



The THUMB PRINT

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NFFS

Sept.-Oct., 2013

HEADS UP

Welcome to our seriously meaty September issue. We offer much to chew upon, firstly concerned with the next year's flying season. Plus, we've had a very busy summer, and numerous contest reports follow. And we're not done yet. Don't miss Gary Baughman's flyer for November's Turkey Shoot and do plan to attend. This contest is a little different. Namely, Gary suspends the BOM for a day, and if you don't have a model to fly, we'll give you one. Literally, unless you're strapped to a gurney, you've no excuses. And don't forget, we've another outdoor date this October 20 at the sod farm and a handful of indoor dates remaining at St. Lukes in Dunwoody.

You'll see a contribution from Fearless Leader Emeritus Frank that he hopes will stimulate some participation at our flying sites by the membership. This writer thinks he might have something there. The club has a very robust mahogany row, featuring a bunch of great trophies in a wide range of categories. Henceforth, Frank is going to provide running totals on each one on a regular basis in this rag. The first such installment follows, along with a shot of each trophy. Hopefully, it'll be something to aim for, if you've a hankering for some "fame and glory".

Looking at the club's participation so far this year and in recent years past, it's not that we're not flying; we are. For example, so far this year nineteen members have chalked up high points. That's pretty good. But, sometimes it seems unfocused and just sort of "flinging what you're bringing", in this writer's not very humble opinion. Maybe a regular dose of updates will encourage some more targeted efforts.

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

THINGS TO DO, PEOPLE TO SEE AND PLACES TO BE

We remain in the midst of it; the "it" being the outdoor contest season. And the indoor fun continues unabated. The remaining schedule for the year follows. Build something, show up somewhere and fly it! George Perryman always told me that time spent flying model airplanes is added to the end of your life. I've never found a good reason to argue it, and nor should you.

Oct. 19 Indoor St Lukes Dohrman Crawford

Oct. 20 Outdoor N GA Turf Farm David Barfield (rescheduled from 10/6)

Nov. 03 Outdoor Turkey Shoot N GA Turf Farm Gary Baughman

Nov. 16 Indoor St Lukes Bill Gowen

Dec. 14 Indoor St Lukes Dohrman Crawford

THUMBS ON THE MARCH: 2013 CHAMPAIGN USIC

The Thumbs were well-represented at this year's indoor Nats. John Yost and Bill Gowen flew in a ton of events and took home an unfair share of trophies. John did very well in the glider events, a set of

categories where he's had only a few years experience. These few years weren't wasted because he scored second in HLG (118.3 sec, best 2), only 1.4 sec behind the winner! He placed a very respectable fourth in Unlimited CLG (133.4 sec, best 2) and third in Standard CLG (133.4 sec, best 2). (OK, John was also last, but was only 1.0 sec behind second place and not in the weeds somewhere!)

Bill Gowen continues to pursue excellence in a number of events. He won Limited Pennyplane going away with 13:53, distancing the second place finisher by 29 sec. He made the cover of *NatsNews* that day and managed something some might even consider a smile! His model is a bit different from the norm, employing a lot of CF rod in the leading and trailing edges and elsewhere. I suspect we'll be seeing more of this approach because, if memory serves (and it may not), he won the USIC before with this model and placed second twice. He continued his dominance in A-6 with a victory with 9:55, well ahead of the trailing second placer's 9:15. (We presume this A-6 was the same one he used to set a new national Cat. I record recently at St. Luke's.) He placed second in F1M with 35:34 (best 2), only 23 sec. behind the winner. Well done, Bill!

This was the first use of the Champaign, IL armory for the USIC, and everything this writer's heard from the participants was positive. All in all, it's been acclaimed as a very good Cat. III flying site. Attendance was down from last year, unfortunately, but we'll see what happens next year. Word via the AMA grapevine has them really liking the site because the rent is a lot less than Johnson City and much closer to Muncie, both mundane but cogent considerations. Said rationale is a strong point for a repeat next year. They tell me that the people in Champaign treated everybody great. Maybe with some aggressive marketing by the indoor decision-makers and some word-of-mouth promo by the rank-and-file, next year's rendition will see an uptick in attendance.

THUMBS ON THE MARCH II

Easy Dave Niedzielski went to the Non-Nats at Genesee and did some damage. He flew in a number of events and took S.L.O.W. with a Bleriot. He had the "honor" of having the top three spots in the Greve Race mass launch taken by models built from his Mr. Smoothie kit. He chose to fly his kitted Chambermaid, instead, and came in seventh. Go figure.

I spent some time going over the results and came to the conclusion that most of the contestants' scores about what we see at the sod farm. However, there is the matter of the performance of the top fliers, a different matter entirely. These guys can take the most convoluted contraptions with too many wings and engines, many facing in the wrong direction, and get maxes out of them on a regular basis. Courses for horses, I suppose.

THUMBS ON THE MEND

Fearless Leader Emeritus Frank announced at the September outdoor contest that he underwent double hernia surgery a few weeks before. It must have gone very well because he seemed plenty spry enough at the contest, flying and retrieving all day. Gone work, Frank, and continue doing whatever it is you're doing in the way of recovery/rehab. It seems to be working.

