



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermaithumbers.com



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NFFS

Jan. – Feb., 2014

HEADS UP

Welcome to the first issue of 2014. The New Year offers us much. For one, we've a full roster of indoor and outdoor contests in front of us, and the schedule follows. Build a model and show up somewhere! Also, other fun activities await. First on that agenda is the Southeast Model Show in Perry. If you've never attended, please do. You'll have a ball. If you have, I know you're going again. For both camps, the flyer follows. Simply put, if you're a model airplane nut, it's the best place on earth to be on that day. It's the largest model aviation swap meet in the world with over 1000 tables. Kiss my grits, Hershey, PA!

A lot of important news and information follows, so dig in. There's a blurb on our club's Jimmie Allen Model of the Year (MOY) and a little more on the British Lightweight Event of the Year (EOY). Look for the report on the annual banquet, too. There's a number of rules change proposals working their way through their processes. Ergo, these bear watching because they impact several events popular with members. A brief survey follows.

All is not sweetness and light, however. As many of you know, we lost our old friend Frank Hodson last December, and I was able to get down to Woolsey and sit down with Thelma and get a proper obituary together for our old friend. It follows shortly.

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

RENEWAL NAG

My fellow Thumbs, it's that time of year again. Let the nags begin for club membership renewals. As always happens, they're trickling in too slowly. You can find a renewal form later in this issue. You'll also note you missed the early bird rate, and hereafter you'll face the full toll.

It's time for many of y'all to go look in the mirror. You know who you are. Send Karl "Karats" Hube a check to the address on the form that follows. Many thanks in advance. Making a list and checking it thrice. Eyes on you!

THINGS TO DO, PLACES TO BE AND PEOPLE TO SEE

The club's contest sanctions for 2014 are submitted and being processed. As is our collective wont, we've a flurry of activities throughout the year. The spacious plenty of the North Georgia Turf Farm and the commodious confines of the Grand Hall at St. Lukes await. It's time to cut some balsa, y'all. The game's afoot.

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

FRANK HODSON, R.I.P.

The club shook to its rafters when we heard that Frank Hodson had passed away from lung cancer last December. He was diagnosed, and four weeks later he was gone. (Answering an oft-asked question—he smoked until his early forties and then gave it up, as did many others at the time.)

Frank had an eventful life, traveled and worked all over the USA, and enjoyed success in just about everything. He was a model builder and flier his entire life. He had a long career with Motorola as a financial manager and proved to be a steady earner, a serious saver and shrewd investor. He did pretty well. He had an active E-bay business that kept him busy in retirement as a fun and profitable diversion. He was married to Thelma for 55 years. He had a real retirement, managing his money, enjoying modeling, tending his garden and being a grandfather. He is survived by his wife Thelma, two daughters, one son and five grandchildren.



Frank was born in 1936 in Washington, D.C. His family moved to Atlanta when he was a young boy, and they lived in Little Five Points, convenient to the Federal Pen where his father directed farm operations. He joined the Air Force right out of high school and was posted at Luke AFB in Phoenix for his entire hitch. Happily, that's where he met his future bride Thelma, and they were married in 1958. After the Air Force he and Thelma moved back to Atlanta, and he worked with his father for a short time. In 1960 he signed on with Motorola, and he'd work for them for the next thirty-eight years. Over the next ten years they had three kids, and he attended Georgia State at night. He was transferred to Cleveland, then back to Atlanta, then to Chicago and finally back to Atlanta for keeps in 1992, earning his Golden Parachute in 1998.

Back in Atlanta, Frank joined TTOMA in 1992 and soon became an active flier and builder. Shortly thereafter, he was voted club president and served multiple terms on and off for the next decade and a half. (He served as president of the Aeronuts club, BTW, while living in Chicago.) He undertook a number of initiatives, both local and national, including a total remake of the AMA's national CO2

rules. He built and flew a little bit of everything, including rubber, gas and FAC events, and he had a special/peculiar interest in CO2 and electric.

All of us in TTOMA owe Frank a lot. Much of what we are as a club is the result of Frank's leadership. Personally, I'm going to miss him. I could always depend on him for being a good sounding board on Free Flight policy matters. He was a hard-boiled realist with an optimistic streak, and he had strong and well-founded opinions about an impressive range of topics. He and I saw eye-to-eye on most things, but we argued about a few things. I always enjoyed it. Goodbye, Fearless Leader Emeritus Frank.

