, electric-powered Sniffer. Thumbs will recall the epic search and retrieval of same last year from the big sunflower patch near the sod farm's hangar. Our comments, then, on the appropriateness of Barf's color scheme are reprised sardonically in the article, although not with the same vigor undertaken by us originally. We also recall the loss of the same model later that day when the timer failed, and it went soaring to impressive heights, disappearing to the northwest. The article also drops a compliment on Al Pardue's decal-making prowess.

## **MISSING IN ACTION**

I got a good deal on some flash drives and I'm upgrading my files. One flash drive is destined to hold all the digital Thumb Prints. I'm in good shape here, except for one issue. I can't find Nov.-Dec., 2010. Anybody got a copy? If so, **please** send me a copy! This kindness would be very much appreciated. Many thanks in advance.

## **ERRATA**

In the last issue I provided the dear reader with an erroneous website address. Well, yes and no. I advertised <aircraft-pictures.net> as a French-based, exhaustive aircraft photo archive, as well as a website providing a wealth of other info. That was wrong, and I apologize but not much. It turns out that address directs you to a German website of the same intent and content, while <airplane-pictures.net> directs you to the French one. My bad. The things they're doing with electricity these days, another black hole. Try to stay employed and/or married.

## **ALL ROADS LEAD TO PERRY**

We came; we haggled; we bought. The 2012 Southeast Model Show is history, and once again, it was worth the drive. We did another solid job of filling the four big arenas at the state fairgrounds, although it looked like the number of tables and attendance was down a tad from last year, owing perhaps to the economy. This writer didn't see as many out-of-state license plates, either. Closer to home, many of the usual Thumbs didn't make it.

As is our collective wont, the AMA, SAM, MECA, SPA, LSF, and NFFS had tables set up, and some flesh was palmed. Yours sincerely and my fellow NFFS officers ran the NFFS table and did a lot of meet-and-greet PR. I had a selection of FF models on display, and it's always a treat to see RC-ers pick up a FF model and marvel at the structure of our clever devices.

Almost to a man, they're slack-jawed and dumbstruck at our models. A few aren't bashful about asking questions, either. Some questions are challenging, as in "why don't you allow RC to bring them back rather than going to get them?", and some rather sad, as in "this ain't nowhere near heavy enough!" or "did you make this?" For the record, the object of most fascination was my Burdov Coupe. Go figure.

Not that their pursuit of model aviation fun isn't entirely logical within their own indentions. For example, many of them select a certain engine displacement and buy several used models of that size and fly them all to destruction throughout the year. And they repeat the process annually, happy as pigs in mud. Who can argue with this? I seriously doubt they've any less fun than we do and probably spend about the same on flying iron. Their leisure time is spent without any lure of craftsmanship or contest flying. And don't forget, they outnumber us one-hundredfold.

The overall trends witnessed for many years continue. The appeal of very large RC models hasn't abated. Models in the one-quarter scale range abound, and thousands of dollars change hands for good examples. It's really something to see. I recall the odd looks I get from my OFB's when I've paid a few hundred for a used Coupe, while commerce in the thousands for a single model is common elsewhere within the RC world. Also, the growth of electric-power continues, and a lot of new and used product was for sale. Again, much used gear changed hands, and the factory tables did boomer business. By these tired eyes, the electric side of propulsion has taken over the RC helicopter ranks, and the indoor 3-D fliers are numerous and spend a lot of money. We free fliers should be thankful for this because it keeps the production volumes high and prices low. This writer retains his admiration for well-executed

RC scale models, and the examples on display are the result of craftsmanship of the highest order. Sadly, you still don't see much of the higher end of the RC sailplane market. These models rival our own in elegance and structural sophistication and are just plain cool and a real treat for the eyes.

My haul of booty was much less than in previous years, despite the hundreds of free flight kits for sale, many at very reasonable prices. I bought a few books and an old Jetco Wright Racer kit. That, and a 1/48<sup>th</sup> scale Monogram B-17 kit for 15 bucks completed my rampage of financial ruin. The books are obvious choices, but why the B-17? Well, last year I bought the companion C-47 by Monogram in the same scale and envisioned them looking grand in repose on my bookshelf. Alas, they'll probably remain grand in repose in the box. (Why do I do this? I've dozens of kits, plastic and balsa, I'll never build. It's so "unfair". They're just so damn cheap at this swap meet. And here we are.)



