



# The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

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



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**NFFS**

**Nov.-Dec., 2013**

## HEADS UP

Welcome to the last issue of the year. It's hard to believe it's been a year since we closed out 2012 with its final issue. Although, it shouldn't be that hard because it's not like we goofed off all year. There're plenty of memories there for the dredging. Simply put, we flew a ton in 2013, whether it was Under the Cathedral of the Big, Blue Sky at the sod farm or Behind Closed Doors at St. Lukes. Given the stormiest weather in the modern era, we didn't fair too badly at the sod farm. If memory serves, we only got blown out once and rained out once. We can count ourselves as lucky in that regard, but I'll take it. The Great Hall at St. Lukes provided a fine category I indoor flying site all year long, and we had the usual assortment of national and state records set there. However, as good as that was, we'd like to see more fliers at this first-rate flying site. Many of you don't know what you're missing.

A lot more happened, too. A large crowd of us went to the Muncie Nats, had a record year, and brought back a ton of mahogany. A small group of us went to the Champaign USIC and did damage beyond our numbers. Some of us went to the Fiesta of Five Flags, Gathering of Turkeys and FAC Nats and had some success.

On the negative side, we lost two flying buddies with the passing of Sandy Downs and Don Peacock. Like all of you, I liked, respected and miss both a ton. As an artifact of these losses and the last of that from the late and great George Perryman, we gained way too much experience in the disbursement of modeling estates. As a result, many of us have even more stuff to keep track of and fly. (A mixed blessing, for sure, I'd much rather have those guys back.)

Looking ahead, all of us are in the middle of building for next year's flying, hopefully. I, for one, have a long list of must-builds and actually making some progress on a few projects. I encourage all of you to do likewise because we've many contests planned. And as we all know, time spent building and flying model airplanes is added to the back end. At least, that's what George always told me.

The next big event is the annual banquet at Le Petit Auberge, and a flyer follows. It's always a good time, and the food is great. It's a great way to partly repay your wife, mistress and or life partner for all the dust, fumes and the missed honey-dos throughout the year. So, fill out the form and sent the check to Dohrman. He needs at least forty-eight hours prior notice for receipt, but probably would appreciate a week or two. Make plans to bring your latest projects for show-and-tell, too.

Time for me to get out of the way. Ciao, y'all!

## SUDDEN AND SAD NEWS

This just in: Frank Hodson passed away on December 18 from lung cancer. His passing took all of us by surprise. None of us even knew he was ill. Such is life sometimes. Frank cast a long shadow on the club's history, serving as president for many years and undertaking numerous duties, in addition. He'll be missed.

Frank requested that no funeral be held, so his family is having an open house at their home on December 29, 1 pm to 6 pm. His residence is at 150 Hill Ave./Woolsey, GA 30215. His mailing

address is formally listed as Fayetteville, but that's nowhere close. All of us that can need to show up to pay our respects.

A full obituary will be carried in the next newsletter. Frank deserves it. I'd like to collect more of the facts of his life, and the open house will provide the opportunity. Like I said, sudden and sad news. I expected him to live to be 100 years old, and then get hit by a meteorite the next day.

### **RENEWAL TIME**

It's that time of year again to renew your TTOMA membership, y'all. We'll keep this missive more of a reminder than a nag because the deadline is yet to arrive. The membership form follows for your use. Note we're offering your adult membership renewal at an early bird discount like in years past. However, note that after Feb. 15, you liable for the full toll, again, like in years past. Send Karl "Karats" Hube your check. You know who you are. Do it!

### **THINGS TO DO, PLACES TO GO AND PEOPLE TO SEE**

Hot off the presses and fresh for the picking, here's the contest dates for 2014, and as always, many thanks to Dohrman for the footwork. There're plenty of things to keep you out of mischief. "Get tah yer whittlin'". The game's afoot.