A CALL TO ARMS I

We decided on a number of matters pertaining to the 2014 flying season at the September club meeting. We voted to make the Jimmie Allen models our Model of the Year (MOY). This writer doesn't know, for sure, how many of these designs are out there, but will hang a guess of "about a dozen" out there. The most widely known are: the *Skokie*, *Bluebird*, *Blue Flash*, *Spartan Bomber*, *Sky Raider*, *Sky Chief*, *JA Special*, and *BA Cabin*. The plans are available in a lot of places, and there are a few kits around. With the exception of the gargantuan *Bluebird*, all are rubber-powered cabin jobs or parasol-winged models of 24-to-28 inch wingspan. All possess at least one or more "enduring" qualities like semi-symmetrical airfoils, frail attachments of the big bits to each other, and oversized wheels.

This writer has held a somewhat jaded view of the Jimmie Allen *oeuvre* over the decades. This is probably rooted in an ill-advised choice both George Perryman and I made to build the *Spartan Bomber*

in response to the club's choice of said *oeuvre* as its MOY for 1997. (It didn't stop George from winning, nonetheless. My copy was never completed; the design eventually offended my sensibilities.) However, most fly OK, and aside from the occasional construction challenge, can be built quickly. The designs are flown together at any good-sized FAC or SAM contest, and the same designs seem to beat the others. The cream of the crop are the *Skokie*, *BA Special* and *Blue Flash*.

All of the Jimmie Allen's can be flown in a variety of FAC and SAM events, but you need to do the research to insure you're not trespassing. Like many of their generational ilk, there are many wise and prudent changes allowed by FAC and SAM which, when properly applied, correct a lot of problem areas. Provisions for blast tubes and aluminum motor pegs are OK, as are provisions for DT. Bamboo wing and stab tips can be replaced with laminated strips or sheet balsa, and you might as well treat the prop shafts (and attached bits) and landing gears to a structural upgrade. Be advised: SAM isn't too fussy about use of modern covering materials, but FAC requires tissue-covering, so no kanones for the shiny stuff. Like I said, read the various rules carefully; you don't want to err across categories.

Allowed changes aside, you can't get too crazy. All airfoils must be as original, likewise areas, moments and outlines. This writer will keep an eagle eye out for any reduction in size to those charming, oversized wheels. So, builder, beware. (You think I'm overzealous here? The massive *Bluebird* specs three-inchers!)

A CALL TO ARMS II

More good work was completed at the September meeting. We also voted to make the British Lightweights our 2014 Event of the Year (EOY). This will be a popular tourney because the British Lightweights are an odd, charming, and great-performing group of rubber-powered models. A delightful slice of model aviation's heritage pie, we'll have a lot of fun with this one. They are well-known and treasured in the UK, but not so much here.

To spread the word as easily as possible, at the arse end of this issue I'll offer an edited excerpt from a recent article by me on same from the November, 2012 issue of the NFFS digest, along with a bit of material from the January, 2013 issue. Also, soon we'll post a number of full length articles from FFQ on the website. Everybody should be soon up to speed as a result. Members have no excuses on this EOY, for sure, because these models are simple, cheap and quick-to-build. And as long as you stick with the traditional favorites, and with a minimum of trimming, good performance is guaranteed.

A CALL TO ARMS III

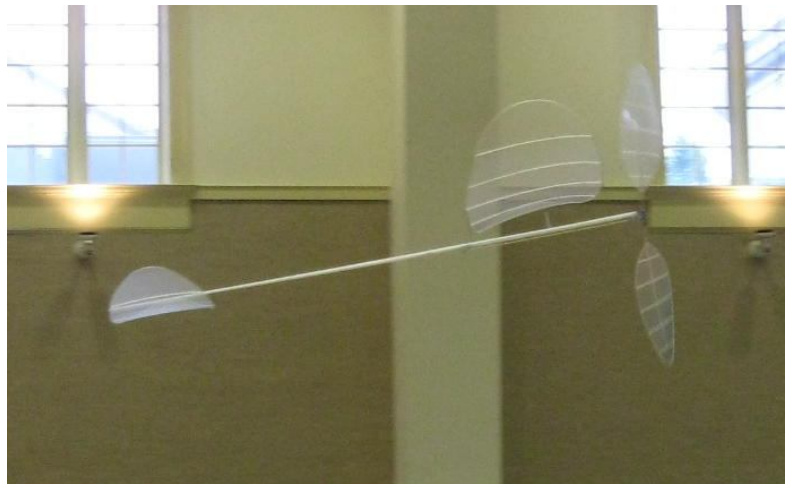
We are wisely carrying over the Earl Stahl event next year, although not as a formal MOY. We'll fly them under FAC auspices, instead. Hopefully, many of the models now under construction can be completed. This might actually happen. At the September meeting, there was a bit of a circle-of-shame, and we had group guilt confession and mutual commitment and sweet-sweet-pledge-of-love to do better in 2014.

My situation with the Taylorcraft O-57 is pretty typical. The wing, fuselage, stab and fin are mostly complete. I need to finish the detachable landing gear, glue the wing to the fuselage and tackle the windscreen and wing struts, and wrestle with the DT situation. Then, it's the decals and all the last minute filigree that drives you nuts. Our circle-of-shame at the meeting brought forth similar assessments. Also, for whatever reasons a number of clubs nationally are doing similar things with the Earl Stahl models, and it's becoming popular with the FAC crowd. Kanones for all! **I hereby pledge: my Stahl Taylorcraft O-57 will be finished and ready-to-fly by the April outdoor contest.**

SOMETHING NEW AND EXCITING

Nick Ray showed up at St. Lukes this August with a new F1D. The first thing this writer noticed was the lovely elliptical planform of the wing and stab. However, at second glance it looked like the fin was missing. It was, in fact, not there, but this was intentional. In lieu of a fin or tip plates on the stab, Nick built the stab on a fiberglass form for built-in elliptical dihedral. The wing got the same, *nouveau*

treatment. And what weight Nick saved was put into stout, CF rod wing posts. Flight at full torque showed no signs of uncertainty in flight path in the way of errant roll, pitch or yaw. As a matter of fact, the model flew like it was on rails. Who knows where this will end, but as Nick is editor of *Indoor News and Views*, we assume a published plan will be forthcoming or is already extant. Keep your eyes peeled for copycats.



