



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

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Nov.-Dec., 2016

HEADS UP

Well, 2016 is pretty much over, and another year's flying and comradery is at an end. Looking back at it, TTOMA had a great year. Except for a few weekends, the weather at the sod farm cooperated with us, and no serious snafus ensued at St. Lukes. In terms of the roster, we have a few fresh faces, and the hefty bulk of our members are active fliers who made appearances throughout the year. Several of us had some success at the indoor and outdoor Nats and other regional contests. Two Thumbs, Josh Finn and Nick Ray, toiled on the international stage, and they made their presence felt at the World F1D Indoor Championships. Several Thumbs served in a variety of posts with the AMA, FAI, NFFS and FAC; no one can accuse us of sitting on the sidelines. All this being said, can we do better? Sure, we can. Will we? Probably, it's a save bet we will.

This final issue of the year is a good one, overflowing with pithy content. First, see the remainder of this year's contest reports. Also, news of the annual banquet can be found. The FAC contingent will find exciting news of a new event, Hi-Start Scale Glider (HSSG), contained in these humble pages, and a few Thumbs had a part in its creation. Basically, HSSG consists of flying scale gliders via hi-start launches, judged along the usual FAC lines, for Fame and Glory. The rules as they are now follow along with a three-view collage of suitable candidates for your ardor. Please note: the construction, judging and flight rules are pretty much set, but the exact specifics of the hi-start mechanism aren't quite determined. So, allow some minor slippage in the hi-start mechanism, and regardless, what's presented here (basically what Retro RC currently sells at a very reasonable cost of ten dollars) is likely close to final form. That said, nothing at this juncture is stopping you from building something.

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

RENEWAL TIME

The year's end is nigh, so it's renewal time. As no one is late at this juncture, we'll keep the tone of this message as that of a mere reminder. Civil and courteous will be its lilt. Ergo, please find the 2017 membership form elsewhere in this issue and send your check to the address indicated. Karl "Karats" Hube awaits your checks, signed on the line that is dotted.

ANNUAL EATS

Once again, we're circling the wagons for our annual banquet, but we following the good people at Petite Auberge to their new digs at Petite Violette at 2948 Clairmont Road, Atlanta, GA 30329. They lost their old space at Toco Hills and fortuitously merged with the equally well-regarded owners and staff of Les Violettes at the current location. The food and ambiance promises to be much the same, and close to the old location and a bit easier to access, just north of I-85 on Clairmont Road. The flyer follows with all the necessary information. Make plans to attend and send Dohrman Crawford that check! Out-of-towners will find many hotels and shopping, too!

THUMBS IN PRINT

Bill Gowen's record-breaking F1M was published in the latest issue of *Thermik Sense*, the German Free Flight magazine, an international thrust of TTOMA influence across the pond. Well done, sir.

Not to be outdone, Frank Perkins's lightweight altimeter gizmo is published in the January issue of *Free Flight Quarterly*. It's really an amazing system and very small! The altitude/time tracks are very cool, useful and a bit nerdy.

THUMBS AT THE WORKBENCH

Dohrman's latest Embryo is ready for test flights and sits in regal repose below. It's a fine rendition of George Bredehoft's *Bad Axe*, a premier example of the FAC category. I know from experience, having flown against it at the Nats for many years. For those totally out of touch, George is the proprietor of Volare/ Shorty's Basement, plus a pretty good builder and flier. You can't go wrong with this design. (And except for the yellow fin and stab, Dohrman's model is darn good-looking. However, white or silver would work much better.—DM)

The hands of your trusty editor haven't been idle either, and I'm tickled pink to present my latest Moffett and the iteration of Sandy Downs's Mof-It series, the Mof-It Mk. II bis. I suspect it'll be a real flier; all its predecessors were. Beneath its sleek, feline exterior lies the heart of a monster. If looks count, this thing should be a killer. We shall see. (Note its martial livery cannot be improved upon.—DM)



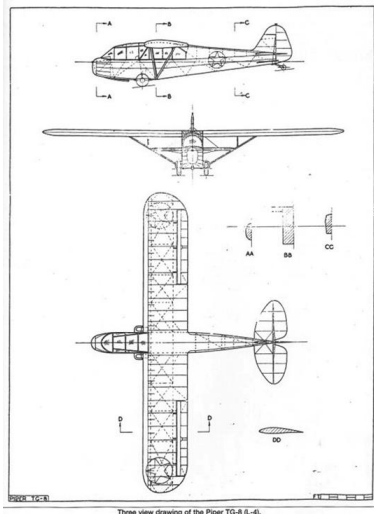
OPEN MOUTH, INSERT RESPONSIBILITIES

Several weeks ago this writer waxed rhapsodic via email about the possibilities of flying scale gliders with hi-starts under FAC auspices. This kicked over an ant bed of enthusiasm, and much digital traffic ensued. After a bit of this, FAC C-in-C Ross Mayo shanghaied me and Vic Nippert for a Committee of Two to try to come up with a provisional set of rules suitable for use in 2017, if possible. Okie, dokie.

Long story, short, Vic and I were able to get it done with the help of a few others, and the provisional Hi-Start Scale Glider rules for 2017 follow later in this issue, along with a collage of three-views of designs judged by me to be of potential capability. I spent way too much time on the internet researching these things, and rest assured, there's a wealth of gliders out there worth modeling, most of which are untouched by Free Flight modelers. Also, there's ton of documentation available. Buckets! Just google some manufacturer's name, add "glider", and keep your flash drives at-the-ready.

The subjects of the aforementioned collage were selected according to simple criteria: estimated flying ability and adequate documentation. I consulted a Panel of Experts on the former, and the basics were soon obvious. Our projected wingspan limit of 36 inches dictates a preference for low aspect ratios, meaning most of the modern, composite, high-aspect ratio designs may have wing chords too small to fly well. Ergo, gliders designs of yester year would be favored, not exactly a divergence from FAC practice. However, many of the older designs have absurdly short tail moments, so some of these didn't get the nod. Beyond these basic facts, I looked ahead to the hallowed FAC practice of finding and building bonus point hogs, so I cast an eye for these. And lastly, everybody likes a good-looker, so the lovelies of the genre were shuffled to the fore. IMHO, there you have it. Enjoy.

As for me, I took the easy, scenic route. I ran across a series of three charming WW II training gliders based on Piper, Aeronca and Taylorcraft's military liaison aircraft, and searched through my plan collection. Fortunately, I found an old and nicely wrought Cleveland plan of the Piper L-4 in the requisite 36 inch wingspan. The L-4 was Piper's source for their Piper TG-8 conversion, something I could easily do myself. And just like they did, I'll lop off the cabin at the A-pillar cross-section, extend the nose approximately one wing chord's worth, and greenhouse the nose accordingly. Kinda cute, it oughta fly. All silver tissue with a few star roundels—done!



I encourage my fellow Thumbs and all FACers within range of these humble pages to build one and start yanking these things up in the air. The final rules will soon be posted on the FAC website, so you should have plenty of company. I fully expect this event to catch on, and the forecast is for fun!

NEXT ISSUE

Look for something in February. We should have the details of the indoor and outdoor const schedule, including the Peach State Indoor Champs, and the report on the banquet, for sure. In the meantime, don't forget about the January 14 indoor meet. Make plans for the banquet and bring your new models for Show and Tell!

As always, I beseech the multitudes to forward any articles, photos, plans, rants or raves to these humble offices. Don't make me work too hard! Ciao, y'all!

Christmas Report: Santa's Most Excellent Adventure



Yesterday, December 16, dawned dry, frosty, and mostly clear with a few high altitude clouds. This meant that Rudolf could stand down from the team ready room, as he was not needed to guide the sleigh on this year's TTOMA Christmas Basket run to the North Georgia Turf Farm. Happily, the FAA completed the sleigh inspection early, and the proper placard was attached to the rear of the vehicle. Likewise, elves had been very productive in an early preparation of two large baskets of edible goodies for the office staff and McWhorter family at the farm. Newer members of TTOMA may not know that it has been a long tradition to supply a holiday basket to the folks at the sod farm to show our appreciation of being allowed to fly on their land. As the club resources improved, a basket was devoted to just the office team and another for the owner's household.