Jan. 25 Annual Banquet, Le Petite Auberge  
Feb. 15 Wintercoupe Contest, Pensacola  
Feb. 22 Indoor, St Lukes, Nick Ray CD  
Feb. 28-March 1 Southeast Model Show, Perry  
March 15 Indoor, St. Lukes, Bill Gowen CD  
April 12 Peach State Indoor Champs, David Mills, CD  
April 27 April Fools, Outdoor, Sod Farm, Dohrman Crawford CD  
May 10 Indoor, St. Lukes, Dohrman Crawford CD  
May 18 May Daze, Outdoor, Sod Farm, Dohrman Crawford CD  
June 7-8 Fiesta of Five Flags, Pensacola  
June 21 June FAC, Outdoor, Sod Farm, Karl Hube CD  
June 22 June Bug Jamboree, Outdoor, Sod Farm, David Barfield CD  
June 28 Indoor, St. Lukes, Nick Ray, CD  
July 13 Peach State Champs, Outdoor, Sod Farm, Whit Russell, CD  
July 19 Indoor, St. Lukes, Bill Gowen, CD  
July 28-Aug. 1 AMA FF Nats, Muncie, Indiana  
Aug. 16 Indoor, St. Lukes, Nick Ray CD  
Aug. 17 Pop Purdy's, Outdoor, Sod Farm, Graham Selick, CD  
Sept. 20 Indoor, St. Lukes, Dohrman Crawford CD  
Sept. 27 Sept FAC, Outdoor, Sod Farm, Jim Altenbern CD  
Sept. 28 Summer's Swan Song, Outdoor, Sod Farm, David Mills, CD  
Oct. 11-13 Gathering of Turkeys, Pensacola  
Oct. 18 Indoor, St. Lukes, Bill Gowen CD  
Oct. 26 Last Fling til Spring, Outdoor, Sod Farm, David Barfield CD  
Nov. 2 Turkey Shoot, Outdoor, Sod Farm, Gary Baughman CD  
Nov. 15 Indoor, St. Lukes, Nick Ray CD  
Dec. 13 Indoor, St. Lukes, Dohrman Crawford CD

### **THUMBS ON THE MARCH**

Five Thumbs made the trip down to Pensacola for the Gathering of Turkeys contest. Everyone did pretty well and made their presence felt. Jim Jennings, Sr. won Mulvihill and reprised his victory with another one in FAC Two Bit and a third in Moffett. Frank Perkins placed third in Mulvihill, P-30,

Moffett and HLG, but upped his rank to second in CLG. Ed Hardin kept busy and won in Moffett and Large Rubber Stick and grabbed fifths in Small Rubber Stick and Rubber Fuselage. Dohrman gave them a scare by placing second in HLG, third in FA Magazine and enjoyed a gentleman's seventh in P-30. Gary Morton plowed like a field hand all weekend and really brought the mahogany back to TN. His haul included a first in Dime Scale; thirds in Scat Jet and Embryo; fourths in Commercial Rubber and FA Magazine; and enjoyed a gentleman's third, fifth and eighth in WW I Combat, Thompson/Greve and P-30. Honestly, the only place where Thumbs weren't a major factor at the podium was in the gas power categories. Mercifully, they left a little Fame and Glory for the other fliers.

### **THUMBS IN PRINT**

David Barfield got more of his flying iron some face-time in the Gene Smith's column in the November issue of *Model Aviation*. His Comet *Senior Dart* gets the spotlight this time, and some of David's words-of-wisdom for same are passed along. Great-looking model, for sure, and cute as can be. Well done, sir.

I finally got my hands on the latest NFFS symposium, and it didn't disappoint. I was very pleased to see Chris Stoddart's paper on the "displacement" comparisons between IC model engines and electric motors. For those that like a lot of equations with an avalanche of very squiggly Latin symbols, this one is for you. Rest assured, though, there is a reliable way to compare the "displacement" of IC engine and electric motors, according to Chris. The displacement of the IC engine is simply the swept volume in the cylinders by the pistons. All of us knew that from high school auto shop. (Do they still have high school auto shop? I doubt it, but I hope so.) You see, by virtue of his elegant deliberations therein, the "displacement" of an electric motor is determined by the swept volume of the rotating armature stack. There're plenty of equations and graphs that delve into the murky wonderment of it all. Like any good technical report, it asks as many questions as it answers. Chris has developed a bit of a tapeworm for the arid technicalities of electric power, and no doubt, we'll see more from him in the future. Well done, sir.

