



The THUMB PRINT
Thermal Thumbers Of Metro Atlanta

www.thermaithumbers.com

Editor
David Mills
 (404)-509-4209
DavidMillsAtl@gmail.com

Publisher
Brook Dixon, Jr.
BrookDJr@att.net

AMA
 Charter # 1834



NFFS

September-October, 2012

HEADS UP

Welcome to the September-October issue. Time sure flies when you're having fun. And we're having a lot of fun with the remainder of the outdoor season and the fresh end of the indoor season. For a club that doesn't have much in the way of grandiose flying sites, we sure do make the most of what we have. Congratulations to us!

You'll find much of interest in this issue, starting with some contest coverage since the last issue and announcements. Also, thanks to the many Thumbs that provided the surplus of photos that follow. You'll find the flyer for Gary's Turkey Shoot contest in November, so be sure to read and attend. It's a hoot! And don't make yourself a stranger the rest of the year and attend as many of the remaining contests as you can. Like fishing and other things, time spent flying model airplanes isn't deducted from the arse-end of your life. Ergo, invest in your future!

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

THUMBS IN PRINT

Two Thumbs made an appearance in the October issue of *Free Flight Quarterly*. Your editor published part two of his tome on the Dawn Unlimited models of our dear and departed OFB George Perryman. I'm very happy with the way the two articles turned out, and I've received many compliments on them. Thanks, y'all, for the many kind words.

Young Nick Ray wrote a fine story of his recent trip to the world indoor champs in Serbia. And thanks, Nick, for his being a part of the USA team's winning of the team gold medal. Well done, young man. Also, having recently been fired by Emory University from a modest posting, said august institution was kind enough to hire him back as a professor of mathematics. Timing is everything in life. Well done again, young man.

THE RULES, THEY ARE A-CHANGIN'

Most of the proposed Free Flight rules changes in the last cycle were approved by the contest board recently and will go into effect next year. From my seat in the bleachers of life, it looks like all the right calls were made. If you want the full boiler plate, you'll need to get on the AMA website, but basically here's the deal.

In terms of competing in outdoor duration, there're two changes. First, you can now fly the models built by the deceased or those who are too infirm to fly their models anymore themselves. As of next year, the models of our OFB's who've slipped the mortal coil need no longer languish in basements and closets neglected. Also, some out there are unable to

compete physically but still have the suds to build and repair. I, for one, am looking forward to seeing elderly modelers with some fire left in the belly partnering with their younger friends or progeny. Note this privilege doesn't extend to flying any indoor models or scale models in competition, or to models that were "commercial" to begin with, specifically the amazing products of the Slavic *Ubermensch*. Also, remember that, as always, you can fly other people's models for the fun of it all you want.

Second, the NFFS's E-36 category is now an official AMA rulebook event, effective next year. The rules remain the same. There're even more reasons to build one now.

In terms of competing in indoor duration, there's only one change. The rules for timing IHLG have changed in the details. I suggest consulting the new rules on the AMA website if you're feeling oppressed or confused in this regard. They're a little technical, so I'm deferring a summation here. I'll just comment the new rule seems to avoid some confusion, a good thing.

MARK YOUR CALENDARS

You'll find the flyer for Gary's annual Turkey shoot contest on November 4. Make every effort to attend; you won't regret it. Everybody that attended and flew last year had a great time and got a tremendous amount of flying done. Basically, the BOM is rescinded for the day, so you can beg or borrow a model. All the flights are mass launches, with action nearly every hour, offering plenty of spectator appeal. And it's a great to amass some high points. The flyer follows, detailing everything.

ODE TO DIME SCALE

Several years ago, the club decided to increase its amount of scale flying at contests. Not much happened at first, but since last year, we've seen some progress. The Flying Aces Club (FAC) rules make it pretty easy. (I've a quibble with this or that rule, but I've no problem with the overall program.)