THE STINKY CHEESE

For many years your editor and Karl Hube have made modest attempts at flying Coupe at the sod farm. New models brought to the banquet, a few test glides and uncommitted winds at the flying field, and a lot of talk of future this or that was all we mustered. Well, Frank Perkins threw a monkey wrench into the milieu this summer by bringing his Coupes onto the field and posting some official times.

The three of us had a powwow at the August contest, and we decided to give Coupe a serious go next year, all three of us. There's no shortage of models between us. Frank's been flying his pair every month, more or less, in broad daylight. If memory serves, Karl has a couple that have been lofted on their silvered wings a time or two. I certainly have no excuses for not being more enthusiastic about it. I've three of them in the box, ready-to-go, and a fourth about half done. I've only managed to test-glide my ready three, so all I've to do is start torturing rubber in them.

(Yes, I'm building a fourth Coupe myself, after a fashion at least. You see, for years I've had a spare Burdov wing set and FE and prop, the latter in sexy, carbon tow fishnets. I'm building a new stab and pylon, and I purchased a Burdov motor tube and coupler, plus an aftermarket CF tail boom. The model will be a locked-down model, set up along TOP/PGI principles. I'm going to call it *Coupe de Bris*. We'll see how it flies.)

So, if any of y'all have a yearning for the Dark Side, step up and join the fun in 2014. If you're worried about the Pearly Gates, you can buy carbon Coupe(s) on the "secondary market" as I did and seriously repair/refurbish them, sweating the guilt away. Or, you can buy one of the kits out there. Regarding the latter option, Starlink-Flitotech sells a fine *Bob White Coupe* kit. There're plenty of old-fashioned balsa Coupe designs that perform well, including *Lenderman's Coupe*, *Blue Ridge's Coupe de Ville*, and *O'Reilly's Winterhawk*, and the plans for same are out there.

In an act of pagan rebellion, you can always buy a high-tech, carbon Coupe outright, ready-to-go, and not build a darn thing. But, let me warn you, just putting the big pieces together and figuring it all out will take some time and effort. Most of the smarty-pants, Coupe elite these days seem to prefer Gorban's Coupe line. Bob Tymchek sells them, and you can consult his ad in the back of the digest. Many fly Burdov's (Starlink-Flitotech) and Bukin's (not sure who or where) Coupe lines, too, with good results.

THE STATE OF JOURNALISM TODAY

It was with not a small amount of pride that this writer recounted the success of the Thumbs at this year's Nats in the previous issue of this rag. The roll call of achievement did go on for a while, if you recall. However, it was brought to my attention that it wasn't complete. I inadvertently left out Jim Jennings, Sr.'s second place in Jimmie Allen and fifth place in Moffett. Ergo, we can toss these two trophies on the pile and crow a bit more. Sorry, Jim.

I also forgot to mention Dohrman's week in one important aspect. He spent the entire day of E-36 coaching/berating young Hayden Ashton into his Junior victory in same. Dohrman gave up a lot that day because E-36 is his favorite event. Well done, sirs, the both of you! I'll take a pay cut!

DOING THE TURKEY TROT

As mentioned previously, Gary is holding his Annual Turkey Shoot contest this November 3. He's reprising the popular TTOMA MOY mass launch event. It occurred to your editor that many of y'all might not know what they are. Ergo, the list follows. It's quite a selection: Ritz Tractor, Mini-Maxer, Miss Canada Sr., 1/2A Zeek, Black Bullet, F A Moth, 1/2A Starduster, Jimmie Allen, E-30, Scimitar, A-1 Glider, .020 OT Gas Replica, CO2 Nostalgia Gas Replica, Back Porch Pusher, Cat-a-Piglet, Senator, Hi-Climber, and Earl Stahl Scale.

KEEPING A LIST, CHECKING IT TWICE

The high point scores up to the October outdoor contest follow. It reveals a tight knot at the top, a fine thing in this writer's view. The issue will be decided in the last indoor dates and at the October 20 outdoor contest. The game's afoot.

Dohrman Crawford	45	David Barfield	10
Jim Altenbern	45	Gary Baughman	5
David Mills	44	Al Pardue	3
Frank Perkins	41	Hayden Ashworth	3
Karl Hube	39	Robert Marier	2
Frank Hodson	19	Dean McGinnis	1
Bob Thoren	17	Hannah Marier	1
Gary Morton	13	John Yost	1
Bill Gowen	12	Claiborne Wilson	1
John Barker	11		

NEXT ISSUE

Look for something around Christmas. We'll have the report from the October contest Gary's Turkey Shoot in November, as well as reports on all the remaining indoor contests. We'll probably have the details for the annual banquet as well. We usually have the banquet on the last Saturday in January, and we presume it'll be held again at Petite Auberge on North Druid Hills Rd. Maybe we'll have next year's indoor dates, including the Peach State Indoor Champs. Also, look for more coverage of the Jimmie Allen MOY for 2014, having pretty much beaten to death the British Lightweights EOY in this issue and soon on the website.

