



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

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NFFS

May-June, 2012

HEADS UP

Welcome to the May/June issue. You'll find much of interest within, including several contest reports from the sod farm, principle among these the results from the two-day contest in June, and some photos, too. Our indoor season continues at St. Lukes, and reports of that follow, also. We're a little short of rantings and ravings, so we'll have to get by on just a few of the more judicious sort from yours sincerely.

Several of us are busy in preparation for the Nats. We're all looking forward to strong participation from all over the USA. Last year was a pleasant surprise with big numbers, given the heat and gas prices. The temps were really something last year, and we're hoping for a reprieve of last year's hardships. Mercy, it can't be any hotter than last year, and gas prices have moderated in the last few months. Camp David is again open for business, and all are welcome within its cozy confines. It's a cheap and comfortable way to do the Nats. The temps cool down a lot at night, and frankly, I sleep better out there than I do at home. Really, there's no real roughing it, as the conveniences of Muncie, your basic good-sized, heartland college town, are only minutes away, and nice bathrooms with showers are on the field. Thusly contrived, the only expenses are gas and contest fees, all the others being things you'd be buying at home, like food and other day-to-day essentials. That would include beer, which Dohrman and I find refreshing in the evenings *après* a fine workman's supper at the nearby 12th St. Café. So far there's only Dohrman, me, and the Marier's at Camp David—room for plenty more.

It's about time for me to get out of the way. Ciao, y'all!

THE GAME'S AFOOT

The outdoor season at the N GA Turf Farm is in full swing, and the indoor flying opportunities at St. Lukes continue. For general convenience and overall nagging purposes, please find the contest schedule that follows. There are no excuses. Be there, or you might find yourself volunteered for something.

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

TAKING CARE OF BUSINESS

There are major changes staring us square in the face with the publication of the June issue of the NFFS digest, *Free Flight*. At long last, the digest as gone digital and the pulp version, full color. There's no comparison between its presentation now and in the past. It's almost startling. All within eyeshot of this newsletter are encouraged to log onto the NFFS website, <freeflight.org>, and download it for free. Just follow the directions. It's pretty simple, and you won't regret it. You'll also find a membership coupon with the one-half-off offer still in effect. This last bit "ain't no hint, buddreau".

The required \$29.00 isn't squat. You can't even go out a buy a movie ticket and decent dinner and a few drinks for that, much less take somebody with you. I'm as broke as can be right now, and I could swing it. So, no boo-hoo-hoo will be tolerated.

Also, I encourage all to opt for the digital version, if it suites your fancy. It helps the NFFS treasury mightily, and you get the issues at the speed of light, versus the pulp version which goes by pack mule via the junk mail rate. The junk rate is slow as Christmas, but it's the best NFFS can do financially.

THUMBS IN PRINT

New member Dean McGinnis joins the ranks of our published with a good article on the NosGas T-Bird in the March/April issue of the NFFS digest. The T-Bird has long been a favorite of NosGas fliers, and frankly, of all gas fliers since its debut by Midwest in the mid-fifties. However, as is true with all of us, the design does have a few flaws, generally structural in nature. He presents their time-tested remedies in logical fashion, so no vexation need ensue. He also sets forth the trim set-up in great detail, leaving little room for the gremlins. Well done, sir.

Gary Baughman published a good article in the April *Free Flight Quarterly* on the new short kit by Don DeLoach of his E-36 version of the 1/2A Mini Pearl. It's a good article regaling the virtues of the very popular kit. No surprises there, what can you say about an inexpensive, well-engineered, and great flying power model? The article is particularly interesting because it's the second part of a two-part article on E-36. The first article is by Hank Nystrom which introduces his "plug-and-play" power system for E-36. One of the major stumbling blocks to E-36 participation has been the panoply of gadgetry required from a vast diversity of sources in the marketplace. Although the selection is vast and the prices cheap, getting all the gear delivered to your home without delay hasn't been easy for many. Hank solves all this by selling you everything at once, already pre-assembled and ready to bolt onto your model. How easier can it get? Many thanks, Hank!

