





The THUMB PRINT
Thermal Thumbers Of Metro Atlanta

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Nov.-Dec., 2018

HEADS UP

Welcome to the last issue of the year. It's a good one, and we sacrificed more than our usual share of electrons in the process. We're awash with contributions from the membership, including Karl Hube, Frank Perkins, Dohrman Crawford, David Barfield and Josh Finn. Also, a deluge of contest reports follow, including some from exotic ports o'call like Muncie, Indiana and Tifton, Georgia. The minutes from the semi-annual business meeting follow, and you should read through those to get an idea on what's upcoming next year. It's important because there are some changes in our program, and you need to prepare/react accordingly. Thanks to Dohrman, the contest dates next year as they now stand follow, so make plans to attend.

Last and not least, look for the annual banquet flyer that follows. Make your choices, fill out the form, stroke that check, signed on the line that is dotted and mail it to Dohrman Crawford at the address indicated. The banquet is one of the highlights of the club's year, and "Petite Violette" will not disappoint. Let's face it, our spouses, life partners, mistresses, or whoever put up with a lot of noise, dust and missed honey-dos over the year, and this is your opportunity to pay off some of that grief. Be there or be square, so mark your calendars for January 26.

Your trusty editor asks all to look back at TTOMA's year. I think we can all be thankful for a good one. We flew a ton at the NGA Turf Farm and generally enjoyed good weather. Yes, a few weekends were rainy and windy. But, considering all the verdant splendor we see there and elsewhere in our blessed corner of the world, we know well enough to overlook the occasional inconveniences. We continue to relish the use of our fine (and world famous!) indoor flying site at St. Lukes Presbyterian Church in Dunwoody, "where records go to die". You might say it's predestined. So, glue some sticks together and show up somewhere with a model airplane!

Time for me to get out of the way, y'all, and here's hoping all had a Merry Christmas and all are having a Happy New Year, as well.

RENEWAL TIME

Yes, now is the time to renew. The year 2018 is gone, and 2019 is off and running. However, we'll couch this plea for renewal as more of a reminder than nag. It's way too soon for impatience and outrage. Ergo, the 2019 membership form follows, so fill out the form, stroke that check, signed on the line that is dotted and mail it to Karl "Karats" Hube to the address indicated. Eyes on you!

THINGS TO DO, PLACES TO BE, PEOPLE TO SEE

As promised, the many of the club's contest dates for 2019 are listed below. Other national dates are included, as well as the banquet's. But, indoor-wise, we're advised there's been a change of personnel at the church in scheduling activities, and these dates might change owing to disturbances in the local space-time continuum. The AMA hasn't released the dates of a number of big, outdoor contests, so there may be some conflicts there, too. That said, the outdoor club sanctions are in the works. So, keep your eyes and ears open to

any announcements. Changes known a bit in the future will be listed in these humble pages; those of some immediacy will be broadcast urgently in Karl Hube's *TTOMA Bulletin*. Dohrman advised me that there are changes in how the club is sanctioning outdoor contests, and the AMA Contest Director's one-half off membership deal isn't available for these. Regardless, we'll still need CDs for these, but we've enough indoor CD slots for all to earn the discount. Get with Dohrman and claim one of them.