While scale shares many of the requirements of our more familiar duration models, it's different in many ways. For one, a different priority of building skills is involved. For example, painting and all other forms of detailing are required, and neatness is valued to a much greater degree. For another, scale models just don't fly as well and seem to go "out-of-trim" much more often. And you either find that very aggravating or an interesting challenge. For another still, scale builders seem to buy and build from kits more than the duration guys because it saves so much more time, altogether more disproportionately. And the modern marketplace offers products the duration modeler can't imagine.

All the above being said and appreciated, what is the neophyte but curious scale builder to do? This writer suggests building a Dime Scale model. You'll have some company because several Thumbs have recent examples flying or in the works. The reasons are numerous and compelling. First, these models are easy and quick to build, and they're small enough (16 in. wingspan max) to not require a lot in the way of materials and time (for a scale model, anyhow). In particular, the level of detail expected isn't very high and within most modeler's abilities. Second, there're hundreds of old plans out there and more and more modern ones are being drawn all the time. Models from this latter source are labeled "Neo-Dime Scale" and are flown alongside the oldies. As long as the design is pre-1950, you can even design your own, too, within the reasonable FAC rules, of course. Third, there're "two-fer" opportunities, aplenty. Most all of the old plans qualify for

SAM's OT Scale and OT Rubber categories, as well as FAC's Old Time Scale category. (Note the modern ones don't.)

While all these recommendations are sound, let me give some cautionary notes. First, you'll want to read the FAC rules in detail, and they're available on-line. A quick check may keep you from doing something stupid. Second, start off with realistic expectations. Dime Scale models (or all scale models, frankly) don't fly as well as you're likely used to. Decide how much toil and trouble you want to experience, and select the right model based on that. That way, you're more likely to finish the model and fly it. And when you wonder if you're finished building or not, I'll quote scale maestro Dave Platt, "you never finish a scale model; at some point you just quit working on it." Third, I strongly suggest you complete the model's basic flight trimming before you start the serious detailing. The reasons should be obvious. One last thing, no matter where you find your plan, spread it out before you, lay out straight lines and right angles, and measure and check the alignment of everything. You'll be shocked (and not awed) how out-of-whack these plans can be!

In my own case I chose a Neo-Dime Scale model of the Cessna Airmaster by Mike Nassise. He's a well-known Dime Scale designer and has great taste in subjects. Why the Airmaster? Well, I've always liked the design and found it lovely. Two, it's a high-wing cabin design, and I wanted something that would fly, for sure. (There's nothing worse than going to all the trouble to build a model, and then it won't fly!) I also didn't want to mess with a lot in the way of wing and stab struts and landing gear rigmarole. The Airmaster offers precious little of this because old Clyde knew what he was doing.

Well, my Airmaster is finished and pictured below. What a cutie! I hope it flies!



GIFTS THAT KEEP ON GIVING

In the last issue we covered some items that found new homes from the final gleaning of George Perryman's modeling estate. (We assume "final", but who the heck knows.) Regardless, this writer was able to showcase one item at the last two monthly contests, which was foisted upon him by the Perryman family. Many of y'all will recall the item pictured below.

What can I say? I didn't say no. I don't know how much karma is built up in that old cooler, but it couldn't hurt. It was always where George kept his motors and will do the same for me. Once more into the breach . . .



OUR OWN BIG BANG THEORY

Heard this from the grapevine: MMM and NFFS member Dave Wineland has been awarded the Nobel Prize in Physics. He's sharing it with some Frog, but that's OK. Wow! That's pretty high cotton, *amigos*. Not sure what exactly was the nature of his research, but it must be pretty important. Congrats to Dave and his people!

I don't know Dave, and I asked a friend in MMM what he was like. He said the closest example he could think of was Howard on the Andy Griffith Show—sharp, quiet, unassuming, and a genuinely nice guy. An active builder and flyer, he prefers simple, old school Free Flight models. Go figure.