Santa wandered in the garage area and rechecked the eight members of the Hemi team, and all was well. The team seemed in good spirits this year and ready to make this test run. You may recall that Blitzen had an issue and complaint over working conditions in last year's wet, cold trip. On top of a bad attitude, he had left his goggles in the barn and had a tough trip. He was sent to see an elf in HR to sort out the matter, and all now seems well. His

attitude is up, and his weight is down, and he looks to be in good form. In the hope of minimizing air traffic congestion, the flight was launched at 11:30AM on a planned two-hour run to the farm. With no wind and a loaded sleigh, the takeoff run was long, but smooth. Air traffic control sent the team into a steep climbing turn immediately after takeoff and then vectored the course west toward the goal. The sleigh was sent on a low ground-skim run getting through the city. Traffic was at a record level and progress was slow. Near the Six Flags area, congestion thinned out and the sleigh was allowed to climb higher in the cool morning air. "Run, boys, run" was the cry from Santa as the western heading was picked up. Running a little late, the sleigh circled the sod farm, and Santa saw no activity at the office! There was plenty of room for a landing in the parking lot, and it was found that the office was inhabited and open. Two lovely ladies were on hand to receive the baskets and they exclaimed, "Somebody must really love us!" Old Santa assured them that was the case, which seemed to brighten their holiday spirits. Only a brief chat followed the delivery, and then the team was ready to set out for the return to base. GPS was given a chance to redirect the sleigh on what might be a useful alternate route, but there seemed to be no choice but to fly back along the outbound course. Temperature and wind speed had increased some since departure making the team a bit more comfortable and the takeoff much quicker. The return flight was slow and a bit thrilling. There was one near-miss collision situation when a young fellow with a black Mercedes coupe dashed in when the sleigh was changing course. The sleigh's new Automatic N-N Scanner (Naughty-Nice) collected the tag number, as well as the make, model, and color of the offending vehicle. Regrettably, the bonehead driver will now be dropped from next week's Christmas delivery!

At 4:00 PM EST, Santa landed at the home base barn. The Hemi team was allowed to cool down, and everyone got a rest and a snack. Next week, the team will go through light workouts with no harness. There will be some light sprints for takeoff practice, as well as some formation flying exercises as some of the turns on the farm run were a bit ragged. Santa was very lucky that Mrs. Claus had a cup of hot fresh coffee waiting. It had been a fine day, and all TTOMA members and friends can be proud of the gifts delivered at the farm.

All the holiday best to you and your households, and may the spirit of this season carry over into making 2017 a special and memorable year. **Merry Christmas to all, Santa Clause**

TURKEY SHOOT CONTEST REPORT

The sixth annual TTOMA Turkey Shoot was held on November 6, 2016 at the North Georgia Turf Farm. It was a glorious flying day with only one model leaving the friendly confines of the field. Winds were light and variable. The Mylar streamer on a thermal detector pole was dragging on the sod about half the time. The temperature hit the mid-70s about the time the awards were being handed out. For those of you who missed this event, your club outdoor flying opportunities are over until next April. Start your building program now and plan to fly more actively in 2017.

The **Target Time** event, set at 47 seconds by the CD at the opening of flying at 10AM, was won by David Mills with a 46, followed by Graham Selick who clocked 45 seconds but couldn't get any closer. Target Time event runs for the duration of the contest. In the past, some Thumbers have flown as many as 20 times to hit the elusive target time. Best models suited for this event have proved to be catapult gliders, hand launch gliders, scale models, or Blue Ridge Specials.

Scale Combat, any scale model, was mass launched into a beautiful azure, autumn sky. It was a photographer's dream. Gary Morton's super flying Chambermaid was the eventual winner with a long flight. David Barfield's great flying Skyfarer model took second place. Third place went to Gary Baughman and his SE-5 WWI biplane.

Embryo Mass Launch was won by Gary Morton, followed by Karl Hube second and Gary Baughman third with his ship called the "Lead Slug."

Blue Ridge Special has always been a popular event. Often several of the little rascals go OOS on weak thermals during competition. In this event, the best three of six scores were added for total time. The winner with two max flights of 90 seconds, plus a 60 second third flight for a 240 total, was Tennessee flier Gary Morton. With the win, Morton also picked up the "Old Goat Smackdown" Trophy for the second consecutive year. Four seconds behind at 236 was Gary Baughman, with Dohrman Crawford finishing third with 223 seconds. Five fliers flew the diminutive design with great success. Blue Ridge Specials are quick to build and offer great flying characteristics providing a lot of flying enjoyment for the effort. This is a super grandfather/grandson or daughter project. Plans are available from Dohrm Crawford.

P-30/120-Second Target Time was won by Karl Hube. His P-30 landed at 1:56. Nobody could manage to beat Karl during the one hour window open for the event. Frank Perkins lost a beautiful, technically superior P-30 in the process of trying to beat Karl's time. (Maybe add a burning fuse DT backup, Frank?)

Two E-36s flown by Graham Selick and Gary Baughman duked it out in the **Electric Free For All**. Flown to 2016 AMA rules, Gary bested Graham with a max-out 360, while Graham achieved two maxes and a 99 second flight. The performance of the new generation motors and batteries is putting E-36 almost on par with a 1/2A glow-powered machines. If you haven't tried electric power yet, put it on your list of modeling things to do. It is quiet, clean, and easy.

The last event on the schedule before the formal awards ceremony was the **Catapult Glider Tournament**. This event used a double-elimination format similar to March Madness basketball. Opponents draw numbers for bracketing. Then it is head to head competition with the winners advancing and the losers going through a consolation bracket until the winner emerges. The Consolation winner then flies against the winner of the Winner's bracket. Since the Consolation winner has one loss, he must attempt to defeat the undefeated Winner's bracket flier twice. This had been done at least twice in the past. On this day, it was Frank Perkins, with one loss, challenging the undefeated Dohrm Crawford in the finals. Frank was victorious with two consecutive wins over Dohrm. The tournament is a human endurance contest as well as a glider endurance contest. Frank had to fly and retrieve for a total of seven rounds to gain victory. Hopefully, the \$25 Publix gift certificate for the win soothed his aching feet and helped shorten the trip back home to Tuscaloosa.

Two Thumbers were first time participants: Jim Conery, and Lee Russell. Both told the author that they enjoyed the Turkey Shoot and, like the Senators of old, "just wait until next year." Jim Juliano joined us again this year and timed countless flights.

Watch for news of the 7th Annual TTOMA Turkey Shoot when the 2017 contest dates are published. Mark your calendar and come fly with your fellow Thumbers for "Fame and Glory". You just might win a \$25 Publix gift certificate that would pay for a Thanksgiving turkey on your table. Respectfully submitted, Gary Baughman, Head Gobbler in Charge

Results of the 2016 World Championship Old Goat Smackdown

As a part of Gary Baughman's 2016 Turkey Shoot flying circus, the World Championships for Blue Ridge Specials was flown as the Old Goat Smackdown. This is what the final results look like.

This was great competition, as shown by the fact that the time spread between the first and last places is just 18 seconds! One third of the official flights were 90-second maxes, which makes for a good contest. Historically, we've found that an event with about 20% maxes becomes a real challenge. You may recall that Gary Morton was the Champion from the original World Championships held last year. Well done, Gary!!