YOUNG THUMBS AT THE BENCH

Several of our younger members have been busy with projects for 2014. Graham reports his grandson Hayden is working on a number of models, including a new E-36, A/B Electric and a handful of HLG's and catapult gliders. He says Hayden's victory in E-36 at last year's Nats was a big motivating influence. Graham is keeping him supplied with kits and other supplies. Graham, let us know if you run out!

Hannah and Robert Marier are busy, too. Both of them were active at last year's Nats and left quite a debris trail. Both have been busy with repairs and new projects since then. Hannah recently received the last of the Peacock estate and a couple of kits from my friend Tom Campbell. She's now the proud owner of a Brand X Sparky kit, a 28 in. wing span Aeronca Chief laser-cut kit and Peanut Piper Vagabond kit.

Robert is working on a few things. He can be seen coming to terms with a Sherline lathe. He says he's up to speed turning wood items and is about to start working some metal. He's also hacking away at a 1/2A Maverick and a Blue Ridge Coupe for the Small Mulvihill event. (BTW, he has a dozen .Cox 049 and .020 engines on hand. Is there anyone out there with some kits for the young man? He feels the need for speed!)



Whit's grandson Alex Krumb accepted a scholarship to UT and is now living the freshman college life in Knoxville. Congrats to Alex! According to Whit, nature has taken its course, and he's discovered girls and not doing much modeling. (Heck, who can blame him. All of us dropped our X-acto #11's about that time. Good luck, buddreau!)

THUMBS ON THE MEND

Brook Dixon, Sr. called the other day and told me that all his recent bionic parts are working OK, and the rehab is over. He says he's going to come out and fly with us in 2014. Great news, Brook, and we look forward to you flying with us again. Bring Junior with you!

The Schneider's attended the banquet, and it was a treat to catch up with Richard. He's been sidelined the last few months with some surgical issues, but he's OK now. He says he's looking forward to getting some models in the air in 2014. Well done, sir and good to have you back!

THUMBS IN SERVICE

Gary Baughman has been working with the Cobb County schools system recently and giving some model aviation classes. He broached the possibility of a "teaching the teachers" program with the big wigs. Maybe the school system will decide to get serious about teaching model aviation. He'll let us know when that happens. You may be asked to give a little bit of your time if the opportunity arises. Stay tuned.

THUMBS IN PRINT

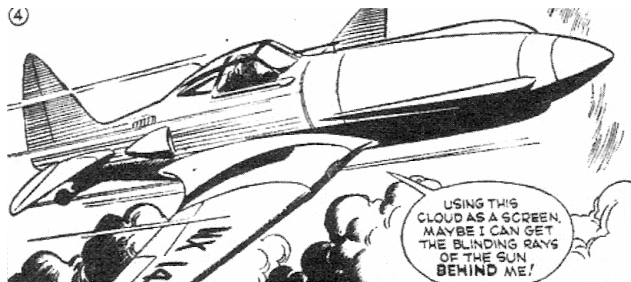
David Barfield is now a frequent contributor to the *FAC News* and many Free Flight columnists. He recently kicked it up a notch with a delightful contribution to the January issue of *FAC News*. He furnished an original design, his Volunteer, for the Fiction Flyer category. The event is a little off the beaten path but has a loyal following.

The design is lovely and based on the 1941 comic strip "Flying Jenny", the adventures of the young heroine pilot, Jenny Dare. He wisely sourced his point-of-departure from Earl Stahl's MiG 3 plan. The issue offers a complete plan and a good blurb on the model and Jenny Dare's

aviation career. Quite a few Volunteers will be built and flown. Well done, sir!



Jenny Dare, Aviatrix



A LITTLE MORE LIGHTWEIGHT MATERIAL

Three more British Lightweight plans follow, making it nine presented so far. This should do it for inspiration purposes. Getting down to cases, the Buckeridge Lightweight Duration comes highly recommended by the Brits. It offers much to please the modern eye: a two-bladed folder, a real airfoil and light but strong construction. The wary eye catches two issues, however. The stab remains a flat plate and vexes with tip dihedral, no less. Also, the dandy Warren trusses in the fuselage are widely spaced and present wide gaps. (My lawyerly reading of NFFS's Nostalgia rules allows the addition of basic uprights and cross members at these strategic locations, however.)