Your editor holding station at the NFFS table, Coupe and duct tape at the ready

## **BIRDS OF A FEATHER**

The most recent issue of *SAM Speaks* announces the addition of a new RC event, OT Electric Replica, presumably provisional at least for now. The intent is to find fresh uses for .020 Replica models and kits by allowing the switch to electric power. The creators seem to have some understanding of NFFS's new E-36 class, as many of the specs are re-used: 2-cell Lipo packs, brushed or brushless motors, and a 36-inch wingspan max.

There the similarities end. Bear in mind it's a RC class, and the models will be heavier and more stoutly built, carrying receivers, servos, and the other directional bric-a-brac. The models are limited to a two-minute engine run (!) and a ten-minute max. I don't know how much the full RC regalia will weigh, but in two minutes such a model will get way up there, easily out-of-sight. I presume some sort of repeated climb-and-glide cycle is envisioned. Mercy, I hope they all have good binoculars. Anywho, it sounds like fun, and I've heard how increasingly hard it is to find props and glowheads for the Cox .020 these days, so it makes sense.

I wonder how long it'll take for the Free Flight side of SAM to fly the same type model *sans* RC gear. There's no reason why such an event wouldn't be of interest. A well-engineered and lightly built 36-inch wingspan Kerswap or Stratostreak would be a beast with one of the hot Chi-com motors and two Lipo cells. Building one of these tried-and-true designs down to, say, 150

gm. wouldn't be too hard, and a 15-second engine run would get them as high, or higher, than a Cox .020 ever did.

This seer predicts such a development. You heard it first here, comrade.

## **DIFFERENT FOLKS**

One of the many model railroads clubs in the Atlanta area had their annual swap meet/trade show at the Cobb Galleria, and this intrepid reporter attended and enjoyed himself. As some will recall, I grew up in a railroad family. My father was a railroad engineer, and his brothers worked for the railroad in various ways. His brothers spent many years so employed, my father all his adult life.

Ergo, I've always been aware of the industry's importance in the USA's march through the world, being reminded of it often. Alas, not much of the population is so enlightened. The well-publicized airlines and interstate trucking don't hold a candle to the tonnage relayed across the length and breadth of our great nation. (And without all the government largesse both these industries get, BTW.) Yes, the railroads just do their brawny work alone, enjoying little from the government, except regulation, largely unappreciated by the public.

Likewise, all of us are aware of the importance of Atlanta as an interstate highway and airline hub. However, in case you haven't noticed, the railroad network centered upon our metro area dwarfs both mightily and without all the publicity. Without the railroads and the convenience of our native and peculiar topography, Atlanta simply wouldn't be here. One more additional, misplaced ridgeline and the precocious and much more modest Terminus would still be in its place, but I digress . . . .

On a personal level, I always admired the way my daddy made his living. I always had the absolute assurance he had a real job, manly, respected, and well-paid. He never sat behind a desk, wrote a memo, or attended a meeting his whole life. He had more important things to do.

But, back to the anecdote at hand, your typical model railroad show doesn't offer much to the free flighter, unfortunately, other than a change of pace and perspective. Occasionally, you'll find a nugget here and there, either a book or two, an errant kit, or the surprising got-to-have tool. Such was the case of the latter, when I scored a brand new, dandy caliper, all metal and with a six-inch throw, accurate to thousands and with a big fat analog dial, nary a battery required. This smart looking tool came in a hard case and for a very reasonable twenty-five dollars, American. Now I can see how wrong I am and with much more precision.

## **WHAT I LIKE ABOUT THE SOUTH**

You have to love our part of the country. Here's another reason:

Early in the morning of the PSIC, Dohrman got a call from Sue, his bride and companion of many years. She calmly reported that a copperhead snake, a modest two-footer, was lurking in the bushes aside their patio. He relayed the report to us and apologized for leaving for a while to attend to the matter, giving the remark, "oh, we've a lot of them this time of year; they're all over the place". (Readers from outsider our area should realize that the Golden Ghetto of Dunwoody is about as staid and established a suburb as sits anywhere on this earth.)