We had hoped for more participants, but I am aware of at least four Blue Ridge models lost in the days leading up to the Championships. On the day of the event, Jim Conery had a new model on the field, but he had to spend time in his beloved Snake Creek greenery trying to find his P-30. Our ace Blue Ridge Russell brothers, Dana and Todd, were not in the mix this time. We know that Todd lost his successful Blue Ridge Special shortly before the Championships. Let's aim for doubling the participants next year.

| | Flt 1 | Flt 2 | Flt 3 | Total | Place |
|------------------|-------|-------|-------|-------|-------|
| Gary Morton | 60 | 90 | 90 | 240 | 1 |
| Gary Baughman | 79 | 75 | 82 | 236 | 2 |
| Dohrman Crawford | 70 | 90 | 63 | 223 | 3 |
| Karl Hube | 76 | 56 | 90 | 222 | 4 |



Gary Morton, two-time Old Goat Smackdown World Champ His Trophy, An Envy To All

December Indoor Contest Report

Eight TTOMA members met at the Great Hall for a day of indoor flying. Seven posted official flights (or attempted them—Bill had a rough time of it with his A-6). Dan Crews posted a personal best in Pennyplane with his first 7+ minute flight. Nick, Hope, and I went at it in F1D, but the exceptionally cold weather (never even reached 60 degrees) made for tough going. I lost interest in pushing for higher performance in the cold conditions, and Hope wasn't far behind on that. Nick persisted and was rewarded with over 18 minutes. Richard and Dohrm rounded out the goings on with some nice flying from their various tissue covered models, all of which flew as nicely as always. Despite the cold conditions, it was a nice end to the flying year. Josh Finn, rookie CD, reporting.

F1D Regional Qualifier

Nick Ray 18:29+17:35 = 36:04
 Hope Finn 14:53+14:33 = 29:26
 Josh Finn 12:23+14:53 = 27:17

Phantom Flash (best 3 of 6)

Hope Finn 335
 Josh Finn 102

F1M

Joshua Finn 12:50

No Cal Scale (total of 3)

Richard Schneider Boeing XP-9 253
 Dohrman Crawford Bat Monoplane 75

Limited Pennyplane

Dan Crews 7:16

Hangar Rat (best 2 of 6)

Dohrman Crawford 260
 Hope Finn 228
 Josh Finn 193

A-6

Hope Finn 5:20
 Josh Finn 5:05
 Bill Gowen attempt

FAC HI-START SCALE GLIDER (HSSG) RULES, Provisional for 2017, as of 12/19/16

I. BASICS RULES (“PER” at end of a rule means “as per existing rules”)

- A. Designs must be of man-carrying gliders and not powered by engines, motors or rockets.
- B. Maximum 36 inch projected wingspan.
- C. Full fuselage cross section required, no profile fuselages, PER.
- D. Dihedral, stab and fin can be reasonable enlarged, PER.
- E. No under-cambered wings allowed, unless original had them, PER.
- F. Only the main-exposed wing struts are required (to allow for easier wing detachment for transport).
- G. DT allowed, PER.
- H. Two-position auto-rudders may be used (to allow straight towing).
- I. Flying wing gliders may use an auxiliary rudder (to allow straight towing).
- J. Fully exposed pilots, as in “ultra-light gliders”, must be represented by at least a full profile pilot.

II. SCALE JUDGING

- A. Scale Points: Existing three categories and points-allotted to be used, PER
 - 1) Construction and Details
 - 2) Coloring and markings
 - 3) Workmanship
- B. 3-Views and Documentation required, PER

III. BONUS POINTS

- 0—high wing and shoulder wing monoplane
- 3—parasol wing
- 5—mid-wing
- 5—canard or tandem wing
- 10—low wing
- 15—biplane or sesquiplane, plus 5 for each additional wing
- 10—seaplanes, but only with additional floats
- 10—flying wings
- 3—exposed landing struts, skids or fuselage mounted wheels not eligible
- 5—fully exposed pilots in 3-D

IV. FLIGHT RULES

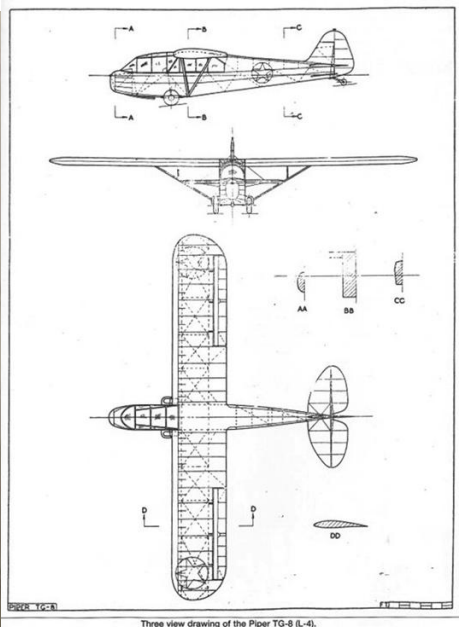
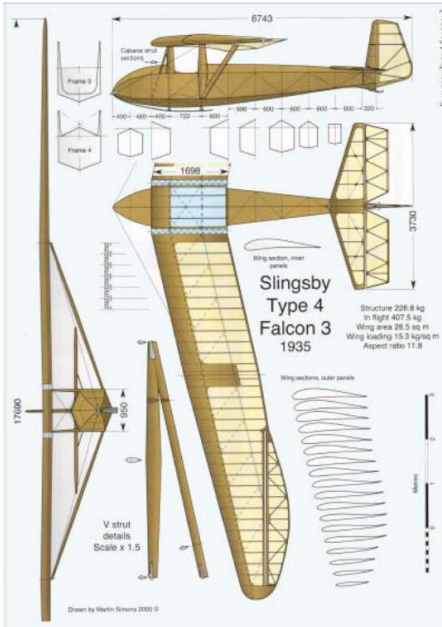
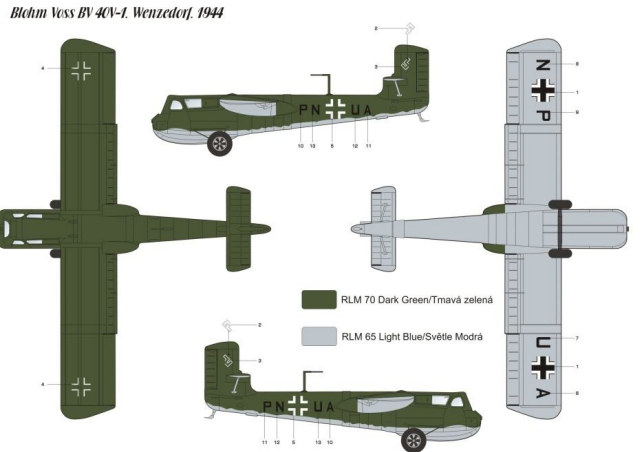
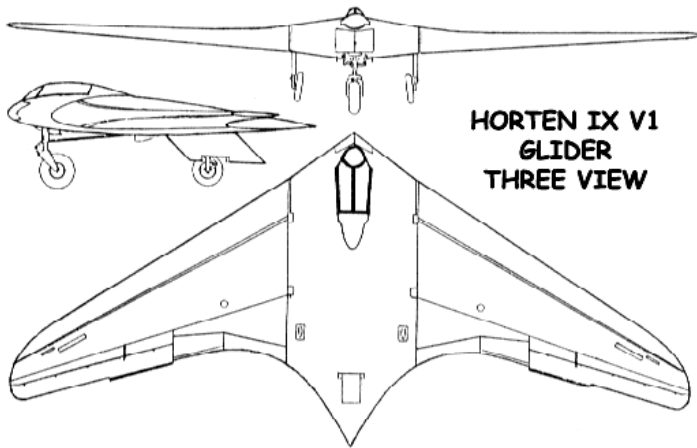
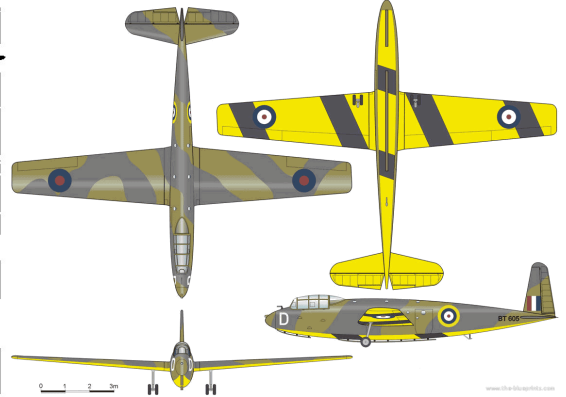
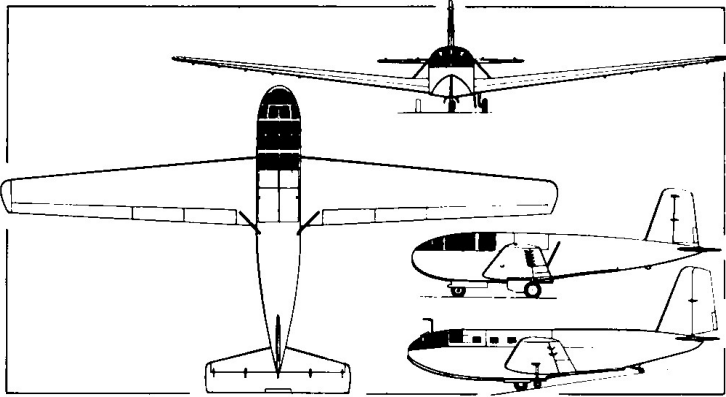
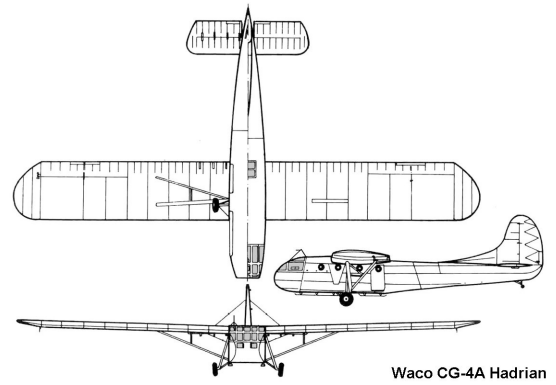
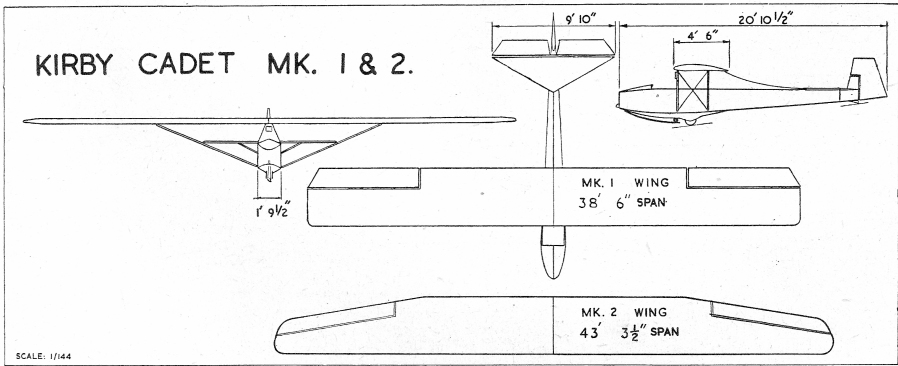
- A. Hi-Start Launch required (see: “V. Hi-Start Specs” below)
- B. Recommended two-person team: contestant holding and launching model and timer at launch post to disengage model, if launch goes awry.
- C. Minimum official flight = 20 seconds
- D. Maximum flight time = 90 seconds
- E. Timing starts when model disengages from line and flag drops
- F. Attempt is cancelled if the towline:
 - 1) falls or is intentionally disengaged during the ascent before separation
 - 2) is hit by another flying model causing premature separation
 - 3) is entangled by another person or chase vehicle causing the above