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

Fourth Annual TTOMA Thanksgiving Turkey Shoot

9 AM to 4 PM, November 3, 2013

North Georgia Turf Farm Field, Whitesburg, GA

Participate in this year's TTOMA Turkey Shoot Fun Fly.

Last chance to fly outdoors in '13. The entire flying day will be spectacular, and the events will be a hoot. Load up, bring Mama along, have fun, and win some prizes.

No Builder of the Model Rule: Build one, Beg, Borrow or Lease a model from your OFB and fly for a gift certificate. No lame excuses for not flying a model in this competition. NO ENTRY FEE !!!

ALL EVENTS are MASS LAUNCH:

- All Day The Famous Target-Time Event.
- 10 AM Any TTOMA Past Model of the Year (MOY)
- 11 AM Embryo (Hand Launch)
- Noon Any AMA model, Cat 3 rules, first MAX wins!
- 1 PM Scale Combat, any AMA or FAC Scale Model
- 1:45 PM P-30 AMA rules, 10gm max rubber
- 2:30PM Catapult Glider **Tournament**
- 3:00PM Blue Ridge Special
- 3:30PM Awards Ceremony

\$25 Publix Gift Certificates will be awarded to winners of each event. Then pick up your own Thanksgiving Turkey at Publix. *Make at least one official flight and be eligible for a drawing at the end of the day.*

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

Contest Director: Gary Baughman, gjbman@Bellsouth.net 770-422-8489

Rules may be amended to fit weather conditions. Any modeler with gripes, arguments or pithy excuses will be referred to "*Mike Vick*", my short tempered Pit Bulldog or "*Gabriella*," my frosty-nosed Weiner dog. Believe me, you don't want that to happen!

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AUGUST INDOOR CONTEST REPORT

A small, but dedicated group of indoor fliers met on Saturday, August 17th at St Luke's. We had very good flying conditions as usual, with very little drift, a normal day at the St. Luke's. Bill Gowen was absent, locked into hand-to-hand combat with a misbehaving oak tree in his yard. Nick Ray showed up with a fantastic new F1D. It features an elliptical wing and stab with elliptical dihedral on both. It has no fin, the upswept stab tips being sufficient. It flew its first flights beautifully and will be a great performer in the F1D wars. Joshua Finn and his wife, Hope also flew up a storm, and a well flown storm it was.

We might need to infect the membership with No-Cal fever to get a few more Indoor fliers. Maybe Hangar Rat and Phantom Flash, too. St. Luke's Great Hall is one of the best Cat I sites in the country. I am as guilty as anyone in not flying more indoor events, but I am determined to change that. Hopefully, this thinking will percolate through the ranks, and we can have more flying at this great site.

Here are the scores for the official flights, respectfully submitted by Dohrman Crawford, cub reporter:

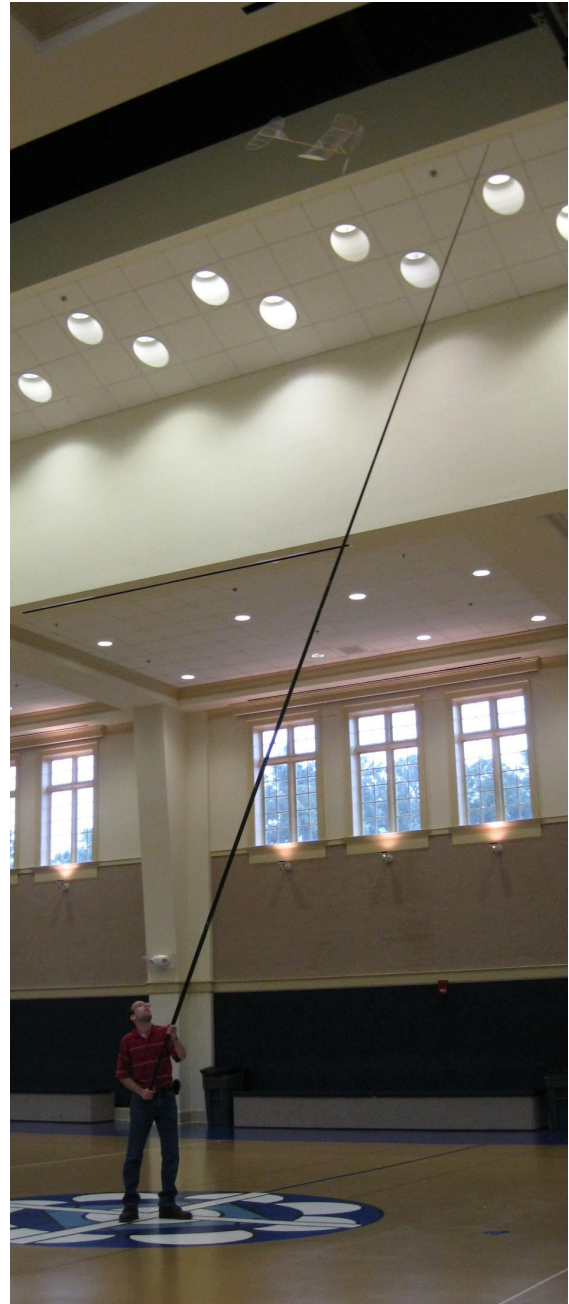
MiniStick

Josh Finn 7:07

F1D

Josh Finn 25:16

Nick Ray 25:11



POP PURDY'S AUGUST OUTDOOR MEET

The day was sunny, and the afternoon heat caused some of us to wilt around the edges. The wind was variable and strong to the point of discouraging folks to risk some of their larger airplanes to elements. Eleven brave souls flew, but not many official flights were recorded. The most excitement of the day was Dohrman smoking up the sky and keeping the crowd entertained with his Rapier-powered *Swiftly*, followed by the close match between Jim Altenbern and Frank Perkins in Catapult Glider.