The *Pinocchio* is the highly acclaimed stable mate of Laurie Barr's Scram and enjoys the same reputation for climb and glide performance. It's a bit heavier and more complicated than the Scram with its cabane wing mounts and four-panel wing. Maybe the more sculpted polyhedral handles turbulence better, who knows. Also, like the Scram, note the stab's subrudder is attached only on the left side. Go figure.

Josh Finn sent along another good candidate, the Collector by Jim Buxton from 1947. Nothing is known of its flying qualities, but it looks it'll go. Although not the best-looking model in the world, it's still not as ugly as the Hoyt Five Minute Lightweight. Regardless, the stopwatch is blind. The plan also offers a set of optional ROW floats, if you want to take that plunge. Like many of its ilk, it's downloadable from: <outerzone.co.uk/index.asp>.

There's a lot of chatter about flying the British Lightweight EOY in 2014, so hopefully, there'll be some actual building to follow. (Me, I'm sticking with my Senator until somebody beats it.) Time to start cutting some balsa, y'all! The game's afoot.

CHANGES AT THE HELM

There's good news about Superior Props. Long a must-have vendor for props and accessories, delivery times have become problematic the last several years. Well, the good people at Volare Products/Shorty's Basement purchased it and moved the operation up north.

I met the new owner, George Bredehoft, at the Nats last year, and he's a good guy. Superior Prop's web presence will get an uptick, too, given the rest of his business practice. His father, a retired cabinetmaker, will take over the prop-making duties. It sounds like all the bases are covered. This is good news for many of us. (As for me, I'm down to my last Gollywock prop fixings!)

WE CAME, WE SAW, WE ATE

We had a good time at the annual banquet. The good people at Petite Auberge took good care of us again. The attendance was a little down from last year, but given our club's mortal loses to the surly bonds, this is understandable. We can also blame the pesky viral infection going around town for a few more not attending. Regardless of those who couldn't make it, the food and fellowship was great, as always, and there were quite a few new models on display. Mother Nature threw us no curves.

The awards ceremony began with the posthumous bestowing of the Norm Purdy Service Award to the departed Frank Hodson. He wasn't done for the night because he won the Fiction Flyer Trophy, too.

The chase for the George Perryman Perpetual High Point Trophy was a closely run thing until very late in the year when your editor broke the three-way tie for first, slipping past Frank Perkins and Jim Altenbern by the narrowest of margins. Dohrman Crawford and Karl Hube trailed in a tie for fourth, again by another narrow margin. For those keeping score, here's the year's end tally:

David Mills	53	John Barker	11
Frank Perkins	49	Gary Baughman	8
Jim Altenbern	49	Richard Schneider	3
Dohrman Crawford	45	Hayden Ashworth	3
Karl Hube	45	Al Pardue	3
Frank Hodson	19	Robert Marier	2
Bob Thoren	17	Dean McGinnis	1
Bill Gowen	14	John Yost	1
Gary Morton	13	Hannah Marier	1
David Barfield	12	Claiborne Wilson	1

Beyond these appearances, the parade to the awards podium wasn't a diverse affair. Your editor took home the remainder of the trophies, including Model of the Year High Point, Spirit of Comet, FAC Scale High Point, and Bob Baker Old Timer High Point. (What can I tell you, I flew a lot in 2013?)

The Show-and-Tell portion of the program brought out a bright and shiny bevy of new flying iron. Karl brought his new Chambermaid No-Cal and his boldly old-fashioned Coupe. (No autosurfaces and synthetics? What's he thinking?) Robert brought his new Witch Hawk 518, a big gas job. "Scary" is his first impression. Your editor introduced his new Hangar Rat, piloted by the Duke. Graham brought two, new E-20's, both proving to be of much interest. Gary's Waterman Racer Dime Scaler was just lovely. Dohrman's Rider Special Dime Scaler was unfinished but looked dangerous and light, nonetheless. My personal favorite was Barfield's new Volunteer for the FAC Fiction Flyer event, previously acclaimed. Obviously, we've few idle hands, and hopefully, no devil's workshop at home.