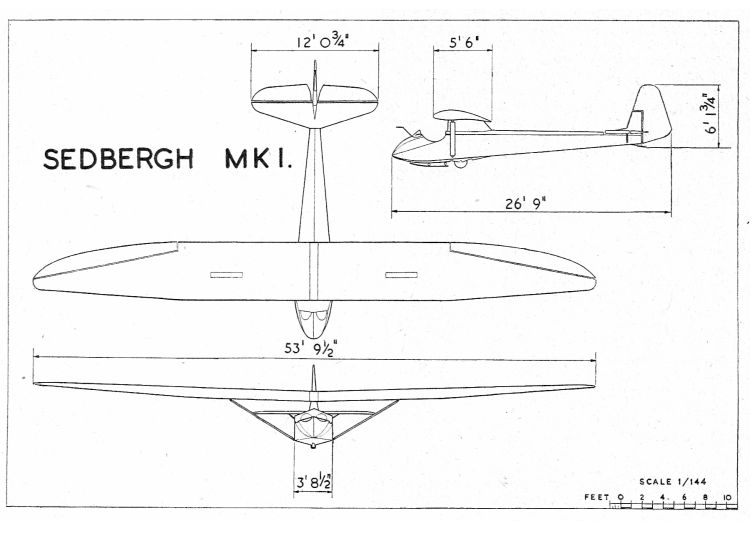
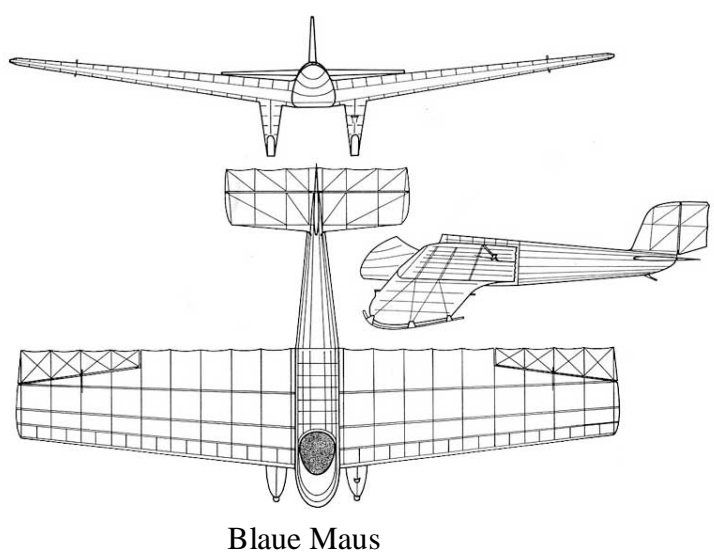
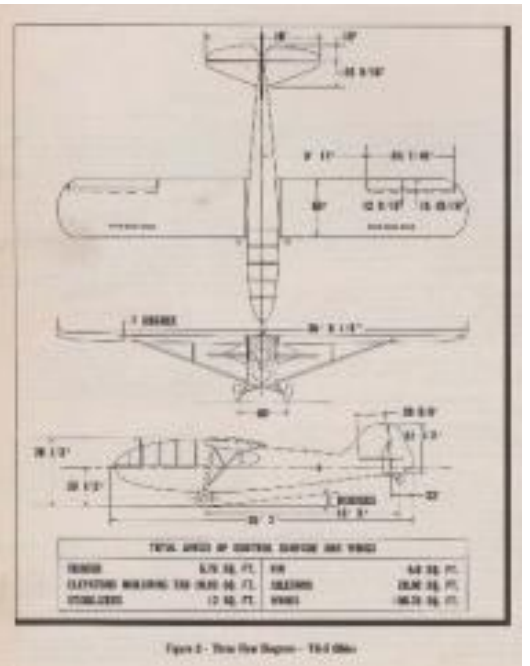
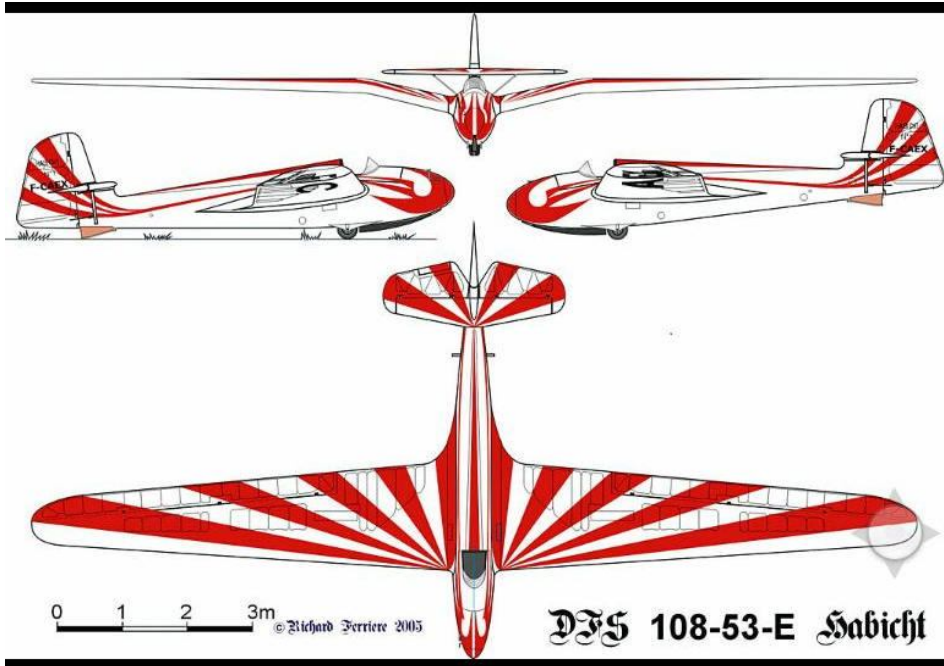
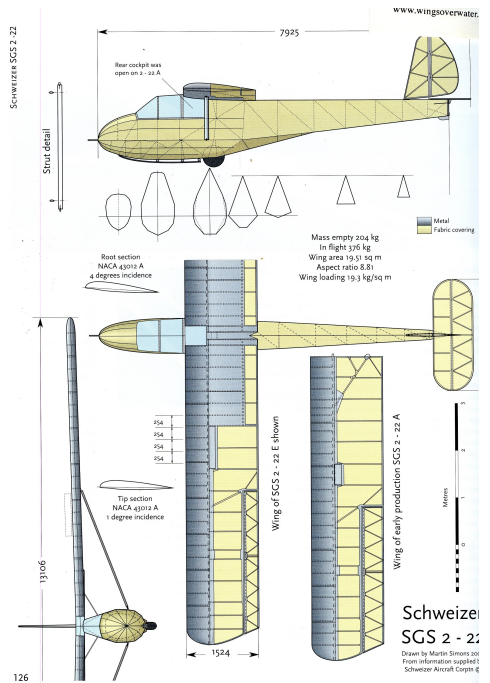
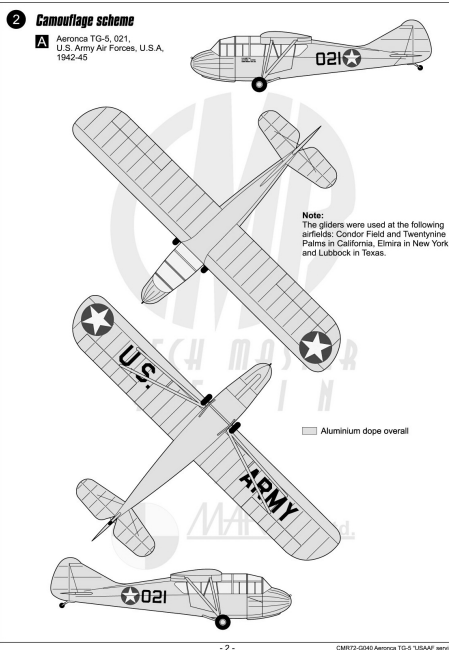
V. HI-STARTS SPECS