THUMBS ON THE MARCH

Fellow Thumb Bill Gowen continues his reign of ruin. The results from the Johnson City USIC show he had a very week. Attendance at the USIC was way down, but several events were well-populated by experts, so wins in these meant something.

Bill had firsts in A-6, F1M, and F1L and a second in Limited Pennyplane. The first in A-6 was particularly difficult because he was flying against a number of the nation's best. To add icing on the cake, in the course of winning A-6 outright, he set two, sequential national records in the process, the keeper at 11:02! The wins in F1L and Limited Pennyplane was well-contested, but the second in F1M not so much. His one-flight best in Limited Pennyplane was 15:22 and his best two-flight total in F1M was 35:25, not too shabby. Well done, sir!

HELLO AGAIN, OLD FRIEND

Many, many years ago, Phil Hartman of Blue Ridge Models produced a number of very high quality Free Flight kits. I can vouch for them because I flew several, specifically his Coupe, P-30, HLG and Blue Ridge Special. All of these kits featured great flying designs, superb plans, hand-picked lumber, and a large amount of pre-fabrication. Along with Champion Model Products, at the time he set a new and much higher standard for quality, as many will recall. Beginners loved them, and many got their start in Free Flight with them. Sadly, the designs live on, but kit production stopped decades ago.

Well, there is rest for the weary because PAL Model Products has just released a fine kit of the *Blue Ridge P-30*. If you have a kid or adult friend who has graduated from a Delta Dart or its equivalent and wants to go to the next level, this is the kit. The price of \$36.50 is very reasonable, considering what content the kit offers.

You can see the kit and all the info in the June NFFS digest. (With the e-digest you can zoom up the photo and really get a good look at the contents.) Also, check out their website for this and other offerings at <palmodelproducts.com>. If you've a kid or adult that wants to build a P-30, this is one I'd recommend. (In full disclosure and fairness, I'll toss in Campbell's *Majestic* and Starlink's *Pirate*. BMJR's *Kiwi* likes to fly away a lot, too, and you'll want to check out Buddenbohm's *Airshark*, if they're still for sale.)

WHAT THA?!?!

Talk about shock and awe. I assume all of us have seen the July issue of *Model Aviation*. Imagine my surprise, and yours. Five of the eight articles are on Free Flight topics and superbly done. Putting icing on the cake, John Kagan's column goes on to some unexpected length on a variety of indoor topics.

I've been very tempted to ponder the reasons as to why. First, and very simply, most modelers find Free Flight topics interesting, offering a bit more intrigue than the boring parade of sport RTF's and 3-D foamies more commonly seen. Also, it just might be possible that the pressure from *Los Federales* on the world of model aviation via their often ill-conceived "war on terror". It's very likely that Johnny Law will pass serious restrictions on some branches of model aviation, with the very large and fast types being the likely victims. (Frankly, all within eyeshot of this newsletter, if any of your fleet of RC models could carry a payload of a video camera, and a pound or two of C4 or white powdery substance, I'd be looking over my shoulder.) It just might be the AMA in all its

strategic wisdom is choosing to cultivate what they see as the smaller, cheaper, and simpler end of the spectrum as a precautionary Plan B, and rightly so.

If the latter is true, I don't see how this hurts us. Any RC flier that develops even a casual interest in Free Flight helps our cause. (And to be totally honest, most of those guys could stand to lose a few pounds. Please see the following)

ORPHANS NO MORE

On July 7th, we finally found homes for the twenty or so models of our OFB, the late George Perryman. The Perryman family has wanted to get this done for a long time, but I think it was a difficult task for everyone. I know it was for me.