Everyone needs to come out and fly in 2014. There're promotions galore this year being sponsored by members, both indoors and outdoors. Indoors we're pushing No-Cal Scale and Hangar Rat. Outdoors we're pushing the Jimmie Allen MOY and British Lightweight EOY, and a few of us (Frank, Karl and me) committed to flying some Coupe this year. The new E-20 category might see some use, too, if Graham's enthusiasm is anywhere near contagious. Time to cut some balsa, y'all! The game's afoot.

In closing, plan to attend next year; it's a hoot. Really, it's a small price to pay in partial repayment for all the dust, noise and not-done honey-dos throughout the year. Happy wife, life partner, mistress or co-habitator—happy home!



SEEK AND YE SHALL FIND

Our club's MOY in 2014 will be the Jimmie Allen models, a topic broached in the last issue. A full history and description of these designs can be found elsewhere, but they're all rubber-powered, scale-like, sport models from the 1930's. They were highly promoted at the time in the modeling press and on the radio both in the USA and Canada. The Jimmie Allen radio shows were sponsored by a number of oil companies and reached an entire generation of kids. As a result, the models were very popular at the

time with literally millions of kids building them across the USA and Canada. Happily, these models live on in FAC and SAM as official events and flown regularly, and here we are.

For those new to the genre, a full list of the FAC's thirteen, approved Jimmie Allen designs can be found in their rule book, available on-line from their website, along with the pertinent rules on same, including allowed prop size. Note that there's more than one list, so murk and mire abounds for the obsessive and litigious among us. (One big example, the Monsoon 800, Monsoon Clipper and Jimmie Allen ROG aren't on the FAC list. They make others, though.) Anyway, the club's going mainstream and using the FAC's thirteen, and for your convenience, they follow in no particular order:

Skokie/BA Cabin
BA Parasol/Racer
Jimmie Allen Special
Bluebird/C. C. Sportster
Silver Streak
Yellow Jacket
Sky Raider

Sky Chief
Blue Flash Racer
Spartan Bomber
Thunderbolt (22 in.)
Thunderbolt (24 in.)
Bluebird Racer/Scarlet Tanager

Many words can and have been spilt on the design and flying qualities of the Jimmie Allen models. In truth, they are a very mixed lot, and having been flown since the thirties, the jury has long since meet, decreed, and gone home. As is often done by others, this writer will provide a critique for the club's convenience. Based on all I've seen and heard over the years, this writer recommends seven of these models as offering good prospects of success. These include the Skokie, Sky Raider, BA Parasol, Blue Flash Racer, Jimmie Allen Special, Bluebird and Yellow Jacket. Full disclosure: IHMO, the remaining six designs are questionable fliers. Also, some of these designs aren't engineered that well and present construction challenges. Honestly, a few are painful to look at in this regard.

Let's get down to cases. Most experts agree the 25-inch Skokie is the best of the bunch and is the most popular by far. With ample areas and moments and a good prop and wing airfoil, the design presents no real design issues and can be lightly built. As a result, it's a good flier. Happily, it enjoys success in the FAC's Two-Bit event, too. The Sky Raider tempts for some of the same reasons and can be lightly built, but the 24-inch wing's mounting is a little screwy, but easy enough to fix, though. The 28-inch BA Parasol is also popular and flies well. It offers ample areas and moments and a good airfoil and features light construction, except for the chunky landing gear. The Jimmie Allen Special is an alluring cutie but hampered a bit by a small, 20-inch wing. Also, the wood sizes are more appropriate to a larger model, so if you build it, use the 5 lb. wood. The Bluebird/C. C. Sportster is the second largest of them with a 38-inch wing and is picked by some, but I've witnessed mixed results in the air. Both versions offer intricate construction and odd bits like three-inch wheels. Use the Bluebird plan which is simpler of the two. The Yellow Jacket is a very attractive and scale-like mid-winger of 26-inch span and flies OK. Some of the North Ave. crowd might choose it for reasons of tribal loyalty and not go wrong. This writer has always felt the Blue Flash Racer was underrated. A reasonably-proportioned design with a 24-inch parasol wing, it flies OK and looks good as well. The Thunderbolt (24 in.) is merely a more robustly built version of the Blue Flash Racer with a different fin shape, so choose the former, svelte version.