The results, such as they are, follow. Graham Selick, reporting.:

Catapult Glider

Frank Perkins Sidewinder 202
Jim Alterbern Bo Weevil 16 201
Dohrm Crawford Pathfinder 158
David Mills Straight Up 131
Gary Baughman ??? 85
Karl Hube Moon Shot 72
Frank Hodson No Name 64
Al Pardue Pathfinder 35

SCat Jet

Gary Morton Vickers Valiant 69
David Mills Yak-15 46
Jim Altenbern Baka Bomb 19
Frank Hodson Natter 15

HLG

Jim Altenbern Meerkat 29 96
Frank Hodson Comet Trainer 13

FAC Two Bit Plus One

David Mills Lidgard Foo 78

Stahl MOY

David Mills Wildcat 90

F1G

Frank Perkins Candy G-bis 286

P-30

Al Pardue Potent P-30 120

Rapier/Rocket

Dohrm Crawford Swifty 78

Dime Scale

David Mills Cessna Airmaster 132

TTOMA Indoor Contest

09/14/2013

Report and results

This day at St. Lukes was an assault on the records books with mixed results. Nick and Joshua are working at upping the AMA Cat 1 record in F1D. Neither made it this time but the State record formerly held by John Kagan fell twice during the day. First Joshua topped the record with a 26:25 on his fifth flight only to have Nick put up a 26:37 on his last flight of the day. Nick was flying his beautiful new F1D with both wing and stab having elliptical outlines and elliptical dihedral. Hope Finn put up a respectable 13:30 during the day.

I spent the day trying to up the AMA record in F1M only to fall a little short on 2 flights.

F1D

Joshua Finn 23:44, 23:53, 24:44, 24:33, 26:25
Nick Ray 26:37
Hope Finn 13:30, 7:26

F1M

Bill Gowen 12:48, 12:49, 14:01, 14:09

SEPTEMBER TWO-DAY OUTDOOR CONTESTS

This writer will put it down simply. We got rained out mightily on FAC Saturday, and all of us left the field around noon, soaked to the bone. Gary Morton put in the only official flight and got the only high point. As we were getting rained on that morning, we realized this was the first, true rain-out of the year, really something to marvel at considering the record-setting amount of rain we had this year.

On the other hand, Sunday turned out to be best day of flying anyone could remember at the sod farm, featuring blue skies and puffy clouds, temps in the high-eighties, and wind so slight and drift so minimal that it was a bit of an inconvenience. It was a thoroughly lovely day. The turnout wasn't great, but we flew a ton and made the most of the opportunity. The results follow, David Mills, CD, reporting.

SCat Jet

Karl Hube Hawker Hunter 82
 David Barfield Bell P-59 69
 Frank Hodson Saab Viggen 49
 David Mills Yak-15 46

CLG

Frank Perkins Sidewinder 242
 Jim Altenbern Straight-Up 168
 David Mills Straight-Up 138
 Karl Hube Moon Shot 122

Dime Scale

Frank Hodson Comet F. Stratoplane 104
 Karl Hube Bristol Brownie 21
 David Mills Cessna Airmaster 11