I arrived the day before and matched the multitude of fuselages, wings, stabs, and props to each other. Fortunately, I was familiar with most of what was at hand, and in the end there were about twenty complete models, two card tables stacked high with books and magazines, and an astounding amount of unaffiliated bits and pieces. The turnout was more meager than expected with only five attending, but a few responded to the notice and said they were out-of-town and/or locked into holiday duties. However, things turned out fine. Bottomline: Robert, Whit's grandson Alex, and my nephew Jack got plenty of new flying iron and several of his OFB's, a few models and mementoes. That's probably how George would've wanted it. I really miss that old man.



BTW, the Perryman family is undecided as to what they'll do with the leftovers, so there might be time to get a memento or two. There's a multitude of wings and stabs of a few dozen old timers and modern duration types, and all you'd need to do is build a fuselage or some other piece, and you'd be good to go. And bear in mind, too, there's been big chances in the builder-of-the-model rules in AMA, NFFS, and SAM. The use of George's stuff is OK now.

Clearing out all of the nooks and crannies allowed Steve and me to get at everything, and there were a few surprises. Principal of these was the discovery of George's old, small Igloo cooler, you know, the yellow and white one with the speckles and Wally Simmers' autograph. It was chockfull of rubber motors of all vintages, mostly labeled Tan II, going all the way from light yellow to medium beige to pale green. It was all roped-up in motors for Korda's, Lanzo's, Ying's, Big Red's, P-30's, and whatever else he had plans to fly in 2003. All of it is in plastic bags, so who knows how it's aged over the last decade. Most appear not to have been lubed at any time.

I broke out several 10 gm. motors from some of the fresher looking of the 1/8 in. and wound them to destruction at 6 strands. The best I tried gave up 10 in./oz. and blew up at 1230 turns. The worst samples only gave up 6 in./oz. and 850 turns, not too good. I'll

predict the rest breaks out accordingly. Much will be usable, but you need to be selective as to when and where. Ergo, I presume the bulk of it can be used for a variety of fun or local contest flying by all of us. Be advised: altogether, there's about 7 lbs. of it! I need to do some more testing to separate the usable from the worthless. I'll let you know how it goes.

MY HAUL IN DETAIL

All totaled, I walked out with eight complete models of George's, plus a lot of parts and odd items. The next photo presents two models forced upon me by circumstance. Specifically, his son Steve saying, "Here, take this!" This may seem like a paltry defense, and perhaps it is. Regardless, I'll rest my case and move on. The first model is an old Coupe from the early seventies, one of the well-known and swoopy Mugwump series. As its weight, without prop and FE, is a solid 76 gm., we can safely assume it's from the 100 gm. rule era. According to the wing's 1974 Nats stamp, the model was the runner-up that year. Having the prop and FE would be nice, but who knows where it wound up. But, I'm guessing in the next Coupe he built when the stupid 100 gm. rule was dropped for the now familiar 70 gm.

My litany of shame continues with the forced assumption of owner of George's modern replica of his 1952 Wakefield and Unlimited model shown in the same photo. This beast of a model is only challenged in audacity by its contemporary companion, the mighty Kluge, built about the same time, which Steve is keeping. This six-foot long Nostalgia model is really something to behold, all at a remarkably scant 114 gm., BTW. Honestly, beyond this meager description, further words simply fail.



A few I simply grabbed for my own and others selfish uses. The second photo shows two such victims. The Korda Wakefield is a delightful example of the classic, frankly one of the best representations of the expert building he was capable of when he allowed himself the time, something we sometimes forget. It's also signed by no less than Dick Korda himself. I presume he built it with such care for the AMA Celebration of Eagles in 1996(?). Future CD's will have to note its empty weight is a svelte 113 gm., allowing for roughly the same amount of rubber to be carried should the flier choose to make up the full 8 oz. minimum. Oddly, the 28-strand motors he bagged for same only weigh 83 gm.