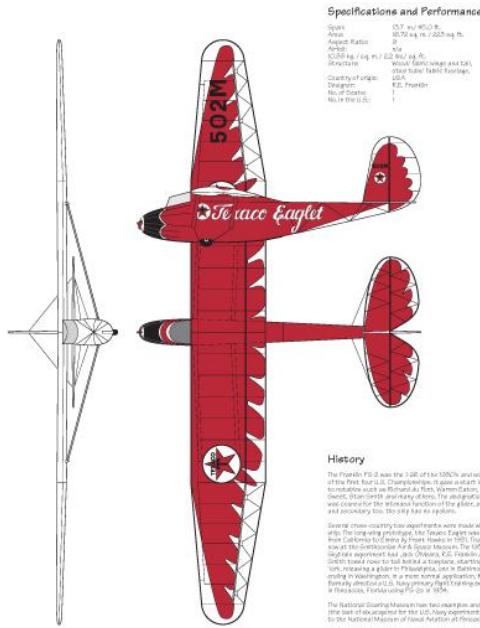
- A. Equipment to be supplied and/or approved by CD. All fliers must launch from same post, to include:
 - 1) A post driven into ground to attach the towline up to 3-to-4 feet above ground
 - 2) A length of rubber 50 feet long and 1/16 inch thick with a quick-release ring to attach to post
 - 3) A line of highly visible, minimal stretch material 150 feet long with an approximately 1 inch diameter tow ring
 - 4) A high visibility/resistance flag of a maximum of 40 square inches, affixed approximately 2 feet below tow ring.
- B. CD can change length of rubber and/or line to suit weather conditions and field size

VI. FLIGHT SCORING

- A. Flight Score = Best 3 of 6 official flights. Combined total, no factoring
- B. Scale Points + Bonus Points + Flight Score = **Total Score**







Specifications and Performance

Type: CG-10, ex-RC-10
 Area: 30.72 sq m (7.233 sq ft)
 Aspect Ratio: 20
 Arch: 10
 CG-10A: 10.7 sq m (2.421 sq ft)
 Structure: Wood fabric and steel, steel fabric tail finning.
 Country of origin: USA
 Designer: E.C. Franklin
 No. in the U.S.: 1

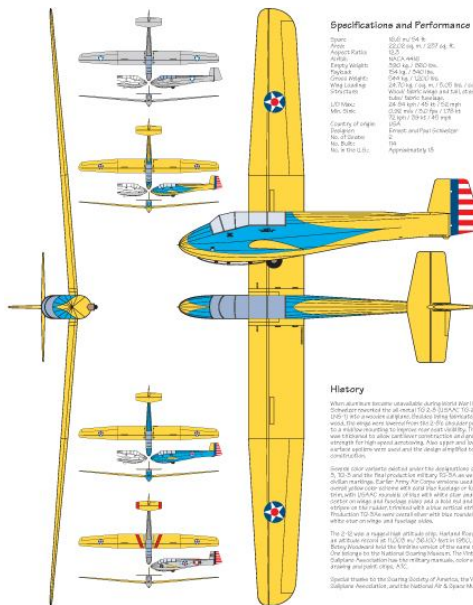
History

The Franklin TG-2 was the 1,000th of the 100th and was one of the first four U.S. Chaparrals to go to war in a combat role, as well as being the only one to be shot down. The airplane TG-2 was operated by the 100th Central Postal Directory and was the only one to be shot down.

When the Franklin TG-2 was shot down, it was the only one of its kind to be shot down. The Franklin TG-2 was the only one of its kind to be shot down. The Franklin TG-2 was the only one of its kind to be shot down.

Special thanks to the Civilian Society of America, the Franklin Society Association, and the National Air & Space Museum.