Dohrman soon returned with the report that the snake was easily dispatched with a hoe and matters had returned to normal at Casa Crawford, all this, after a common occurrence during a normal spring day. I remarked how this and other similar incidences just reassert the circle of life and *homo sapien* dominance over the landscape.



Later in the day, I reflected how different the story would've been in another place not so blessed with our abundant and diverse flora and fauna. For you see in the South, Mother Nature sometimes arrives on scene with fangs and claws; while at other places, all you see is daisies and chipmunks. I hereby thank the Creator for this delicious bounty and ponder how dull life may be elsewhere.

(Personally, I like the edge. My camping life, beyond the backyard anyhow, began very early when a few dozen kids from our church and their daddies would camp regularly alongside the abundant creeks, swamps, marshes and lakes of Savannah's dank hinterland. It was standard practice for a few of the men to sit up all night with rifles, "long guns" in local parlance, in case gators and other aggressive and capable critters tried to intrude into our quiet enjoyment of the premises. Good times.)

### **MAKING A LIST, CHECKING IT MANY TIMES**

As will be the case many times throughout the year, we present the results of our club's annual high point tourney, current through the April outdoor contest. If these initial totals are any indication, we're off to a roaring start with fourteen Thumbs putting points on the board, and if pursued with consistent vigor throughout the year, we'll eclipse last year's totals. Time will tell, of course. Those listed meagerly, or worse not at all, need to get in the game, for it's afoot.

David Mills	28	Dohrman Crawford	12
Karl Hube	22	Richard Schneider	11
Bill Gowen	21	Barry Sholder	8
Gary Baughman	19	Joe Ryan	4
John Barker	15	Dean McGinnis	4
Jim Altenbern	14	Al Pardue	4
Bob Thoren	13	David Barfield	3

### **NEXT ISSUE**

Look for something around July, after the two-day June contest. We'll also prefer the Nats and the Thumbs trek to glory in Muncie.

Once again I beseech the multitudes to send me anything presentable in the way of articles, plans, photos, and rants. You'll find a willing forum here in the humble pages. Don't make me work too hard. Ciao, y'all!

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# 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 David Barfield/2000 Trophy Dr./Marietta, GA 30062/770-9775517. **\$25.00/yr. after 2/15/2012.**

<p><b>Half Price! New Member* Offer</b> <b>Two-year memberships \$58 now \$29</b> <small>*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.</small></p>	<p><b>National Free Flight Society</b> Preserving, enhancing and promoting the art, sport and science of Free Flight Model Aviation in all its forms.</p>	<p>Membership includes access to the NFFS Plans Catalog of over 800 plans, scholarship and volunteer opportunities, rulebooks, committee support, and <u>6 issues/year of Free Flight Digest</u>, 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!</p>	<p><input type="checkbox"/> 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).</p>
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TTOMA Indoor Contest  
1/14/12  
Report and results

The January 14 contest at St. Lukes was sparsely attended but saw some serious flying. Four fliers recorded 12 official flights. Joshua Finn upped the State Ministick record to 8:10 and the Phantom Flash record to 5:26 (3 flight total). Bill upped the State and AMA A-6 record to 6:46. Many other flights were made but not recorded on the time sheets.

Ministick

Joshua Finn                    8:10 (state record)  
Nick Ray                        6:43

F1D

Joshua Finn                    9:42

Phantom Flash

Joshua Finn                    2:12, 1:20, 1:54 (5:26 total) (state record)

A-6

Bill Gowen                    6:46 (AMA record)(state record)

Standard Class Glider

Bill Gowen                    38.5, 36.4 (74.9 total)

Dime Scale

John Barker                    1:20

Intermediate Stick

John Barker                    5:11, 8:05

### February Indoor Report

We had excellent conditions Saturday, Feb. 25, at St Luke's. Although it was windy outside, we had very little drift the entire day. Some excellent flights were made, to the delight of a group of onlookers. Many of them had never seen an indoor Free Flight model before. Quite a few flights were made by a number of children who showed up. They all want to try it again. We also welcomed our newest club member, Dr. Peter H'Doubler, to the event. Welcome, Doc! We're glad to have you with us. Not that many official flights, but it should be noted that Bill Gowen set two new national record in Catapult Glider, eclipsing one record that had stood for 15 years. Well done, Bill!