The other model pictured is the mighty Ying 4 oz. Wakefield, one of George's favorites, which I grabbed for Dohrman's use. Very well built, it weighs in an amazing

73 gm, but I'm puzzled by the obvious lack of ballast to bring it up to the required 113.6 gm. minimum, clearly an innocent oversight on his part. Dohrman is hereby advised of the shortfall. That's almost seven quarters, *amigo!*

In my defense, the group of models shown in the last photo I shanghaied near the end after others had their first pass at the estate at hand. The Sherman Gillespie Trainer Bug I grabbed for Barfield. Like George, I've always had a soft spot for the Mini Maxer and these two are now mine, one the standard issue and the other, labeled "Super Mini Maxer", with a built-up fuselage, folding prop, and 24 gm. airframe. His indoor Bostonian, the LFPBPLTOL Speckled Bird, has always been a favorite. Absurdly ugly, it's a very capable flier with a few Nats wins and state records to its credit. I set it aside for his niece Paulette.



Not pictured is an old Phantom Flash that George had hanging from his den's ceiling. It isn't his, if my memory of his ultra-light-weight example serves; rather, I think it's David Raymond's, our dear and departed OFB. I'll safeguard it for the duration, maybe even fly it a few times.

Among the interesting bits and pieces were the remains of a Wakefield from the mid-seventies when George was active in the USA team trials, and they carry stamps from the 1972, 1973, and 1974 Nats. The Perryman design signature was mostly set by then, missing only the needed gull-polyhedral. The wing and stab offer plenty of evidence of long and hard use. The prop is of some interest because it uses his "prop and a fob" concept. He was very enamored of single-bladed props back then and used a smaller blade/paddle to dampen the oscillations. He worked with the concept for many years but dropped it eventually. For what it's worth, I know of no other use of it by others, although he published drawings of it a few times. Perhaps that speaks volumes or nothing at all.

THESE BOOTS MADE FOR WALKING

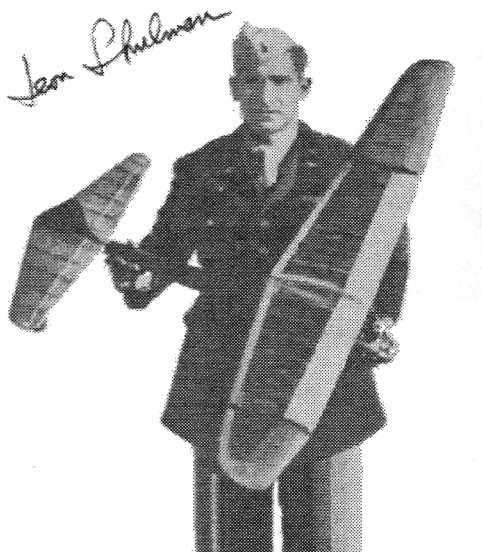
Many of us have wondered just how much exercise we get during a day of flying Free Flight models. Personally, I've always felt it was more than we'd realize. Well, Dohrman has put the issue to rest. He recently bought a pedometer that he saw on sale, and he strapped it to his belt on the Sunday of our June two-day gathering. The result? It

turns out, during a dozen or two foot retrievals at our sod farm under conditions of rather light winds and short drift distances, he walked a little over seven miles!

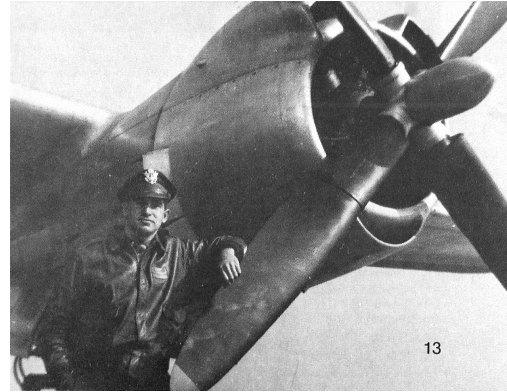
This doesn't surprise me one bit. I don't know about y'all, but I'm darn tired at the end of a long day of flying. Now we know precisely why.