Franklin Texaco Eaglet - 1:50 scale



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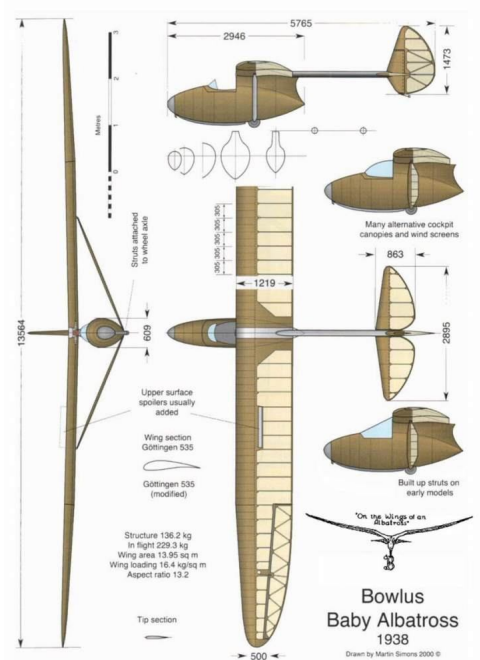
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Franklin Texaco Eaglet

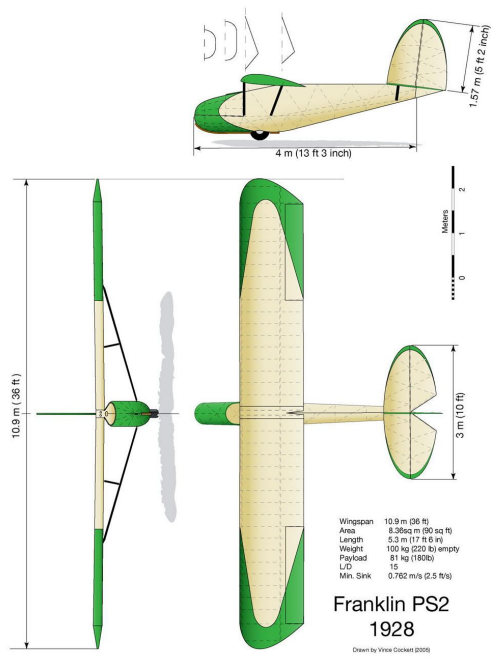
Schweizer TG-3A



Bowlus Baby Albatross 1938

Structure 136.2 kg
 in flight 229.3 kg
 Wing area 13.95 sq m
 Wing loading 16.4 kg/sq m
 Aspect ratio 13.2

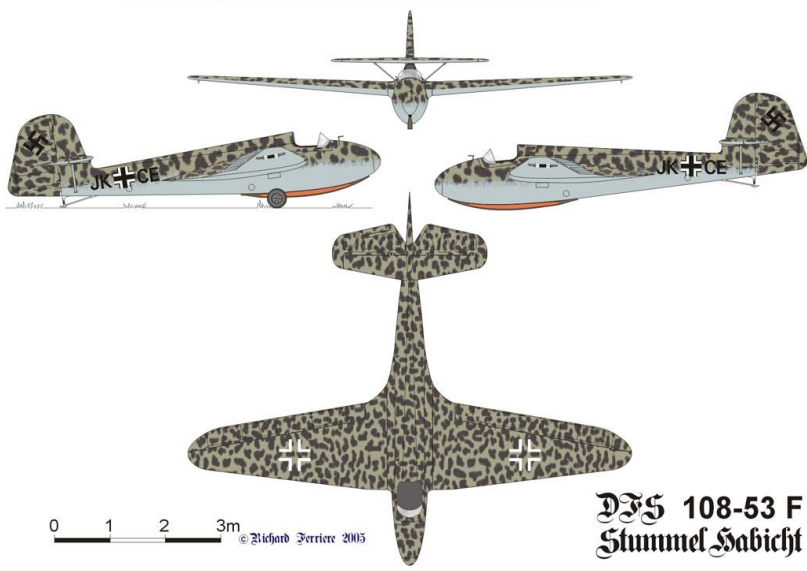
Drawn by Martin Simons 2000 ©



Franklin PS2 1928

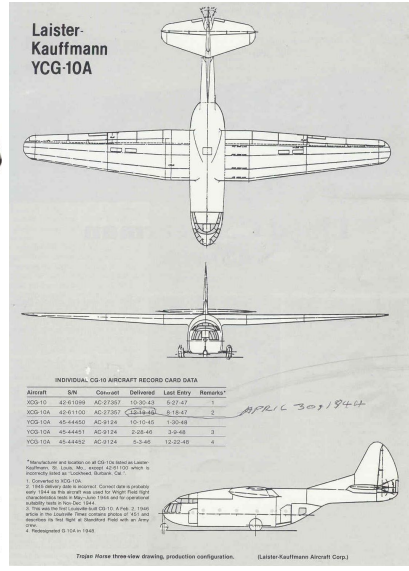
Wingspan 10.9 m (36 ft)
 Area 8.30 sq m (90 sq ft)
 Length 5.3 m (17 ft 4 in)
 Weight 100 kg (220 lb) empty
 Payload 81 kg (180 lb)
 L/D 15
 Min. Sink 0.762 m/s (2.5 ft/s)

Drawn by Vince Cockburn 2006



DFS 108-53 F Stummel Sabicht

© Richard Ferriere 2005



Laister-Kauffman YCG-10A

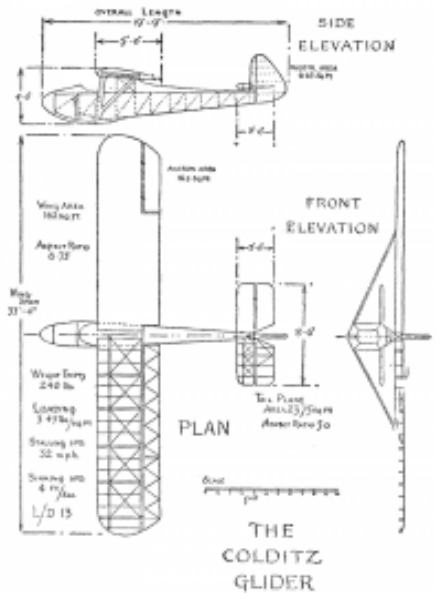
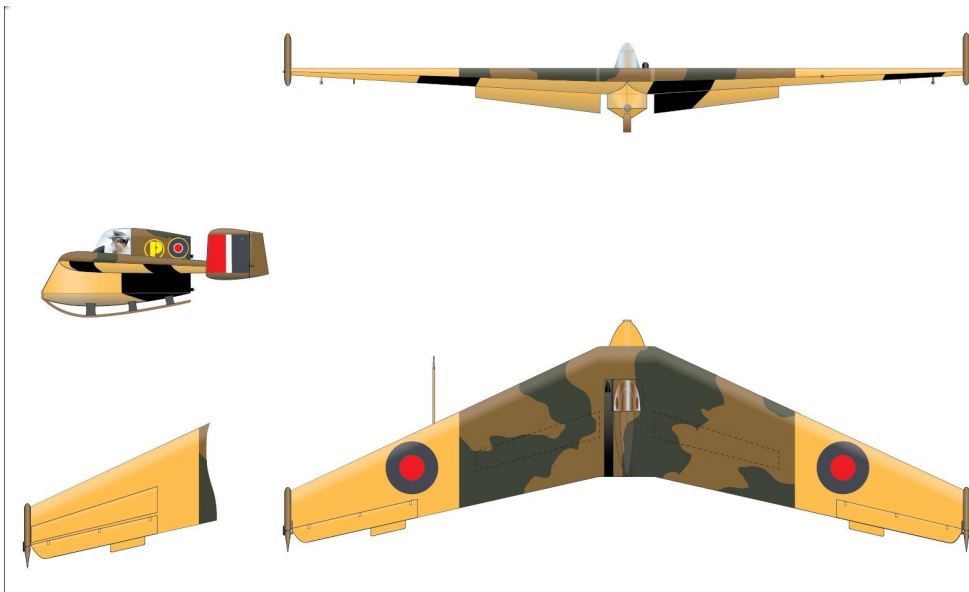
INDIVIDUAL CG-10 AIRCRAFT RECORD CARD DATA

| Aircraft | SN | Control | Delivered | Last Entry | Remarks |
|----------|----------|----------|-----------|------------|---------|
| CG-10A | 45-81039 | AC-27357 | 10-20-45 | 6-17-47 | |
| CG-10A | 45-81100 | AC-27357 | 10-20-45 | 6-17-47 | |
| YCG-10A | 45-44482 | AC-27354 | 10-20-45 | 1-22-46 | |
| YCG-10A | 45-44481 | AC-27354 | 2-25-46 | 2-25-46 | |
| YCG-10A | 45-44482 | AC-27354 | 5-2-46 | 12-22-46 | |