Also featured in the latest symposium is the good work of our man Gary Baughman, Chairman of the Hall of Fame Committee. Once again, the committee got the job done with a good cast of characters. I believe he'll be in the same set of stirrups next year. Well done, sir.

### **MORE LIGHTWEIGHT MATERIAL**

Interest in the club's British Lightweight EOY next year continues. Josh Finn was kind enough to send along a number of applicable designs for them and Small NosRub, most unknown to this writer, and some trimming specs for the *Hep Cat*. The trim data follows immediately, and we quote:

"You may remember that I've had a *Hep Cat* for some time. As mentioned, it acquired some extra dihedral over time. This has not affected trim in any way that I can tell. It's at least a 3-minute airplane. When new, mine was 35 gm, and runs on 30-40 gm of Tan SS, arranged in 12 strands. I used Barker's stock propeller, and it climbs like stink. The glide is remarkable for an aircraft of that era. Trim is noncritical. It requires at most 1 deg of right thrust, a little right rudder, and a tiny bit of washin in the right inner panel. This gives a great right-right pattern in consistent circles for both power and glide. I use a pop-off wing DT, which is very safe even at the 80 gm flying weight. Given the descent rate, I would not even think of using a pop-up tail on it—wouldn't bring it out of anything but the lightest lift. This is a major issue given the climb potential of the design."

The Lightweight and/or Small NosRub plans he sent and since forwarded to the membership are worth a look, and two are published later in this rag. The Holt *Five Minute Lightweight* was unknown to me and looks like a real flyer, but ain't the belle of any ball. Ouch! Butt-ugly, actually, but it'll put some serious time on the clock.

The Marcus *Supa Dupa* Lightweight is better known and rumored to be the inspiration for Hatfull's august *Senator* of 1950. I don't doubt the parentage now that I've something to look at. Its reputation is a good one, although the wing section is scary to this pilgrim. Keeping it all in the family, Marcus's previously touted *Raff V* is also provided. The *Raff V* is very highly recommended by the Brits, but

please do reference the trimming tips and wing area caveat on same in the previous newsletter. Builder/flier beware!

### WISDOM FROM AFAR

There's a ton of good club newsletters out there. One such is *WHAM* from the Wichita, KS club. They do a good job, and the editor and I've been swapping issues electronically for years.

The most recent one features a telling bench test on breaking-in rubber motors. They took six strand, 1/8<sup>th</sup> inch motors, six inches long, and did multiple winding tests to destruction of two, broken-in groups, one stretched twice their length and the other seven times. The results follow, speaking for themselves.

Honestly, breaking-in motors is something I seldom do regularly, but if harsher measures bear out these numbers, I'm all it. I'm not losing nearly enough models!

#### Rubber stretched 2X

Motor	Turns	Torque (in/oz)
#1	316	12
#2	332	12
#3	336	14
#4	320	11
#5	340	14
Average	328.8	12.6

#### Rubber stretched 7X

Motor	Turns	Torque(in/oz)
#1	368	17.5
#2	352	16
#3	356	19.5
#4	360	16
#5	364	20
Average	360	17.8

### THREE FOR THREE

This writer is happy to announce he was successful in getting the late Sandy Downs's 1997 Nats-winning Moffett model, *Mof-It*, into the AMA Museum. It took two quarterly meetings of the Selection Committee, but they finally saw the light. It turns out they don't have any modern examples of the Moffett category in the museum, not too surprising. This is a manly event, and these models are flown to the limits of the flier, the model and the field. The models suffer in the pursuit, and carnage is usually high. (Fortunately for the status of *Mof-It*, Sandy retired the model in 1997, preserving it. He soon built a successor, *Mof-It 2*, which is in my possession, repaired, re-badged and ready for 2014.)

I'll bring *Mof-It* with me to the museum during next year's Muncie Nats. Fortunately, the model is in great shape; you could fly it today. All it needs is a thin coat of nitrate. Personally, I'm very pleased to get this done. Toward the end of his life, Sandy and I had many chats about this or that. One thing he mentioned many times was he'd like to see his Nats-winner in the museum. I promised to give it a serious go. Mission accomplished. (That's three-out-of-three for homeboy!)