A STAB FROM THE PAST

Idle hands aren't necessarily the Devil's workshop. I was doing an unrelated literature search the other day, which resulted in a member of the Greatest Generation checking in. One recalls Leon Shulman's gas-powered Zombie and later Banshee of 1940 and 1941. Both were and are known for their superb performance, particularly their voracious climb, being held in check by force arrangements seen as a bit extreme at the time.



How appropriate that we find a young Lt. Shulman over war-torn Europe and behind the yoke of the demanding B-26 Martin Marauder, of "One a Day in Tampa Bay" ill repute. You might recall, early in its service the B-26 had the reputation of a widow maker in pilot training. Ironically, seasoned veterans of the European theater praised the B-26's performance, while stateside young pilots were having their difficulties.



Eventually, the wisdom was eventually gained that the B-26 was seriously shy of wing area and also burdened with the coffin corners of the Davis airfoil. No less a sage than Jimmy Doolittle remedied these infirmities by flying it Marauder peddle to the metal, or rather throttles to the firewall. The recommended increased speeds turned the lumbering deathtrap into a capable hotrod and reduced service losses to the lowest of any bomber in the European theater.

One marvels at how well suited Lt. Shulman was to the task. The accompanying photos tell a subtle but persuasive story. The youthful and tentative countenance of Lt. Shulman in the early photo can be contrasted with that of the later cocksure combat veteran.

Thank you, sir, for your service in defense of liberty over the skies of Europe. A final note, other photos show "Zombie" emblazoned on the nose of his B-26! .

CHANGING OF THE GUARD

This just in, there's an ownership change at FAI Model Supply. John Clapp has sold it to Charlie Jones, and the turnover should be in effect by the time you read this. I assume John sold his company to enjoy a justly deserved "retirement". (Quotes are used in irony because he has been involved with FAI Model Supply long after his real retirement.)

I know Charlie a little, having done a couple of things with him for NFFS over the last few years. He's OK by me. If memory serves, Charlie enjoys a rarified engineering job with IBM, so there should be no downgrade in talent. Add this to his vast experience with Coupe and Wakefield, including postings on the USA WC team, and I'm not worried about running out of good rubber. Also, given his field of paid endeavor, Monday through Friday at IBM, I suspect that aspect of FAI's operation will be greatly enhanced. The new ownership will be run as a family affair, true to its long roots. Charlie and his entire family are involved in our hobby and sport as active fliers, and this is all to the good. Don't worry about Charlie or FAI Model Supply.

We wish the Jones family the best in the future and owe a very sincere thanks to the Clapp family for their labors in our behalf over the many decades. Our hobby and sport is extraordinarily lucky to have people like these as friends and fellow competitors. Count your blessings.

MAKING A LIST, CHECKING IT TWICE

The high point totals through the June contests follow. Weep or rejoice, as is your wont.

David Mills	67	Al Pardue	17
Dohrman Crawford	48	David Barfield	14
Gary Baughman	31	Richard Schneider	12
Karl Hube	30	Gary Morton	12
Jim Altenbern	26	Barry Sholder	8
Bill Gowen	22	Joe Ryan	4
Bob Thoren	22	Dean McGinnis	4
John Barker	19	Graham Selick	4

NEXT ISSUE

Look for something in your inbox in late August. We'll have full coverage of the Nats and some promo of the upcoming September two-day contest. Expect some pinging of the fall indoor season, too.

Once again, I beseech the multitudes for contributions in the form of articles, photos, plans, rants, and all manner of unhinged pleadings. Don't make me work too hard! Ciao, y'all!

JUNE MEETING MINUTES

The meeting was called to order by David Barfield, club president at 12:38 PM. There were nine members present.