No-Cal Scale

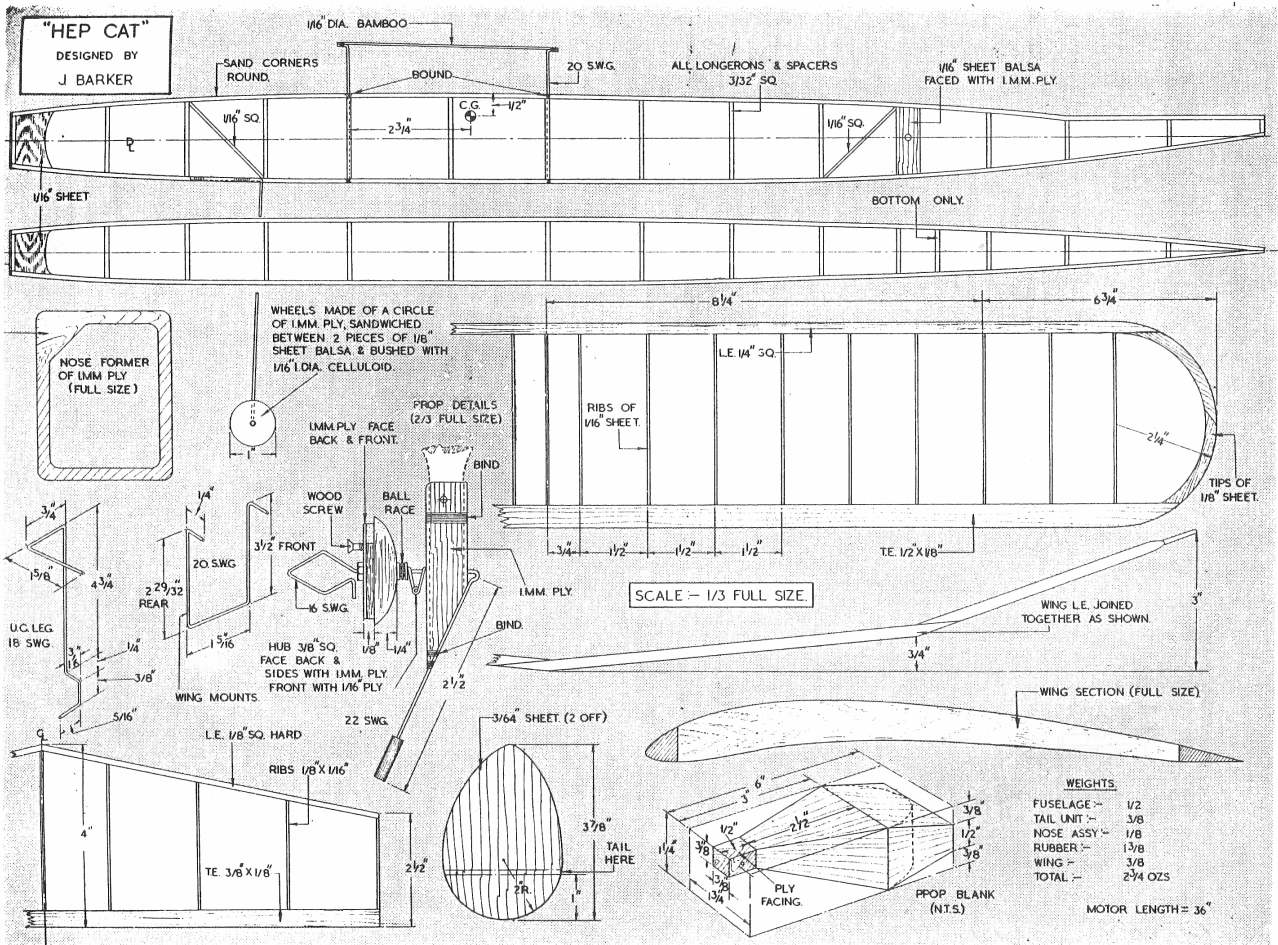
David Mills Lacey M-10 5:19

P-30

Karl Hube Scorpion 360
 Jim Altenbern Airshark 297

FIG

Frank Perkins Candy G-bis 349



The British Are Coming!

We live a magnificent country, providing all its citizens need—within reasonable limits, of course. Imagine the author's surprise when this didn't seem to be the case a few years ago when he began searching for candidates for NFFS's new Small NosRub category. Aside for a few *Zaic Yearbook* entries and a handful of other possibilities, there just wasn't much out there, from sea-to-shining-sea.

There just had to be more choices. Fortunately, the author recalled an old issue of *Free Flight Quarterly* (#26, October, 2006) which covered many of the designs of the "British Lightweight" movement from WW II to the early fifties. A quick re-read revealed a story full of historical interest and many intriguing designs. Rendering its history down to basics, wartime privations made the building and flying of Free Flight models in Great Britain very difficult due to shortages of balsa, rubber, and all other supplies. Transport was also a problem. And unfortunately, Free Flight was dominated by the large FAI-based categories, compounding these difficulties.

Not to be outdone by their circumstances, a determined group of young British modelers began to design, build and fly smaller and lighter rubber models, and the vigorous Lightweight movement was born. It spread quickly. Looking back at them, the early Lightweights are a charming but odd lot, typically featuring extremely light construction, short-spanned and spar-less wings commonly mounted on cabanes, Marquardt-inspired airfoils, flat plate stabs, one-bladed props, and vestigial landing gears. Also, there's little in the way of DT gadgetry because the full wisdom of DT's hadn't yet flowed across the pond. As a result, these models were regularly lost in contests and considered disposable.

The label "Lightweight", first a term of derision by the Establishment, became a badge of honor and preferred label for these young devotees. Their enthusiasm for these models found easy purchase because their performance easily matched in many ways that of the larger, traditional models the "grown-ups" were flying. And they were cheaper and easier to build. Essentially, what transpired was a youthful rebellion in the form of balsa, tissue and gumband—just delightful!

Also, beyond the designs themselves, the movement produced a cadre of modelers whose names would figure heavily in Great Britain's Free Flight future, such as Farthing, North, Marcus, Barker, Baguley, Parham, and Barr. A young Mick Farthing is universally credited as the movement's founder in 1943 and served as its promoter throughout its early years.

As it always will, time passed. The Lightweights were flown aggressively for a decade, and the technology advanced. Wartime privations eased, and teenage budgets became adult. All these factors, plus FAI rule changes, eventually brought forth more durable and complex models. By the early fifties, the Lightweights grew into what we'd now recognize as more capable and modern designs. We begin to see two-bladed props, wings with spars and more modern sections, and cambered stabs with dethermalizers, as well as landing gears and wing cabanes no more. (It's worth noting the flat plate stab still endures in modern British designs and can be seen occasionally in their Coupes, for example.)

Happily for us, the Brits are enjoying a resurgence of interest in flying these designs within their Vintage movement, much akin to our enthusiasm for Old Timer and Nostalgia designs. To insure compatibility in Lightweight competition before too much modernity crept in, the Brits imposed two reasonable rules. First, they imposed a maximum wing span limit of 34 inches. Second, they bracketed the Lightweight era with the first models of Farthing in 1943 up to December, 1950. As a result, these models enjoy much current use across the pond, and buckets of fun are had. A brief survey follows.