In fairness, this writer would be amiss in not discussing the lesser lights of the genre. This roster of the less able is subjective, but few would quibble. The Sky Chief is the largest of the lot with a 40-inch wing and a few troubles. Its woes include a very short nose with a fussy radial cowl and all the lumber and filigree of a really big, scale cabin job with no scale points. (Barfield is building one, BTW, bolding going where few went prior. *Bon chance, mon ami.*) The Silver Streak is an attractive low-winger of 32-inch span, but burdened by a few worries, and even to these well-traveled eyes, never actually seen built or flown. I've no clue as to its flying abilities. The Bluebird Racer is, to me, perhaps the best looking of the genre with the most intriguing, if overly complex, structure. It features a shoulder-

mounted, 24-inch, gull-wing with a good airfoil. Thankfully, the complicated structure remains lightly built, but I've never seen one built or flown. Two big woes are its small and oddly mounted stab and the dire challenges of its ornate landing gear. There's a gas version of it called the Scarlet Tanager, if you're feeling really frisky. I've never seen a plan of the 22-inch Thunderbolt, nor a constructed model. So, I can neither praise nor shame it, and will only venture a simple *caveat emptor*.

Having tried to be fair and diplomatic thus far, I'm fully justified to heap aspersions ill upon Captain Midnight's Spartan Bomber. This must be said: it's an interesting, mid-wing design with an attractive wing planform, three-bladed prop and other odd bits, including a bomb-dropping option. Both George Perryman and I built one for the club's 1997 MOY. I gave up about three-quarters through construction because my sensibilities became irreparably offended. George completed his, though, but never could get it to fly with a dang. (Ergo, I'll rest my testy case against the Spartan Bomber. If he couldn't, who can?)

Happily, the Free Flight marketplace abounds with easy opportunities with the Jimmie Allen models. Plans of the Skokie, BA Parasol, Sky Raider and Bluebird can be found via download from <outerzone.co.uk/index.asp>. Search word: "Jimmie Allen". Jim O'Reilly sells excellent CAD plans of the Skokie, Bluebird, Thunderbolt (24-in.), Sky Raider and Sky Chief. (His Skokie plan is in-hand and quite lovely, BTW. It's what I'll use to build mine.) Maybe Holman sells a laser-cut, short kit of some of these, you'll have to check. The AMA now houses the old John Pond collection, and all are for sale there. Easy Built Models sells kits, some laser-cut, of the Jimmy Allen Special, Skokie, Blue Flash Racer and BA Parasol. (The lovely photos below are lifted from their on-line catalog. Check it out.)



Skokie



Jimmie Allen Special



Blue Flash Racer



BA Parasol

While I have your attention, let's add a reminder and proviso or two. If you're flying any of the Jimmie Allen models in FAC events, you have to cover with tissue. Also, these models have over-sized wheels and many other odd bits, and no substitutions are allowed. But, you're allowed the usual SAM/FAC nod/nod/wink/winks in terms of DT and blast tube provisions and other allowed changes. However, no monkey business allowed. Eyes on you!

Before I close this discussion of the Jimmie Allen models, let me put their qualities into some much needed and oft-neglected perspective. Looking back for the distance of almost eighty years of technological advance, they're a mixed bag, indeed. But, the wide range of competence shown in these designs is very typical of the era. And like all that era's designs, the best fliers with the best construction have seen much use, while those less blessed haven't, and hence, have faded from modern view. However, unlike some of that era's lesser lights which remain hidden from modern view, the entire Jimmie Allen genre gets dredged up regularly and kicked around, occasionally with relish and mustard. I say cut them some slack and just build the good ones and have some fun.

Time to cut some balsa, y'all! The game's afoot.

THE RULES, THEY'RE A-CHANGIN' I

In the fall of 2013, the Free Flight Forum carried a lot of material dealing with the flying of Nostalgia Gas models with electric power. A few proposals were put forth, but nothing stuck.