## ODE TO THE RAT

There's a bit of a stir to get more indoor participation at St. Lukes. That's just fine with this writer. With a few others, I dabble with indoor but don't devote much time to it. Nor, do I build much for it, a trait shared by many more. This is particularly unfortunate because St. Lukes is one of the best category I indoor sites in the USA, from sea-to-shining-sea, and we have bountiful use of it monthly.

A few of us are pushing the popular Hangar Rat for an indoor MOY, kinda-sorta, next year. I'm building a HR, and several Thumbs already have them. The HR gives about the most bang-for-the-buck than just about any indoor model and is a quick and cheap build. If you build it accurately according to the plan and at a light weight, it'll fly—no worries there.

There are some potholes on the road to flight time, however. For one thing, there are three, separate plans in my collection. The best plan for basic construction, at least, is from the August, 1979 *Model Builder*. I say "basic construction" because the plan doesn't provide the legal prop info or flight rules. The plan from an old *Hangar Pilot* that carries an *Aeromodeller* tag is reduced to about half-size, unfortunately, but has all the flight rules and prop info. The third plan (from an old Brainbuster club newsletter, I think) is for collectors only because it's both reduced slightly and distorted mightily such that straight lines and ninety degree angles are nowhere to be seen. These poles are aligning because Dohrman says he has six plans in his collection. You get the drift.

All three of my plans agree on planforms, airfoils, areas and all the structural bits, with one exception. The plans disagree on the wing and LG attachment locations along the length of the motor stick. Ergo, this writer assumes they can be moved around a tad to shift CG, as required. Also, on a more whimsical note, local Rat fliers have included a pilot figure, if not necessarily the Rat featured on the plans. I recommend we continue this, for karma's sake.

We'll carry a copy of the HR in the next issue for everybody's use, and we'll post a digital copy on the club website. It can't be done in this issue because we're already bumping up against too many bytes as it is. It'll take some old-fashioned drafting and cut-and-paste expertise, but it'll get done.

## THE THINGS THEY'RE DOING WITH ELECTRICITY THESE DAYS

There's more cool stuff on-line. The latest *SAM Speaks* has a blurb about all the issues of *Air Trails* and *Air Trails Annual* being available for download at: <[cardinal.eng@grics.net](mailto:cardinal.eng@grics.net)>. This amounts to 460 issues and 50,000 pages! Declare a Lost Weekend.

My old friend Rufus Carswell (aka Planesman, to all you Hippocket types) forwarded a website to me that offers over 5,000 model plans free for the asking, and it boggles the mind. The honcho is a British guy and longtime colleague of Rufus's. Many of Rufus's plans are contained therein. My old friend is a bit of a folk hero to the global plan collector community. He spent much of his spare time/retirement years in a laborious effort to digitize these plans from old magazines of the thirties, forties and fifties via Photoshop. He literally wrote the book on getting these old plans into a modern format via Photo Shop and other software. And it doesn't hurt that he's is a lifelong Free Flight modeler, generally, and a fine rubber-powered, scale modeler, specifically.

Being British in origin for the most part, there're some very interesting content, as well as some curious omissions in the inventory. For example, I searched for the Phantom Flash, Stahl Taylorcraft O-57, and the Gollywock, and came up *nada*. Go figure. There's still a ton of plans out there. Declare another Lost Weekend at: <[outerzone.uk.co/index.asp](http://outerzone.uk.co/index.asp)>.

## NEXT ISSUE

Look for something right after the annual banquet, featuring a report on same. Hopefully, we'll have a working plan of the Hangar Rat for you and the Peach State Indoor Champs flyer. This is writer will attempt to bring the best of the Jimmie Allen *oeuvre* to the readership. (I'll try to keep the snarkiness to a minimum.) Also, look for another offering of British Lightweight plans.

We continue to beseech the multitudes for contributions in the form of articles, photos, plans, rants, and raves. Don't make me work too hard! Ciao, y'all!