Treasury Report

David Barfield did not have an up to date balance of the club account. After the May indoor meet proceeds and including one new membership the club has approximately \$XXXX.XX. The club members approved the report.

Minutes

No minutes were available from the May meeting, due to Karl being At Yellowstone NP.

Old Business

David Mills reminded the club members about the Perryman Model Give-a-way to be held at the Perryman house on Saturday, July 7, 2012 at 1:00 PM. Items to be given away include 20 to 25 models, books and other modeling items. David Mills will preside over the event. David Mills invited the club members to join him at "Camp David" at the NATS this year in Muncie. Dohrman Crawford will be attending. Graham Selick hopes to attend, also.

New Business

Sandy Downs asked the club to consider donating money to purchase one brick at the AMA Headquarters in honor of Don Brown, a former club member. A motion was made, seconded and approved by the club members.

Several club members are researching the possibility of ordering new T-Shirts. There was a discussion about which logo to use and about the cost of purchasing. Designated club members will inquire about the cost and possible delivery date from T-shirt printer companies.

David Mills asked if anyone had received the new color NFFS Digest. David talked about the savings to NFFS in taking the Digital Digest vs. the printed one.

David Barfield, as interim treasurer, wants to destroy the old treasury records. We have a new account for the treasury and the old records are no longer needed. The club made a motion to approve that action and the motion was seconded and approved.

The meeting was adjourned at 12:55 on a motion by David Barfield, club president. The motion was seconded and approved. Respectively submitted, Jim Altenbern, acting secretary, reporting.

MAY INDOOR CONTEST REPORT

Even though the participation was small, some very good flying was done on May 19 at St. Luke's. Conditions were excellent, with almost zero drift. Come out and try your hand at this, you won't find a better place to fly indoor. Respectfully submitted, Dohrman Crawford, CD. Here are the results:

Limited Penny Plane

John Barker 6:33
Karl Hube 5:05

Helicopter

Karl Hube 2:29

Intermediate Stick

John Barker 8:03

No Cal Scale

David Mills Lacey M-10 5:58

Easy B

John Barker 2:53

FAC Comet Phantom Flash

David Mills 0:19

Mini Stick

Karl Hube 2:05

JUNE INDOOR CONTEST REPORT

Once again, we flew at St. Lukes Church on Mt. Vernon Rd. in Dunwoody. Without doubt, this is the best cat. 1 site we have ever had the opportunity to use. Just imagine, in their Great Hall all the lights are flush in the ceiling. The two basket ball goals are retracted into a recessed area which runs the length of the hall. This leaves an empty section in the middle, which results in some interesting flying when a model gets into this bonus extra high flying area!

Not surprisingly, turnout was low following the annual Johnson City Indoor Champs. However, spirits were high with the news that Bill Gowen had no less than three first places and one second at J.C. Congratulations, Bill!

Most of the flying at our meeting was not contest-oriented, but mainly individuals doing their thing for fun and experimentation. Ergo

Nick Ray was trying to get a variable pitch prop set while using a ¼ motor on his F1D. He got times of 6:01 and 6:10

Bill Gowen was flying his F1L, culminating in a max time of 11:11!

John Barker had a mixture of planes with:

Dime Scale Rearwin Speedster 8:56

Legal Eagle Rumpole 1:35

Intermediate Stick 7:24

Limited Pennyplane 3:22 and 5:05

Gary Baughman put on a show with his No Cal Scale fleet with:

Goon 120, 122 and 131 sec.

LaGG 47 sec.

Wildcat 91, 113 and 105 sec.

Dohrm Crawford was there, keeping an eye on his place, and doing much needed timing.

High points: Barker-4, Baughman-1, Gowen-1, and Ray-1.

To our Outdoor Flyers—Indoor isn't just for winter, so do come to see what we can get up to this summer. Plenty of dates available, just check our website and elsewhere in the newsletter. John Barker, CD, reporting.