Here are the official flights, respectfully submitted by Dohrman Crawford, CD:

Standard Catapult Glider

Bill Gowen. 46.2, 46.7        92.9    new  
cat.1 national record, pending

Unlimited Catapult Glider

Bill Gowen 46.2, 46.7        92.9    new  
cat. 1 national record, pending

Limited Penny Plane

John Barker 9:16  
 D. Mills : 22 (Comet Phantom Flash)

Peanut Scale

R. Schneider Nesmith Cougar :46  
 David Mills Lacey M-10 :10

No-Cal

Richard Schneider P40E 3:04  
 David Mills Wildcat 2:19

Comet Phantom Flash

David Mills :13

Legal Eagle

John Barker 1:42

Dime Scale

John Barker Comet Rearwin Speedster  
 1:04

Chattahoochie Challenge

Richard Schneider 2:25

## TTOMA Indoor Contest

03/17/2012

## Report and results

Even though the March indoor contest had a shorter than usual time slot at St. Lukes a lot of high level flying was done. 7 official entrants recorded a total of 22 official flights. The air was exceptional – as it usually is at St. Lukes. Different fliers are exploring different techniques for using the high slot in the gym to get better times. Joshua Finn set a new state record of 13:26 in Intermediate Stick. Limited Penny Plane drew 4 contestants who all had respectable times. Joshua and Nick Ray had a good battle for first in Ministick with Nick edging Joshua by 5 seconds! Joshua was ready to do battle in A6 with a new ship but apparently had some unsolvable issues. Joshua and Nick had a number of F1D flights that looked nice but no times were recorded. Your humble reporter (?) had a 44 second flight with WIF7 to prove that last month's record flights weren't a fluke, a 6:07 in A6 and a 7:45 in LPP. The A6 and LPP flights were an attempt to get some usable flight info for next month's Cat 2 contest at Kent State, Ohio. I tried to bang the walls gently since the Kent State Fieldhouse has a pretty unforgiving ceiling.

## CD and reporter

Bill Gowen

Peanut Scale

Gary Baughman :11  
 David Mills :04

No-Cal

Gary Baughman 2:02, 2:06, 2:05 (6:13 total)  
 David Mills :42, 1:42, :30 (2:54 total)

Helicopter

Karl Hube 2:24

Ministick

Nick Ray 7:24, 6:29, 7:23  
 Joshua Finn 6:12, 7:16, 7:19  
 Karl Hube 1:01

35cm

Joshua Finn 3:58

Limited Pennyplane

Bill Gowen 7:45  
 Joshua Finn 7:04  
 John Barker 5:54  
 Karl Hube 2:14, 4:53

F1D

Joshua Finn 10:22

Legal Eagle

John Barker 1:15, 1:32

Dime Scale

John Barker 1:12

Intermediate Stick

Joshua Finn 13:26\*\* (new state record)  
 John Barker 5:41

Standard Class Catapult Glider

Bill Gowen 44.1

Bostonian

Gary Baughman 2:02, 2:06, 1:57 (4:08 best 2)

A-6

Bill Gowen 6:07  
 Joshua Finn 4:38

## APRIL OUTDOOR CONTEST REPORT

Our first outdoor contest of the year posed a problem. Conditions were so good that almost anything else that follows will be a letdown. A long line of cars, and 11 official fliers made this an excellent contest. (Note to readers, plan on using the lower gate from now on. It has a good setup so that we can leave it closed, but unlocked so late arrivals can come in. Don't forget to close the gate once you are inside.)

Light and variable winds and plentiful thermals made for some great flights with short retrieves. Gary had a 2:54 flight with his Blue Ridge Special and only walked a short distance to pick it up. The opposite was also true. Joe Ryan's Kiwi P-30 flew off to an unknown fate, and so did Karl's catapult glider. Jim Altenbern lost a catapult glider as well. Hmmm, might be time to start putting DT's on those things, guys! David Barfield and High Point Mills each brought a nice scale model for testing, a Fokker D8, and a Stahl Wildcat, respectively. Gary flew his Stahl Taylorcraft O-57, and it is a very good flier. He is lucky to have it back.