## OCTOBER INDOOR CONTEST REPORT

It was another good day of flying with a small but dedicated group of fliers. Bill Gowen flew his F1M all day to a best score of 13:14. Bill says he needs a new model! That's our Bill, to be dissatisfied with 13:14. Richard Schneider flew his FAC Peanut Scale Nesmith Cougar to flights of 0:50, 0:42 and 0:44. Bill Gowen says it flew like it was a UC model. Fearless Leader Emeritus Frank brought his Starship Enterprise and put in several flights in the 3 sec. range in FAC Fantasy Flyer. Nick Ray keeps pushing the national, cat. III F1D record at St. Luke's with several flights coming in at over 25 min. It's only a matter of time before that record falls at St. Luke's—a perfect day and a perfect flight with a great model and that record's going down. The high points go something like: Hodson-1, Gowen-1, and Schneider-1.

## OCTOBER OUTDOOR CONTEST REPORT

We postponed the October contest. It was all Hurricane Karen's fault. Still, that was a good thing since it enabled me to CD my own contest. Attendance probably suffered because the Gathering of the Turkeys took place just the weekend before, and other people probably had other plans, expecting that our contest would have already taken place. Still, we had some nice weather, and those who were able to be there had a good time. David Barfield, CD and President, reporting.

### P-30

Frank Perkins 480  
Karl Hube 477  
David Mills 335  
Jim Altenbern 22

### Earl Stahl MOY

David Barfield Skyfarer 43

### OT Rubber Stick

David Barfield Gollywock 175

### CLG

Frank Perkins 204  
Karl Hube 169  
Jim Altenbern 138  
David Mills 134

### Small NosRub

David Mills Senator 136

### HLG

Jim Altenbern 193

### Comet Phantom Flash

David Mills 296

## FOURTH ANNUAL TTOMA TURKEY SHOOT

About a week before the annual Turkey Shoot contest I always begin to get nervous, watching the weather report for Whitesburg. November weather can be changeable. For the past four years we have been blessed with cerulean skies and balmy winds. November 3 was no exception. It was a bit breezy at mid-day but otherwise perfect.

Flying began at 10 am with the **Model of the Year** mass launch. Crusty, dusty models were in evidence, and all flew well, even a *Back Porch Pusher* from the Peacock stable. (Now on permanent loan to Gary Baughman from David Mills.) David blew the field away with his dependable *Senator*, a good flight for \$25 worth of Thanksgiving vittles from Publix.

At 11 am, the **Embryo** fliers stood ready at the launch line. Four intrepid fliers launched into the ether *en masse*. Last one down was Gary B's brand-new *Gonzo*. He had only four trim flights on his first embryo model and had been querying other fliers for information on suggested rubber motor sizes. Apparently he hit the right combo. With 1800 turns on a four strand, 1/8" motor, Gary struck \$25 gift card pay dirt. Turkey-time!

The **First-Max** challenge occurred at high-noon. David wound, marched upwind to the north end of the field and launched his *Super Maxer Speckled Bird*. The small Mulvihill had a spectacular flight. The model power stalled at launch, leveled out after the burst and then caught some light lift. It worked itself across the field for just over a 2-minute flight and the \$25 first max award. David retrieved the bird about 30 ft. from the riverbank at the edge of the field. One flight, one max, one gift card—that is how it should be done!

The weather turned Free Flight perfect after noon. The event starting times were compressed to allow an early finish to the flying day so Gary Morton and Frank Perkins could hit the road for their 2 1/2 hour drive home. We thank them for their enthusiasm and loyal participation.

**Anything Scale** was the next event. The two Gary's each flew a John Blair-designed Dime Scale *Waterman Racer*. Dohrman flew a beautiful Stahl *O-57*. (You must see this model up close. The detailing is superb, and the model flies very realistically.) David flew his trusty *Lacey M-10*. All said and done, Gary B's brand-new *Waterman* hit some light lift, flew 57 seconds, and just bested David's *Lacey* by about two ticks on the clock.

**P-30** was contested by four fliers. At launch, their birds were caught up in the same thermal. It was spellbinding to see the sunshine light up the multicolor wings and stabs with the ships circling in proximity against the azure sky above. I wish I had a video to post on the club website. The models gradually settled one by one until Gary M's winning *Marie* design came to rest downwind on the sod behind the hangar.