MAKING A LIST, CHECKING IT TWICE

The club's high point tally follows, current through the end of September. Note we've four contests left this year: the outdoor contest this Sept. 21, the Indoor Record Trials at St. Lukes on Nov. 10, Gary's Turkey Shoot on Nov. 4, and finally the contest at St. Lukes on Dec. 8. There're still plenty of opportunities to do some flying and amass some high points. Gary's contest is particularly rich in possibilities, being basically a series of mass launches using model types we all have in hand. The game's afoot.

David Mills	97	Al Pardue	24
Dohrman Crawford	79	Bob Thoren	22
Jim Altenbern	49	Gary Morton	16
Gary Baughman	40	Joe Ryan	14
Karl Hube	30	Richard Schneider	12
David Barfield	30	Barry Sholder	8
Bill Gowen	28	Graham Selick	6
John Barker	26	Dean McGinnis	4

THIS JUST IN

A few days ago, these offices received the e-mail notice for the 2013 rendition of the Southeast Model Show in Perry. Once again, it'll be held the first weekend in March. Plan to attend because advance word is it'll be sold out again this year. Not that you're worried about it, but with a quorum like that, you'll find plenty to see, buy or sell. If you want a table, you need to jump on that immediately.

NEXT ISSUE

Look for something around Christmas. We'll have the reports on the rest of the year's contest action, but you'll have to do the high point totals yourself. They're not formally announced until the banquet. Speaking of which, we expect to publish the details on the annual banquet, presumably to be held on our traditional date, the last weekend in January. I further presume it'll be held where it was last year, namely at the *Petit Auberge* in Toco Hills Shopping Center on North Druid Hill Rd.

Anywho, sent me what you have in the way of stories, rants, photos, drawings, or whatever. Don't make me work too hard. Ciao, y'all!

September Meeting Minutes

The meeting was called to order by David Barfield, club president at 12:16 PM on Sunday, September 23, 2012. There were five members present.

Treasury Report

The club began the month with \$XXX.XX in the treasury. The club sent a check to St. Luke's church for \$500.00 and sent a check to the NFFS Scholarship Fund for \$500.00. The Club spent \$5.00 for a sanction fee and took in \$90.00 from the past indoor meets. The new treasury total is \$XXX.XX

Meeting Minutes

The August meeting minutes were printed in the last TTOMA Newsletter. David Mills motioned the minutes be approved as published. The club seconded and approved the minutes.

Old Business

A sanction for the November indoor record trials was obtained. In addition the proposal for purchasing 5-to-10 memorial bricks to be placed at the AMA Headquarters with deceased TTOMA club members' names was discussed. Jim Altenbern will call the AMA to inquire about details and report at the October meeting. David Mills reported that the NFFS Sympo should be sent to members in about a month.

New Business

Dohrman Crawford stated that he will apply for the sanctions for next year's contests and asked if the Contest Directors would be in charge of the same meets next year as they were this year. Any CDs wishing to change will need to contact Dohrman very soon. The club voted and approved to continue the Earl Stahl MOY. and Dime Scale EOY for the coming contest year. Frank Hodson told the club that he has sent a large number of

plans to Roland Friestad, owner of Full Size Plans, to be digitized. Frank, also, stated that if club members wanted a plan they can call him, and he could send it via e-mail.

The meeting was adjourned at 12:37 PM on a motion by David Barfield, club president. The motion was seconded and approved. Respectfully submitted by Jim Altenbern, acting secretary.

September Indoor Contest Report

The regular monthly TTOMA indoor contest was held at the Dunwoody Presbyterian Church Category 1 site on September 8. The indoor air was perfect, albeit with a thermal in the ceiling area from time to time and some choppy air caused by rain on the roof from a passing thunderstorm.