JUNE FAC CONTEST REPORT

The weather man finally passed his test on Saturday, June 23rd. I was stunned to see the forecast winds actually take place. Mostly from the SSE and SE, and light enough that we had no trouble with turbulence from the trees. Normally, these are about the worst wind direction we face at the sod farm, but they were light enough not to be a bother.

This is the largest amount of scale flying I have seen in many years, since the Chattanooga Boys came down a longtime ago. Lots of scale models in the air at all times. Very cool, indeed. Which is good, as it was pretty hot out there.

Some background is in order. For a long time, our FAC events have been a sad affair, with little participation, and not much flying. Last year saw a major uptick, and this year was better yet. We had 11 official fliers, and approximately 64 official flights. When you consider that these were all rubber-powered models, nothing like cat gliders that can be rapidly flown, this is a good showing. Hopefully, we will see even more flying at our next FAC contest on September 22nd. Our field is almost perfect for that type of flying. It does not take much to build a Dime Scale, so get to your whittlin'! Let's do it again!

Respectively submitted, Dohrman Crawford, CD and balsa butcher. Here are the scores:

No Cal Scale

Gary Morton	Cessna 210	250
Gary Baughman	Wildcat	192
David Mills	Wildcat	54

Embryo

David Mills	Megalon Mk III	301
Al Pardue	Eaglet	122
Gary Morton	Hodge Podge IV	29

SCat Jet

Gary Morton	Canberra	127
David Mills	Yak-15	56
D. Crawford	Fokker Trainer	49

Peanut Scale

G. Baughman	Lacey M-10	137.25
Gary Morton	Lacey M-10	130.25
Gary Morton	Chambermaid	87
David Mills	Lacey M-10	81

Rubber Scale

D. Crawford	Druine Turbulent	126
David Mills	Lacey M-10	125.5
Al Pardue	Corbin Super Ace	99
Richard Schneider	Turbo Porter	73

Dime Scale

Gary Morton	Fairchild PT-19	264
Gary Baughman	S. Sparrow	135

Stahl Club MOY

G. Baughman	Taylorcraft O-57	143
David Mills	Wildcat	96

FAC Old Time Rubber

Jim Altenbern	Pacific Ace 30	155
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FAC Comet Phantom Flash

David Mills	132
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JUNE BUG JAMBOREE CONTEST REPORT

The great weather continues and gave us another perfect day for flying. Winds came from every direction at some point during the contest, but the flights for the most part stayed on the field. If we get through the entire outdoor season this way, it could turn out to be a record year. Now for the June 24th results. David Barfield, CD, reporting.

P-30

Dohrman Crawford NJAPF 359
David Mills Hammerhead 301
Al Pardue War Eagle 231
Jim Altenbern Airshark 171

HLG

Dohrman Crawford Who Dat 165
David Mills Dynamo Hum 131
Bob Thoren Dynamo Hum 113

Blue Ridge Special

Dohrman Crawford 255
Jim Altenbern 193
David Barfield 168
Al Pardue 43

E-36

Graham Selick Accorte 332
G. Baughman Super Pearl 202 325

A Gas

Gary Baughman Starduster 255

CLG

Jim Altenbern Straight Up 305
Dohrman Crawford Meerkat 18 213
David Mills Straight Up 170
Bob Thoren Lil' Mat 15 129
Al Pardue Crowbar/Pathfinder 112
D. Barfield So. Fried Buzzard 111

Rubber Scale

D. Barfield Comet Taylorcraft 42

FAC Comet Phantom Flash

David Mills 119

LAST HALF OF YEAR SPECIAL!! 2012 TTOMA MEMBERSHIP FORM

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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. **\$12.50/last 1/2 yr. after 7/15/2012.**

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JUNE SCENES



Not a bad turnout for a brutally hot day. And did we make use of those canopies!



Graham slings his new Satellite 788



Gary's world-famous E-36



Bob and Al, discretion the better part of valor



A little Brown family fun