The surprise of the show was the excellent performance of the Blue Ridge Specials. They are bombs. If you don't build one, you are missing out on some fun. Hint--build 2 of them, as you will probably lose the first one fast. They really get up there and glide well for a sport model.

All in all, our day was an excellent way to spend some time outdoors. If you are not one of the names listed above, come on out and do some flying. Dohrman Crawford, CD, reporting:

<u>Catapult Glider</u>		Bob Thoren	115
Karl Hube	259	Gary Morton	59
Jim Altenbern	230		
Gary Baughman	214	<u>SCat Jet</u>	
Bob Thoren	192	Karl Hube Hawker Hunter	57
Dohrman Crawford	166	David Mills Yak 15	55
Dean McGinnes	156	Dohrman Crawford Fokker Trainer	44
David Barfield	153		
David Mills	151	<u>MOY Earl Stahl</u>	
Al Pardue	88	Gary Baughman Taylorcraft O-57	257
		David Mills Wildcat	18
<u>P-30</u>		<u>Old Timer Rubber</u>	
Bob Thoren	360	Al Pardue Comet Sparky	19
Jim Altenbern	354		
David Mills	335	<u>Embryo</u>	
Joe Ryan	324 oos	Karl Hube	342
Al Pardue	197		
<u>Blue Ridge Special.(Old Goat Challenge)</u>		<u>Dime Scale</u>	
Gary Baughman	297	Karl Hube Bristol Brownie	183
Dohrman Crawford	204		
Jim Altenbern	130	<u>Comet Phantom Flash</u>	
Al Pardue	94	David Mills	13
<u>HLG</u>		<u>No-Cal Scale</u>	
Dohrman Crawford	281	David Mills Wildcat	72
David Mills	182		



collage by Barfield



collage by Barfield

## 2012 PEACH STATE INDOOR CHAMPS

This year's rendition went without a hitch and a lot of very good flying got done, as the scores testify. Adult attendance was great with almost a dozen fliers and as many spectators, but no kids showed due to the Smyrna club not being able making it. They were missed. (Sadly, I don't think this year's effort earned the accolade, "America's flyingest indoor contest", but we tried.) Everybody liked the twelve hour format; it provided plenty of time to fly everything and keep the lightweights out of harm's way. We'll do it again next year.

### Limited Pennyplane

Bill Gowen	10:25 (state record)
Josh Finn	7:56
Paul Grabski	5:41
Karl Hube	5:29
Barry Sholder	1:39
David Mills	0:46 (Comet)

### F1D

Nick Ray	36:44
Josh Finn	35:33
Bill Gowen	13:23

### Ministick

Nick Ray	6:51
Barry Sholder	3:27

### Helicopter

Josh Finn	4:57
Karl Hube	3:07
Paul Grabski	2:12

### F1L

Bill Gowen	12:40
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### Intermediate Stick

John Barker	7:55
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### A-6

Bill Gowen	6:30
Paul Grabski	3:41

### No-Cal Scale

Josh Finn	Cassutt Racer	6:16
David Mills	Lacey M-10	6:12
Paul Grabski	Fike	5:27
Barry Sholder	Heinkel D-100	0:57

### Dime Scale

John Barker	Comet Curtiss Robin	1:40
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### Peanut Scale

Richard Schneider	Nesmith Cougar
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### Rubber Scale

Josh Finn	Junkers J.1
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### Comet Phantom Flash

Josh Finn	3:38
David Mills	2:37

### Bostonian

John Barker	1:58
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### Chattahoochie Challenge

Richard Schneider	1:37
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### Legal Eagle

John Barker	1:34
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### Hangar Rat Mass Launch

Josh Finn
Joe Ryan

### WW II Mass Launch

Josh Finn	Spitfire Mk. XI
Richard Schneider	P-40
Barry Sholder	Heinkel D-100

### Civilian Mass Launch

David Mills	Lacey M-10
Josh Finn	Lacey M-10
Barry Sholder	Extra 500
Richard Schneider	Nesmith Cougar
John Barker	Curtiss Robin



## PEACH STATE INDOOR CHAMPS SCENES



Barry and his veteran CR-3 No-Cal



Richard wrestles with his Cougar



WC-bound Nick and his F1D fleet



Paul and his big Fike No-Cal



Hangar Rat mass launch



Josh and his winning Hangar Rat