It was a great day for the indoor enthusiast and for some interested spectators who passed through during some of the flights in progress. It was good to see U.S. Indoor World Team Gold Medalist, Nick Ray, putting in flights with his delicate and graceful F1D models. Not only are the models works of art, so is his travel box. While the rest of us pile our models into old florist boxes and homemade foam core carriers, Nick transports his indoor stable in a beautifully constructed ply carrier replete with Plexiglas sides for passing TSA inspections with ease. Nick's talents run really deep. Little known facts: Nick is a certified SCUBA instructor, as well as a new professor in the math department at Emory University.

The new husband and wife team of Hope Finn and Joshua Finn came from Clemson, SC, to fly F1D, F1L and Easy B models. Get this: Hope's first model is an F1D! How is that for an "in your face" to the rest of us who struggle to build and fly Limited Pennyplanes or No-cal models, let alone trying to avoid building an F1D. Hope is a good competitor, too, clocking 11:46 on one flight. New husband, Joshua, flew his F1D for a timed 13:23, but I suspect he may have had better flights that weren't timed. It seemed to me that one or the other Finn had an F1D in the air most of the day. Joshua really showed his skill in flying an Easy B model to a time of 16:18. Scrutiny of the propeller disclosed that the balsa was thin enough to read print through, and there were holes in the wood where the grain had pulled apart or had disintegrated from fragility. Could Josh be onto something with a secret turbulation method? Stay tuned, as, when queried about the prop construction, Joshua only grinned with that sly fox look that comes from sitting on a secret weapon that no one else possesses.

Bill Gowen and Josh Finn duked it out in F1L. Joshua clocked a 12:40, besting Bill's 10:56. The F1L event is gaining national popularity as the models have a minimum weight of 1.2 gm. This makes wood selection and wood sizes a little less critical than the so-called "Easy B" class. Modern Easy B models in the competitive weights of 0.5 gm and under look like flying noodles when airborne. As always, motor sticks and props seem to be the determining factor among the competitors at the top of the Easy B pyramid. I have seen reports of builders testing 100-plus motor stick samples just to find the right one that is best for the launch torque. They can send me the other ninety-nine, as I am sure there is one in that batch that could give me 15-plus minutes of flight time to fill in my indoor PR bucket list.

John Barker was flying like a youngster again with a 4:44 in Ministick and a 5:27 in Limited Pennyplane. Let's see some of you do that when you pass 80-plus years as John has. I marvel at his skill and determination. Even with a debilitating hip condition, John just kept putting in one good flight after another.

Your correspondent kept persevering with a No-Cal Goon and a Wildcat until both were flying fairly well. The Goon had one flight over two minutes, but the stubby, little Wildcat was not to be outdone with several flights of over 2 minutes, too. My colorful Bostonian, an original design patterned after a Pilatus Turbo, motored around the site but could not achieve any long flight times. Fifty seconds in Bostonian is not going to win any prizes. It's back to the building board!

Thanks to Dohrman Crawford for obtaining this great flying site and for working up a monthly schedule for the entire year. If you, the reader, have been reluctant to try indoor flying, don't be reticent. Come out to fly and enjoy the camaraderie. The great thing about indoor flying is no long chases or lost models. Indoor flying is great for the blood pressure and fun for the flyers and spectators. Maybe your wife would like to build an F1D for you to fly? Ask her!!! Gary Baughman, CD, reporting.

(The editor's conjure of the high pint awards, members only: Bill-3, John-3, and Gary-1.)

September FAC Contest Report

The weatherman once again forecast the weather correctly with sunshine, temps in the 80's and winds out of the Southwest at about 10 MPH. Unfortunately, only five TTOMA members attended, but of those attending 4 made a total of 29 official flights, and we all had a great time.

It was good to see Ollie Benton again, and even though he didn't make any official flights, he helped out this CD by doing the scale judging since Richard Schneider was MIA. There were a few lost models such as Gary Baughman's Peanut Nesmith Cougar and Gary Morton's No-Cal Cessna 210. We had spectacular flight times including Gary Baughman's 484 seconds for three flights in No-Cal Scale. Let's do it again next year! Respectfully submitted, Jim Altenbern, rookie CD

No-Cal Scale

Gary Baughman – Wildcat: 484
Gary Morton – Cessna 210: (O.O.S.)
David Mills – Wildcat: 136

Peanut Scale

Gary Baughman – Lacey M-10: 133.0 pts.
David Mills – Lacey M-10: 93.0 pts.