(On a cautionary note, the NFFS's Small/Large NosRub pertinent line-of-demarcation, 150 sq. in. projected wing area, has no bearing in matters Imperial, so care must be taken. Fortunately, only a very few Lightweights have larger area wings. Also, while the landing gears must be built per the plan, the Brits happily ignore them and hand-launch the models. We will, too. We'll also carry over the changes allowed by SAM/NFFS like blast tube and DT provision, and all the rest. Don't get too creative, though. For example, those airfoil trailing edges must remain "reflexed", per the plan! Eyes on you!)

Let us begin. Many of the earliest Lightweights won't be recommended here, but John Barker's *Hep Cat* of 1946 is a worthy exception. It remains a favorite among the Brits. Typical of its kin, it

carries all the expected odd bits, but manages a rather elegant appearance, as well as enjoying an excellent reputation for performance. It can be built quickly and to an absurdly light weight. However, those tempted to build these wings should take the advice for the spar-less given back then: don't build in the fully drawn polyhedral if you're covering in tissue because the nitrate shrinkage will add some.

Another early Lightweight enjoying much use is Jim Buckeridge's *Lightweight Duration* of 1945. While still burdened with a flat plate stab (with tip dihedral, no less), it benefits from a two-bladed prop and a bit more promising Marquardt-esque airfoil. Otherwise sufficiently robust, the model's fuselage is weak and suspect, as is, having only widely spaced Warren trusses. The legal addition (per SAM) of a few uprights would be an easy fix. Regardless, the design arrives highly recommended.

A young Laurie Barr came to the fore in 1949 and 1950 and designed two capable stable mates, the *Scram* and *Pinocchio*. Both models remain popular, fly well and share many of the same components. Modern eyes will find comfort in properly cambered stabs. The *Scram* enjoys the accolade of "vertical climbing bolide" by one scribe, and can be built quicker and lighter than its mate due to a flat wing center section and absence of wing cabanes. Such is the popularity of these two designs that fifty and sixty year anniversaries were held for them all over the far-flung UK. Note the odd and additional single fin is mounted atop and below the last full rib on the stab's left side on the *Scram*.

Norman Marcus is a name many will recall for his attractive and successful Wakefield designs from Zaic sources in the fifties. Well, he also designed and flew his country's Lightweights. Two designs are preeminent and offer many prescient features to the modern eye. The best of this breed by him is the *Raff V* of 1946, and it enjoys much popularity today. However, while offering exhilarating performance, it suffers from the reputation of spiral instability under power. Current, sage trimming advice includes a forward CG (55%) and careful thrust and fin adjustments. To complete the pair, the highly touted *Bazooka* from 1950 offers viceless performance a-plenty. It features strong but light construction, a sparred wing with a modern section, a large two-bladed prop, and the challenge of a flat plate, underslung stab. Sharp eyes will also note the strong right-turn bias of the flat plate fin.

No survey of small British rubber models of this period would be complete without Albert Hatfull's *Senator* of 1950. Although not an orthodox Lightweight, the *Senator* enjoys the same lofty place in the hearts of the Brits that the *Gollywock* does in ours, and it happily slots into the Lightweight category. The *Senator* offers superb performance in a surprising package. In addition, it holds its own in the AMA's Moffett category. Some advice: use a wing DT, pivoting the TE. It works.

This brief survey in no way exhausts the multitude of designs borne of the Lightweight movement because there're literally dozens and dozens of the darn things. Alluring in their own right, the vast majority of these designs also qualify for NFFS's Small NosRub category. A few might even slot into the AMA's Moffett category, but check your specs carefully. Plans of the *Hep Cat*, *Bazooka* and *Scram* are presented in this issue. As bytes allow, we'll stick all the remainder of the designs presented into future newsletters. (Most of these plans were scanned in hi-res from the original magazine pages. Thank you, AMA Archives!) Many carry enough dimensions and other info adequate to draft up your own plan. Full size plans for these designs and many others can be found, and the following sources are offered as a starting point.

Sources

Free Flight Quarterly, Oct., 2006 (#26), general history and various designs

British Model Flying Assoc., <bmfa.org>, general information

Hep Cat: *Aeromodeller*, Jan., 1946; Mike Woodhouse, <freeflightsupplies.uk.co>.

Lightweight Duration: *FFQ*, Oct., 2006 (#26); Peter Dunnett, <Webmaster@xlistplans.demon.co>

Scram: *Model Aircraft*, Nov., 1950; *FFQ*, Oct., 2010 (#37); Mike Woodhouse, <freeflightsupplies.uk.co>. The **Pinocchio** is featured, too, in *FFQ*, Oct., 2010(#37).

Raff V: *Aeromodeller*, Jan., 1947; Martyn Pressnell, <mmp-plans.blogspot.com>.

Bazooka: *Aeromodeller*, Feb., 1950.

Senator: Keil Kraft Kits plan; Campbell Custom Kits, short kit and plan.

August Meeting Minutes

President David Barfield called the August 25 TTOMA meeting to order at 12:15 pm at the North Georgia Turf Farm with eleven members present.

Treasurer's Report

Karl Hube reported that the starting balance as of the July 21 meeting was \$XXXX.XX. Since that time there have been no expenses and deposits were \$143.00, consisting of \$50.00 for July indoor entrance fees, \$90.00 outdoor entrance fees, and \$3.00 for Junior/Senior membership dues, respectively. The closing balance was then \$XXXX.XX. Frank Hodson made a motion to accept the report as presented, and the motion was seconded by Jim Altenbern. Membership votes were unanimous.