NFFS President John Lorbiecki asked your editor, as chairman of the electric subcommittee, to draft of set of provisional rules to incorporate electric power into Nostalgia Gas designs. The committee got busy and with the input of about two dozen fliers came up with a proposed rules set. This took about

two months, and the proposal passed committee very late in 2013 and became a one-year, provisional NFFS event for 2014. For further details, the original announcement of same follows. Time to cut some balsa, y'all! The game's afoot.

“NFFS is announcing a one-year, provisional event in 2014 that introduces electric power into nostalgia era gas power designs, to be called Electric Nostalgia, or E-Nos for short.. We anticipate the active flying of electric power, as described by the following rules set, by individuals and clubs, culminating in the flying of same at the 2014 Nats. Specifically, two categories will be flown separately, namely 1/2A and ABC (combined).

“It is hoped, should the level of participation justify it, and based on actual flight testing and competition, that a set of permanent rules can be developed. We anticipate this occurring in late 2014, culminating in a proposal for a formal set of rules for 2015.

“Note that there are no plans to fly Nostalgia Gas power and Electric Nostalgia together at the national level as a combined rule book event. There is no interest in the Nostalgia Gas community at-large for such at the present time. However, clubs are encouraged to fly all nostalgia power events in any way that promotes local participation.

“All questions and comments about the new E-Nos event should be directed to the “Electric Power” section of the NFFS forum, accessible from our website. Moderator Jim Jennings, Jr. will see to it that all submissions are addressed. About two dozen fliers contributed to the rules and are expected to contribute further.”

Electric Nostalgia Rules Set

1. Eligible designs are those already approved for Nostalgia Gas power.
2. The following four classes are defined: 1/2A (up to 250 proj. sq. in. wing area), A (251 to 500), B (501 to 650) and C (651 to 1000).
3. There are no proposed power or wing loading specifications. (A few dozen, competitive A, B, and C nostalgia power models were weighed, and most came in between 4-to-5 oz. per 100 proj. sq. in. wing area. We anticipate E-Nos models will come in at equivalent weights.)
4. Same motor runs and other flight rules as Nostalgia Gas power. Local clubs are encouraged to modify flight rules to suit their circumstances and promote participation.
5. Same materials and structural rules as Nostalgia Gas power
6. No folding props allowed. This rule is intended to promote continuity with Nostalgia Gas power, particularly glide performance. Given the short noses and landing gears, this isn't seen as any more of an issue than for Nostalgia Gas, at this time.



Young Sarah Jennings and her father Jim's regulation 1/2A E-Nos T-Bird

THE RULES, THEY'RE A-CHANGIN' II

The new FAC rulebook is out and offers few changes. They modified the bonus points for multiple wings, spec-ed the maximum propeller diameter for Jimmie Allen models, clarified the Embryo cabin rule and did a few, other minor things. I guess they didn't see anything really broken, so no real fixing ensured. You can download it at the FAC website.

THE RULES, THEY MIGHT BE A-CHANGIN' III

The latest rules changes for SAM competition are out and can be found in the freshly published January issue of *SAM Speaks*. A total of six changes are contemplated this round, and all SAM members should review them in detail. Four concern only the RC community or only dwell on details of competition generally. However, two are of major concern to the Free Flight community and should be studied in detail. One would throw out the Builder of the Model Rule, which was dropped a long time ago on the RC side. The other would extend the cut-off date for eligible designs from Dec. 31, 1942 to Dec. 31, 1950.

The BOM debate has been kicked around for years, and your mind is already made up one way or the other. Ergo, no ink will be spilt here, but I'll merely note the BOM was dropped for the flying of the models of the deceased last year.

However, the date extension is worthy of deep consideration, and perhaps some background. The British, for example, have long used the date under consideration for what they call "Vintage" competition, which is based on FAI rules changes at the time. Other countries do the same. SAM came upon our present date because it would insure John Pond and others to safely publish their old model plans without copyright persecution during SAM's early years.

Honestly, this writer hasn't made up his mind on the date change. On the one hand, Dec. 31, 1950 is a more logical date than the present one, reflecting historical changes in the FAI rules at the time. On the other hand, the change would cause disruptions, good or ill, in what we fly in SAM and possibly Nostalgia competition. Logic aside, it all depends on whether or not this change would be good or bad. And good or bad should be defined in terms of growth in our hobby and sport and increased participation. Your call.