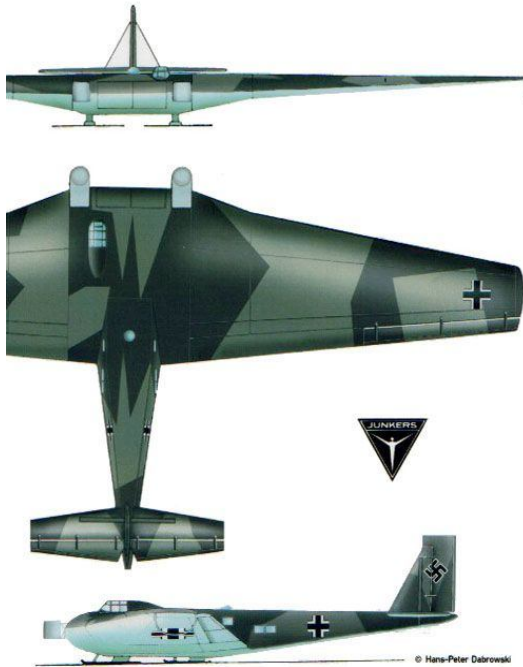
APRIL 30, 1944

*Manufacturer and location of all CG-10s: The Laister-Kauffman Aircraft Co., Inc., 1000 W. 10th St., Wichita, Kansas, Mo. 67202.
 1. Constructed by Laister-Kauffman Aircraft Co., Inc., Wichita, Kansas, Mo. 67202.
 2. This aircraft was used to transport mail from the Laister-Kauffman Aircraft Co., Inc., Wichita, Kansas, Mo. 67202, to the Laister-Kauffman Aircraft Co., Inc., Wichita, Kansas, Mo. 67202.
 3. This aircraft was used to transport mail from the Laister-Kauffman Aircraft Co., Inc., Wichita, Kansas, Mo. 67202, to the Laister-Kauffman Aircraft Co., Inc., Wichita, Kansas, Mo. 67202.
 4. Reconstructed by Laister-Kauffman Aircraft Co., Inc., Wichita, Kansas, Mo. 67202.

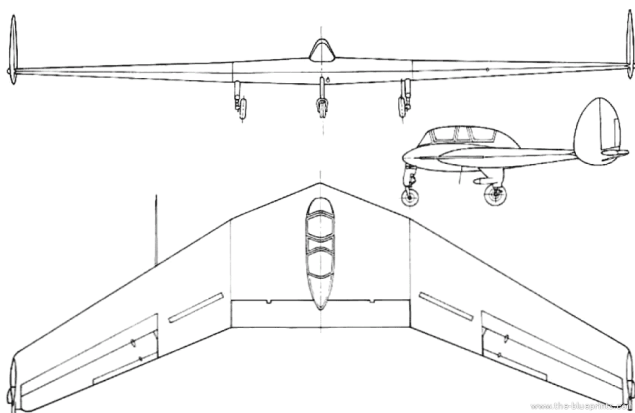
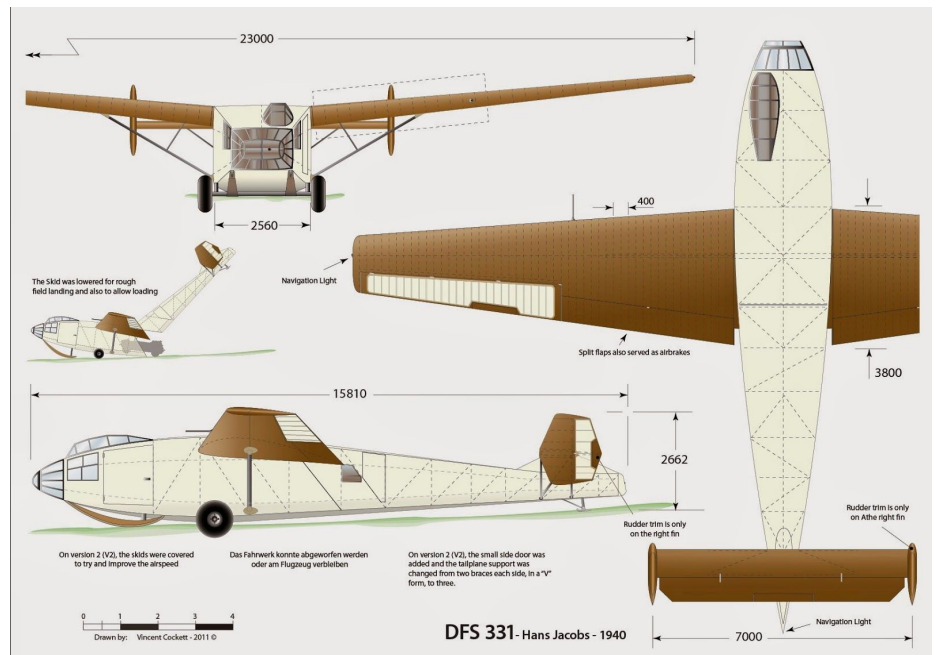
Top: Rose three view drawing, production configuration. Laister-Kauffman Aircraft Corp.