Next up was the **Catapult Glider Tournament**. This double-elimination format challenges the flier to be consistent with launches and requires a consistent flight pattern from his ship. The best model/flier combination usually wins. Frank went undefeated through four rounds. Dohrman finished second with a borrowed *Thermal Piglet!* (Frank's model with its innovative mini-electric D/T timer will be the subject of an article in the next NFFS sympo.)

The **Blue Ridge Special** event capped off the afternoon. At the starter's count, three *BRS* models were away and into a monster thermal. The little models were a challenge to see after a couple of minutes, even with binoculars. Dohrman's and Gary B's models were dueling high up and far out. After about four minutes the last model in sight disappeared. Dohrman and Gary B were wondering whose model won. As a tie was about to be declared, Gary M, freshly returned from a long downwind retrieval, handed Dohrman his OOS model. Thus, Gary B was declared the winner. His *BRS* was on its way to Carrollton? Talledega?

Almost any model is competitive in one or more of the events, such as the **Target Time Event**. The CD declared the time at beginning of the day—47 seconds. At the conclusion of the days' flying, three were tied with their closest flights being 42 seconds. The three entered a fly-off. It was agreed that exceeding the time would be a disqualification. There was a three-man mass launch. Frank's catapult glider exceeded the 47 second limit by about 3 seconds. Dohrman won with a TLG flight of about 40 seconds. Gary M's catapult glider came in third.

Thus ended the Fourth Annual TTOMA Turkey Shoot. All the attendees went home with at least one Publix gift card. If you have never attended this event, you are missing out on some good flying and a lot of fun. The Turkey Shoot is a laid-back event. Anyone can be a winner. The putting in one flight gives eligibility for a prize at the end of the day. You may borrow a model to fly if you haven't built one recently or dredge one up out of your old stash. The Builder of the Model rule does not apply. This is almost like the Pro-Am LPP event in the indoor genre because you can fly a borrowed model. Also, in a light wind, an indoor model could be flown to a victory in the Target Time event, as well as Embryo, Scale Combat or the First Max. And indoor flyers can get some much needed Vitamin D. Retired freeflighters may revive some Free Flight love by flying some of their old models. Don't sit at home next year. Mark your calendar for the first Saturday in November, 2014. **Be there, or be square.** Gary Baughman, CD, reporting.



## NOVEMBER INDOOR CONTEST REPORT

Several members flew, and we had a few visitors. We had a small but active group with a mix of duration and scale flying. Bill Gowen, reporting.

### Peanut Scale

Richard Schneider Cougar 0:56

### Hangar Rat

Richard Schneider best 3 4:15

### No Cal Scale

David Mills Lacey M-10 5:08

Gary Baughman Wildcat 4:14

Gary Baughman Chambermaid 3:28

### F1M

Bill Gowen 13:26

## DECEMBER INDOOR CONTEST REPORT

Although it was cold, wet and nasty outside, the Great Hall at St Luke's was a perfect place to fly some model airplanes on Saturday. Not many official flights logged, but there was some very good competition in No Cal. I really need to build a couple of these and get them flying. So do you. It's a shame to have such a nice place to fly and have so little flying. Come on out and get ready for the Peach State Indoor State Champs on April 12. The scores follow, Dohrman Crawford, CD, reporting.