(A personal sidebar: contrary to widespread "errors of statement" by many, eligible SAM designs aren't necessarily "prior to WW II", namely Dec. 7, 1941. To use a phrase in much use at the time, WW II was a "going Jesse" in the USA from Pearl Harbor to the end of 1942. Looking outside sea-to-shining-sea, WW II started in 1937 if you're Chinese and Japanese, or a mere two years later if European and living either between the Rhine and Oder Rivers, or live west or east of same, respectively. And let's not forget the confused Spaniards, stalwart Brits, well-dressed Italians or brave Ethiopians. A dirty, little, historical secret: the German Navy was sinking our merchant vessels with vigor along the eastern seaboard well prior to Pearl Harbor. Our government and the media hushed it up. Look it up. I'll shut up now.)

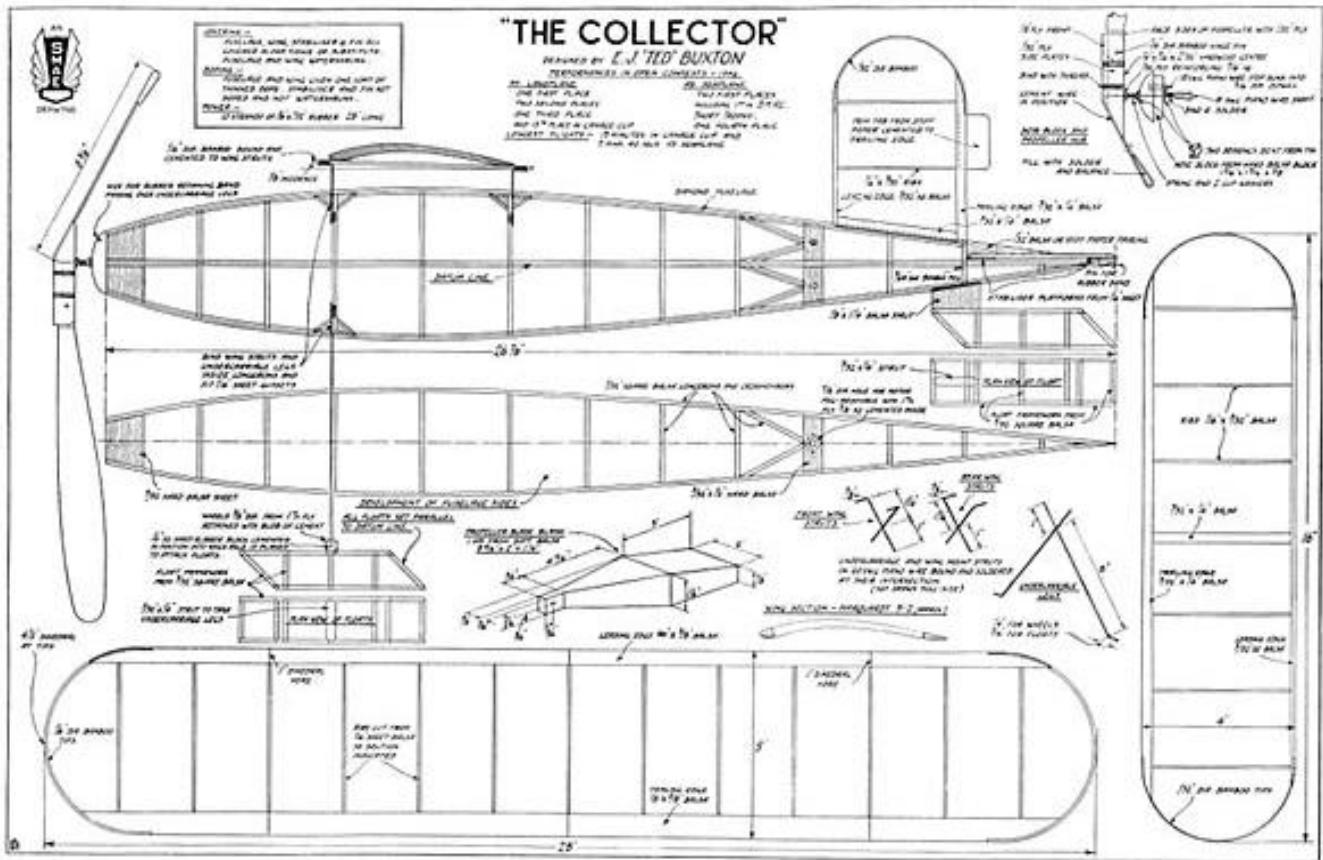
NEXT ISSUE

Look for something before the Peach State Indoor Champs. We'll carry a full report of the Southeast Model Show in Perry, as well as contest reports from the February and March indoor contests. Expect a full pimping of the PSIC in April and some ballyhoo on the beginning of the outdoor season.

Once again, we beseech the multitudes for contributions in the way of articles, plans, photos, rants and raves. Don't make me work too hard! Ciao, y'all.

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2014 TTOMA MEMBERSHIP FORM

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Address _____

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Other Family Members and AMA # _____

Telephone _____ E-Mail _____

\$25.00/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.

PEACH STATE INDOOR CHAMPIONSHIP

“America’s Flyingest Indoor Contest”

April 12, 2014

Great Hall, St. Lukes Presbyterian Church
Dunwoody, GA

The Thermal Thumbers of Metro Atlanta are hosting our twenty-third annual state indoor Free Flight championship. We invite all AMA members, family, and friends to come and join the fun. The public is invited, but only AMA members can fly, so bring your AMA card. However, kids with indoor free flight models who attend can fly; we’ll provide a complimentary AMA membership.