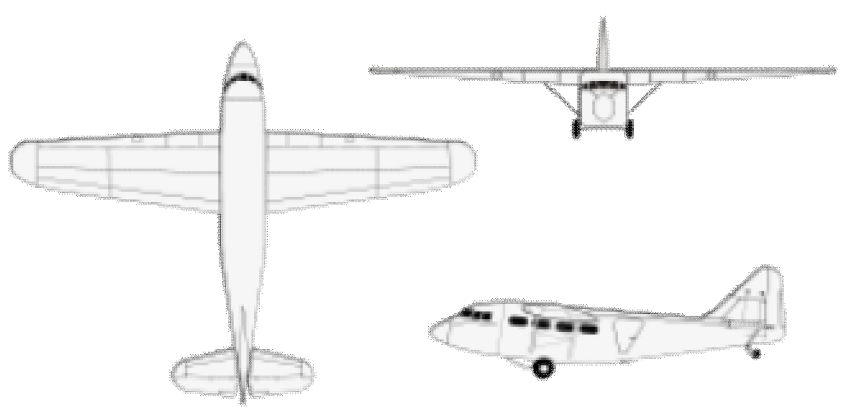
Baynes Bat



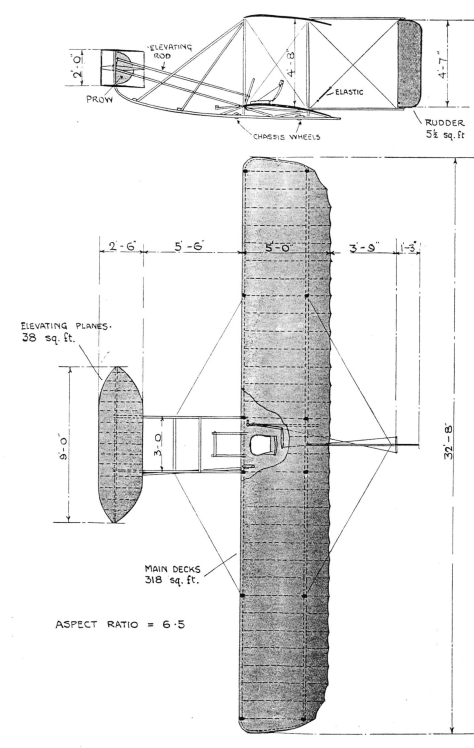
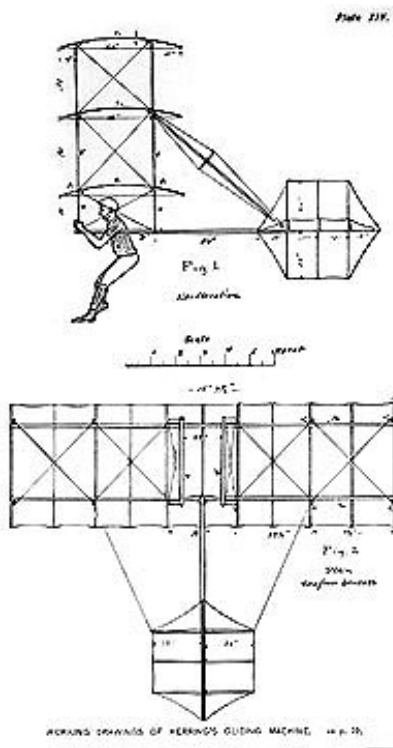
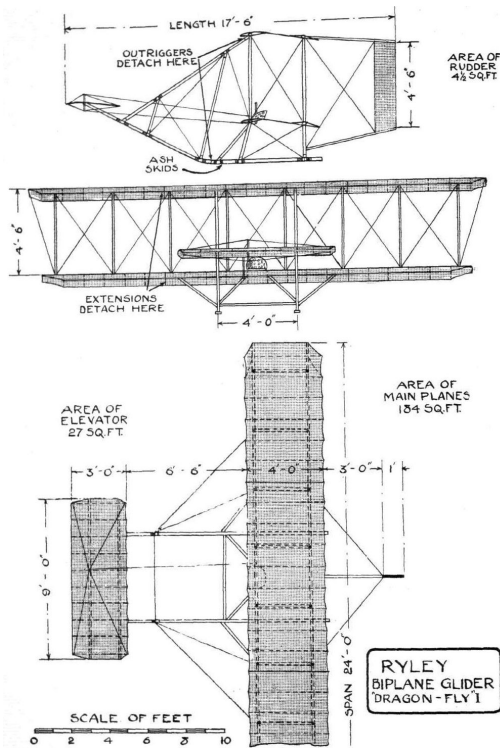
Junkers Ju-322 Mammet



Armstrong-Whitworth AW52G

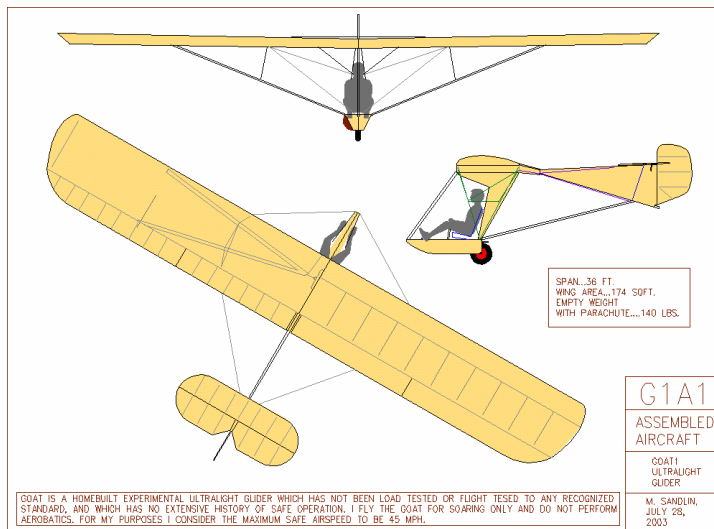


Kokusai Ku-8

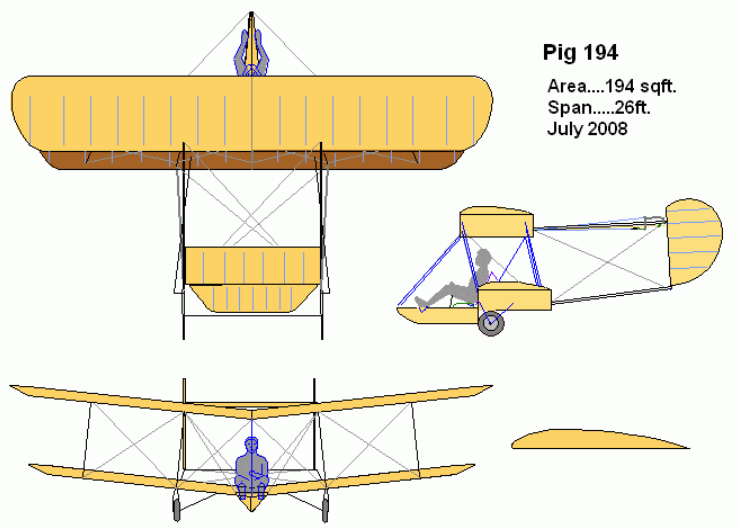


Herring Glider

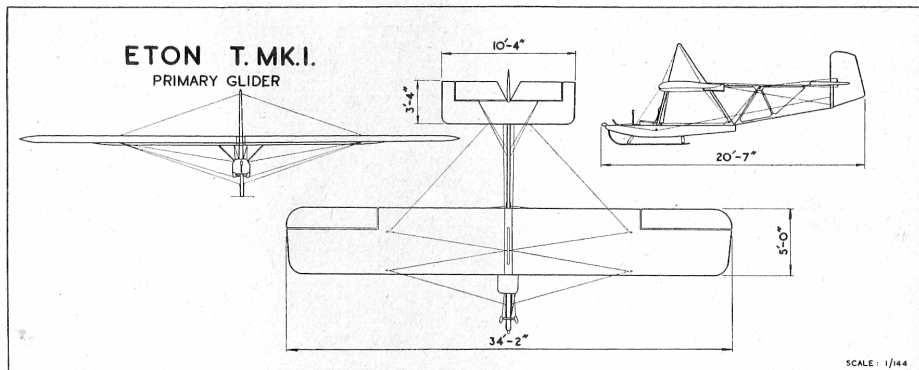
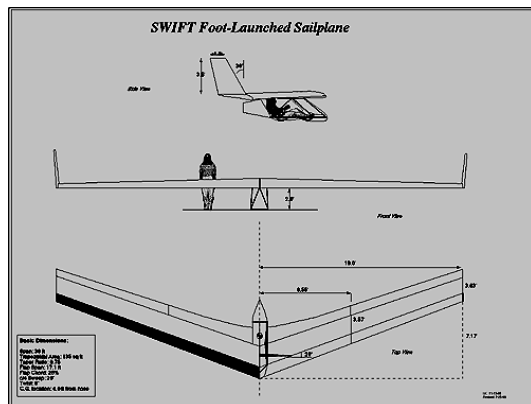
Wright 1902 Glider



Sandlin G1A1 Goat



Sandlin Pig 194



TTOMA ANNUAL BANQUET
PETITE VIOLETTE RESTAURANT

2948 Clairmont Rd.
Atlanta, GA 30329
404-634-6268

Time: Saturday, January 28, 2017
Social Hour @ 6 pm, Dinner Served @ 7 pm

Petite Violette Seasonal Greens Salad
Fresh mixed Greens tossed in a Balsamic Dressing topped
With Pecans, Asparagus, chopped Pear, Raisins and Feta crumbles

* * *

Choice of Entrees
Entrees served with Bread, Butter, Starch and Vegetable

Chicken Cordon Bleu
Chicken Breast stuffed with Poultry Ham and Swiss Cheese. Served with Lemon Butter Sauce

or

Salmon Piccata
Sautéed Salmon in Lemon Caper Sauce

or

Braised Beef Ribs
Slow Braised Beef Short Ribs totally deboned. Served in a Burgundy Sauce

* * *

Crème Brule

or

New Orleans Bread Pudding
Served with a Buttery Bourbon Sauce

* * *

Coffee and Ice Tea

Banquet RSVP Form

People attending _____

Entrees: Chicken _____, or Salmon _____, or Beef _____

Desserts: Crème Brule _____ or Bread Pudding _____

Send check for \$40.0 each, payable to Dohrman Crawford, 1400 Mile Post Dr., Dunwoody, GA 30338.

Please send in RSVPs by January 20, please, for restaurant head count.

If you haven't been to our banquet before, please attend. Great food, wonderful people and a good time.

Arrive at 6 pm for social hour and dine at 7 pm

Don't forget to bring new models for Show and Tell.

2017 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 "Karats" Hube/104 Smith Forest Lane/ Alpharetta, GA 30004/770-886-0104.