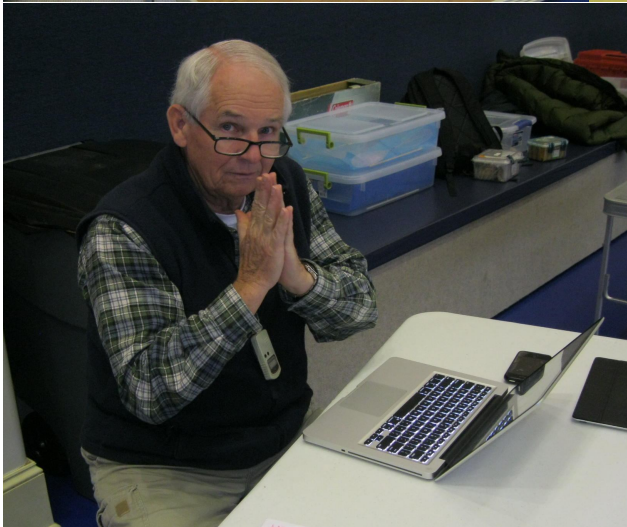


Intermediate Stick  
Nick Ray 12:34

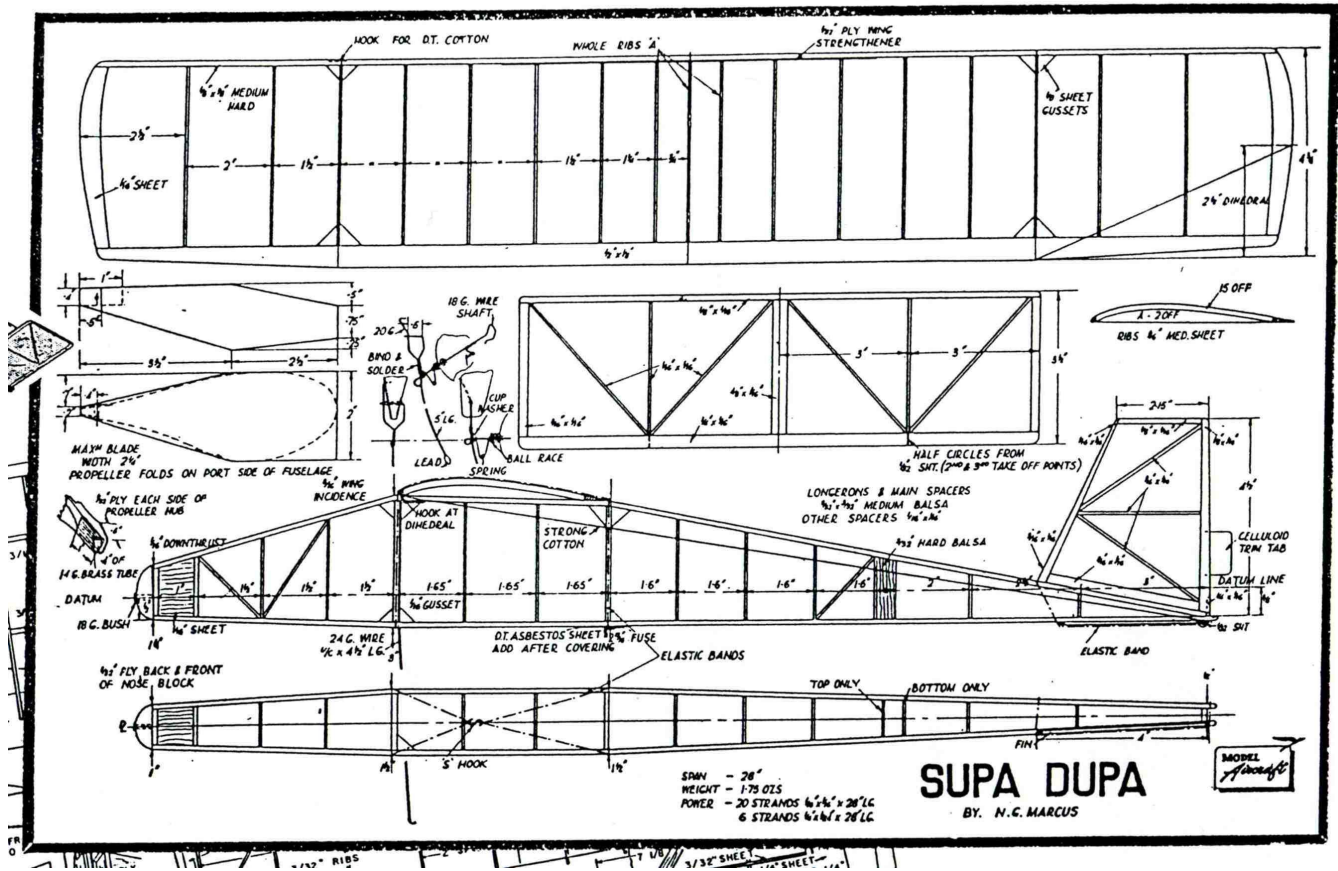
Limited Pennyplane  
Gary Baughman 4:44

Ministick  
Nick Ray. 2:46

No Cal Scale  
David Mills Lacey M-10 5:34  
Gary Baughman Wildcat 4:11







## 2014 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 Karl Hube/104 Smith Forest Lane/ Alpharetta, GA 30004/770-886-0104. **\$25.00 for adults after Feb. 15!**

## October Meeting Minutes

President David Barfield called the October meeting to order at 12:00 noon at the North Georgia Turf Farm with 6 members present.