Secretary's Report

Karl Hube presented the minutes from the July meeting. No corrections or additions were recommended. David Mills made a motion to accept the report as read, and Frank Hodson gave a second. The motion was accepted by the attendees.

Old Business

Frank Perkins and Dohrman Crawford stated that the club Facebook site is up and running and is an "open" site which does not require signing up for Facebook membership.

The subject of AMA memorial bricks was reopened. David Mills reported that while at the Nationals, he tried to contact the AMA staff person at AMA Headquarters to discuss the matter, but the staffer was on vacation. This matter remains open.

New Business

David Mills reported that the 2014 Outdoor Nationals is proposed for July 28 through August 1, 2014. Further, it is expected that the 2014 Indoor Nationals will be held in Campaign, Ill as was the case this year.

Dohrman Crawford attended Aviation Day in Decatur which was an event for folks with health problems and other limitations. He talked about aviation in general and his own personal experiences, and he flew some models for the group. He also left four models with the staff. In addition to his participation in Aviation Day, Dohrman was also commended by Graham Selick for passing up some competition flying at the Nationals to help Graham's grandson, Hayden, get in some serious flying in the Junior category. Dohrman got a "Well done!!" from everyone.

David Mills suggested that all members take a look at the National Free Flight Society website for information on the Connections Academy which is an outreach program for young people to show them some of the model airplane world.

Once again, a discussion was held on the subject of EOY and MOY events for 2014. Currently, the British lightweight models from the January 1, 1943 ~ December 31, 1950 period are being discussed. No details of an MOY were discussed. These items remain open.

Frank Perkins pointed out that a DVD of the 2013 Outdoor Nationals shows our own David Mills in action.

There being no additional business to discuss, Dohrman Crawford made a motion to adjourn and David Barfield gave a second. The meeting adjourned at 12:55 pm, respectfully submitted by Karl Hube, secretary.

September Meeting Minutes

President David Barfield called the Sept. 22 TTOMA meeting to order at 12:05 pm at the North Georgia Turf Farm with seven members present.

Treasurer's Report

The starting balance for the period was \$X,XXX.XX. Since that time, a deposit of \$140.00 was made which consisted of \$30.00 from the entrance fees for the August indoor flying session and \$110.00 from the August outdoor contest. The closing balance was \$X,XXX.XX. There are no outstanding debts. Jim Altenbern made a motion to accept the report as presented, and David Mills made a second. The motion was passed by the attendees.

Secretary's Report

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

Old Business

The subject of the Model of the Year (MOY) and Event of the Year (EOY) for 2014 was renewed. Frank Hodson made a motion to select the British Lightweight rubber models as the Event of the Year. Jim Altenbern gave a second, and the motion passed. The specific period of history to be used to define the eligible designs will have to be decided.

Frank Hodson then made a motion to use the FAC Jimmy Allen series of models as the Model of the Year. David Mills gave a second and the motion passed. It was pointed out that the models have to be built as shown on the plans, allowing for SAM-legal changes.

New Business

Frank Hodson suggested we move the Earl Stahl MOY event to our FAC competition. There seems to be the possibility that the event could receive Kanones. This move can begin with our June, 2014 FAC contest.

The club website was discussed, and it was reported that Stephanie Brown is short of time to work on the site. Consequently, David Mills will contact Brook Dixon, Jr. about possibly doing some of the needed on-going site maintenance work.

Frank Perkins reported that he had put a You Tube link into the club Facebook page which can now be used for videos and slide shows.

There being no further business to conduct, David Mills gave a motion to adjourn, and Frank Hodson made a second. The vote carried, and the meeting adjourned at 12:45 pm, respectfully submitted by Karl Hube, secretary.

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TTOMA HIGH POINT TROPHY POINTS YEAR TO DATE INDOOR & OUTDOOR as of SEPTEMBER 22, 2013 - by F Hodson



GEORGE PERRYMAN I/O HIGH POINTS

J Altenbern	45	F Hodson	19	J Barker	11	G	
D Crawford	45	B Thoren	17	D Barfield	10	Baughman	1
						H Mariner	1
D Mills	44	J Barker	21	H Asworth	3	D	
						McGinnes	1
F Perkins	41	G Morton	13	A Pardue	3	C Wilson	
Karl Hube	39	B Gowen	12	R Mariner	2		1



MODEL OF THE YEAR - EARL STAHL RUBBER SCALE DESIGN

D Mills	6
G Baughman	1
D Crawford	1



EVENT OF THE YEAR - FAC DIME SCALE

D Mills	8
F Hodson	6
J Barker	4
K Hube	4



FAC SPIRIT OF COMET

D Mills	7
F Hodson	6
J Barker	1



ALL SCALE I/O

		J	
D Mills	24	Altenbern	6
K Hube	12	J Barker	4
		D	
D Barfield	8	Crawford	4
		G	
F Hodson	6	Baughman	2
G Morton	6		



BOB BAKER OLD TIME I/O

D Mills	6	G Morton	1
D Crawford	2	A Pardue	1
F Hodson	2		
J Altenbern	1		
J Barker	1		

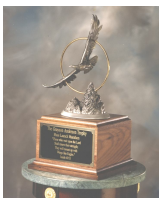


FAC FICTION FLYER I/O

F Hodson	1
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CO2



MASS LAUNCH