The contest is sanctioned by the AMA and all events, except as noted, will be flown per the AMA rule book as Class A and Category I. Registration and official flying begins at 9:00 am. The building must be clean and vacated by 8:00 pm. Lightweights will be segregated from the heavyweights per the flight schedule. An effort will be made to fly mass launches in rounds for kanones if possible; otherwise, mass launch events will be flown sudden death with no kanones.

AMA: Easy B

Ltd. Pennyplane (J, SO)
Ministick
IHLG (J,SO)
Standard Catapult Glider
Unlimited Catapult Glider
Bostonian (J,SO)
FIL
F1D
F1M
Helicopter
35 cm
A-6

TTOMA: Chattahoochee Challenge

Hangar Rat
Mass Launches:
Hangar Rat
WW I
WW II
Racer
Civilian

FAC: Dime Scale
Peanut Scale
Rubber Scale
No-Cal Scale
Embryo
Phantom Flash

Contest Director: David Mills, 404-509-4209, davidmillsatl@gmail.com

Fees: The adult (open) fee will be \$10.00 for unlimited events. The youth (senior and junior) fee will be \$1.00 for unlimited events. Adult test and fun fliers will be charged \$10.00.

Directions: St. Lukes Presbyterian Church is in Dunwoody, a north Atlanta suburb. The property can be accessed from either the Hwy. 400/Abernathy Rd. exit or I-285/Ashford Dunwoody Rd. exit. The church is on Mt. Vernon Hwy. about one mile east of Ashford Dunwoody Rd. The Great Hall is at the extreme opposite (NE) corner of the property from the Mt. Vernon entrance. A map is available at <thermalthumbers.com>

FLYING SCHEDULE

9:00 am registration
9:00-10:30 am lightweights
10:30-noon heavyweights
10:30 am Hangar Rat mass launch
11:00 am WW I mass launch
high noon WW II mass launch
12:00-1:00 pm anything goes
1:00-2:00 pm heavyweights
2:00 pm Racer mass launch
2:00-3:00 pm lightweights
3:00 pm Civilian mass launch
3:00-4:00 anything goes
4:00-6:00 pm lightweights
6:00-7:30 pm anything goes, defer to lightweights when possible
8: pm building clean and vacate

Flying heavyweight models (No-Cal or heavier) in lightweight periods always requires CD's permission prior to winding and/or launch. Flying lightweight models during heavyweight time periods is at flier's risk. Special consideration can be given, but CD's word is final.



The Great Hall at St. Luke's Presbyterian Church, Dunwoody, GA

2014

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Norm Deputy**

Advanced Table Reservations and Payment are
required. Please make your reservation early.
Contact Jim Parker at (478) 396-8731, or email
at GAMARC@GAMARC.COM