### Treasurer's Report

Karl Hube reported that the starting balance for the period was \$X,XXX.XX. Since that time, a deposit of \$140.00 was made which consisted of \$40.00 from the entrance fees for the September indoor flying session, \$40.00 from the September FAC contest, and \$60.00 from the August September contest. The closing balance was \$X,XXX.XX. It was noted that bad weather during the two-day September contest greatly reduced participation and entrance fee income. There are no outstanding debts. David Mills made a motion to accept the report as presented, and Jim Altenbern made a second. The motion was passed by the attendees.

### Secretary's Report

Karl Hube read the minutes from the September meeting. No corrections or additions were recommended. Jim Altenbern made a motion to accept the minutes as read, and David Mills made a second. Members voted unanimously to support the motion.

### Old Business

Gary Baughman reminded everyone of the Turkey Shoot scheduled for November 3, featuring a long list of fun flying events and great gift card prizes. This will be the Fourth Annual Turkey Shoot, and all the past contests have been a great way to end the outdoor flying season.

### New Business

The subject of TTOMA financial contributions was discussed. The following items were covered with decisions made:

1. In the past, the club has donated \$500 to St Luke's church for use of the gym as a first-class indoor flying site. The group supported the idea of repeating the \$500 contribution for 2013.
2. We have donated \$500 to the NFFS Education Scholarship Fund in the past, and the members supported the same amount for 2013. David Mills pointed out that our contribution was a marker other clubs were asked to match.
3. The group expressed support for continuing the traditional Christmas baskets for the sod farm owner's family and the farm staff. In the past, a total of about \$100 ~ \$115 has been spent on this effort. For the last two years, Karl has hand delivered the baskets and this will be done this year, too.
4. As an additional recognition of the McWhorter family allowing us to fly on the sod farm, the club will make a donation to the charity of the McWhorter's choice. Karl will write a letter to Mr. McWhorter asking for his recommendation of a charity. The amount of the donation has not been set.

There being no further business to conduct, the meeting was adjourned at 12:30 pm. Respectfully submitted by Karl Hube, secretary.

Campbell's Custom Kits is a commercial  
friend of TTOMA @ [campbellcustomkits.com](http://campbellcustomkits.com)

# Petite Auberge Restaurant

2935 N. Druid Hills Rd., Atlanta, GA 30329

(404) 634-6268

Jan. 25, 2014

## Caesar Salad

*Topped with Garlic Croutons and Parmesan Cheese*

\* \* \*

## Choice of Entrees and Desserts

*Entrees served with Bread and Butter*

### Tuscan Chicken

*Marinated Chicken Breast served with Grilled Vegetables and Rice*

or

### Sautéed Sea Bass

*Topped with Spinach Onions, and Garlic*

or

### Medallions of Beef Au Poivre

*Grilled slices of Beef Tenderloin topped with a Pepper Cream Sauce.  
served with Potato and Vegetables*

\* \* \*

### Strawberry Romanoff

or

### Frozen Chocolate Crêpe

*House-made Crepe filled with Vanilla Bean Ice Cream served on a bed of  
Blood Orange Chocolate Sauce and served with Whipped Cream*

\* \* \*

### Coffee and Iced Tea

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Price \$35.00 (includes tax and gratuity).

Must have guaranteed number of people and selections 48 hours in advance.

**Choice of Entrée**

**Choice of Dessert**

Name \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Fill out name information, provide entrée/dessert selections, and mail with your check to:

Dohrman Crawford

1400 Mile Post Road/Dunwoody, GA 30338

770-377-7819