Rubber Scale

David Mills – Lacey M-10: 133.0 pts.
Dohrman Crawford – D. Turbulent: 128.0 pts.
Gary Baughman – Cessna CR3: 118.0 pts.

Embryo

Gary Morton – NIT: 136 sec.
Gary Baughman – Mr. Malcolm: 117

Stahl MOY

David Mills – Wildcat: 130 sec.
Gary Baughman – 0.57: 82 sec.

FAC Phantom Flash:

David Mills - 84

September Outdoor Contest Report

Bright and sunny skies greeted us at the sod farm Sunday morning. The day began cool but soon warmed up to the low eighties. We had little to complain about in terms of wind, which was minimal, at least until lunchtime. However, the breeze picked up and remained a tad stiff the rest of the afternoon. Unfortunately, Barf's Senator went swimming as a result, and we had a number of other close calls.

We did suffer from not enough contestants, though, limping along with only five. That being said, we flew a ton, and these five did a lot of flying. All of us had new models that received some initial trimming, which proved laborious considering the circumstances. The thermals were plentiful enough, but the wind was out of the northwest, so this heavenly help was very turbulent, coming off the trees along Snake Creek. As a result, nearly every such flight was bounced out, often in spectacular fashion and saving a few steps. Even so, all of us got much healthy exercise from the meaningful retrievals.

Overall, we had a great day. Too bad we didn't have more company. The results follow, David Mills, CD, reporting.

Blue Ridge Special

Jim Altenbern 261
Dohrman Crawford 225
David Mills 176

SCat Jet

D. Crawford Fokker Trainer 86
David Barfield Airacomet 68
David Mills Yak 15 67

Catapult Glider

Dohrman Crawford Sweep V 170
David Mills Straight Up 135
Jim Altenbern Straight Up 101

Rubber Scale

David Barfield Comet Taylorcraft 39

Embryo

Jim Altenbern Cruiser 250

Campbell's Custom Kits is a commercial friend
of TTOMA

campbellcustomkits.com

Tail Spin is a commercial friend of TTOMA

tailspinaviation.com

Third Annual TTOMA Thanksgiving Turkey Shoot
9AM to 4PM, Rain or Shine, November 4, 2012
North Georgia Turf Farm Field, Whitesburg, GA

NO ENTRY FEE!!!!

Come and fly at this year's TTOMA Turkey Shoot Fun Fly.

Ask the guys who attended last year's Shoot. The entire flying day was spectacular and the events were a hoot. This isn't your Daddy's regular old AMA contest!

No Builder of the Model Rule: Build, Beg, Borrow or Lease a model from your buddy and fly it for a prize. No lame excuses for not flying a model in this competition.

MANO A MANO MASS LAUNCH EVENTS:

Any MOY 10 AM

Embryo (HL) 11 AM

High Noon Shootout: Fly any AMA model, Cat 3 rules, first model to max wins!

Anything Scale 1 PM

P-30 2 PM

Target Time Event (all day)

Catapult Glider flown in Tournament Format 2:30PM

\$25 Publix Gift Certificates will be given as prizes. Win your own Thanksgiving Turkey. One certificate will be awarded to a contestant whose name is drawn from all participants making at least one official flight.

Multiple winners OK. You can't win if you don't fly.

Rules may be made up at Contest Director's Discretion. Any gripes, arguments or misunderstandings shall be settled with

a bite from "MikeVick" my Pit Bulldog, or

a French Kiss from my Weiner Dog, "Gabriella."

(One or both....Contestant's choice.)

Gary Baughman, CD, gjbman@Bellsouth.net 770-422-8489

FALL SCENES