Jan. 5: indoor contest, St. Lukes

Jan. 26: TTOMA annual banquet, Petite Violette, Clairmont Rd., north of I-85

Feb. 2: indoor contest, St. Lukes

March 1-2: Southeast Model Show, Georgia State Fairgrounds, Perry, GA

March 16: indoor contest, St. Lukes

April 6: indoor contest, St. Lukes

April 28: outdoor contest, NGA Turf Farm, April Fools

May 19: outdoor contest. NGA Turf Farm, May Daze

May 25: indoor contest, St. Lukes

May 30-June 2: AMA Indoor Nats, Round Valley Dome, Eager, AZ

June 22-23: outdoor contest, NGA Turf Farm, Chattahoochee Challenge

June 29: indoor contest, St. Lukes

July 20: indoor contest, St. Lukes

July 21: outdoor contest. NGA Turf Farm, Southern Fried

Aug. 5-9: AMA Outdoor Nats, Muncie, IN

Aug. 18: outdoor contest, NGA Turf Farm, Fizzle while you Sizzle

Aug. 24: indoor contest, St. Lukes

Sept. 22: outdoor contest, NGA Turf Farm, Summer's Swan Song

Oct. 6: outdoor contest, NGA Turf Farm, Last Fling til Spring

Nov. 3 outdoor contest, NGA Turf Farm, Turkey Shoot

Nov. 9: indoor contest, St. Lukes

Dec. 7: indoor contest, St. Lukes

Jan. 18: indoor contest, St. Lukes

Jan. 25: TTOMA annual banquet

ANNUAL EATS

Once again, I direct you to the banquet flyer that follows. It's all self-explanatory. Make plans to attend because it's a good night out for you and a guest. Ergo, send in the completed form to Dohrman, dress up a little bit and enjoy a nice evening with your fellow Thumbs. Don't forget to bring your finished model projects for Show and Tell. You've been building a lot, right? Everything finished on schedule, right? (Insert the laugh track here!) Regardless, bring what you have; you'll have lots of company, brother.

THUMBS IN SERVICE

The club elections results are tabulated, and we can welcome the incoming slate of leaders for 2019: Jim Altenbern (president elect), David Barfield (veep elect) and Karl Hube (treasurer/secretary). We can all congratulate ourselves on a good job, competently done. No controversy is apparent, a welcome change from recent events on the national level. Nary a misplaced ballot, nor hanging chad to be seen, and nobody yelled on TV.

THUMBS IN PRINT

Ed Hardin got his own baddself in the November, 2018 *Model Aviation*. He's shot launched his "Korda Dethermalizer" at this year's Free Flights Nats. The caption has the odd note that Outdoor Free Flight has the most competitors than any other group. Really, I had no idea. (Is that right?)

We've sung young Hayden Ashworth's praises at many times and places within these pages, and much coverage resulted herein over his fine showing at this year's Junior World Champs in Bulgaria. Well, if you're looking for all the details, they're given in rich profusion in the September issue of *Free Flight*, the NFFS

digest. The article is a fine job of reporting by Team Manager Bob Stalick and well worth a look. Looks like Hayden is going through a growth spurt, too. Pretty soon he'll be trying to grow a mustache. We wish him the best of luck in that regard.

The same issue of *Free Flight* carries an ad from "WMI Model Aeronautics" that announces the continuation of Jim Walston's product line. (Wanda is up to speed and supports this, BTW.) We can safely assume WMI comes from Wildlife Materials, Inc., where Jim got all his stuff years ago. The ad can be seen on page 25 and contains all the relevant contact info. I got on the website, and it's a big time production. Everything looks expanded and updated. The product line remains in good hands.

FYI, Wanda reports Jim is doing OK and still his jolly old self. He's getting great health care, and considering all the awful Alzheimer's stories we've all heard over the years, his might be the best. Good for him!

THUMBS ON THE MARCH: ADDENDUM

This is just in from Dohrman. A recent issue of this rag contained a blurb about the enshrining of our own Richard Schneider into the Control Line Scale Hall of Fame at this year's AMA CL Nats. Dohrman was kind enough to point out the omission of Richard's trophy-collecting at that Nats. Suitably admonished, here goes: second in 1/2A Scale with his T-6 Texan with top static score and third in Fun Scale with his Cassutt Racer. *Mea culpa, buddreau*. Hopefully, he'll bring both to the banquet, so we can get a good look at it.

THUMBS ON THE MARCH: CAMP DAVID INCURSION

The recent November issue of *Flying Aces News* has lengthy reportage on three back-to-back contests held in Muncie, and the Thumbs figure in them. Dave Niedzielski, Gary Morton, Jim Conery and Dohrman Crawford flew to varied placings in the SAM Champs, Ted Dock and FAC OC contests. It was a full fortnight fun-feast. All flew multiple events and first places and other podium finishes were the result, but too many to list in detail here.

Dohrman notes both Jim and Gary were converted to the Camp David approach and expects those cozy confines to be graced by same forthwith. There's little to argue, really. Basically, you're sleeping and living on a flying field with an 1100-acre backyard, at a daily charge of only five dollars, American! You can fly all day and enjoy all the amenities, including real showers and bathrooms. If you need some city convenience, grocery stores, restaurants, big boxes and juke joints are only minutes away. Be there, or be square. Eyes in you!

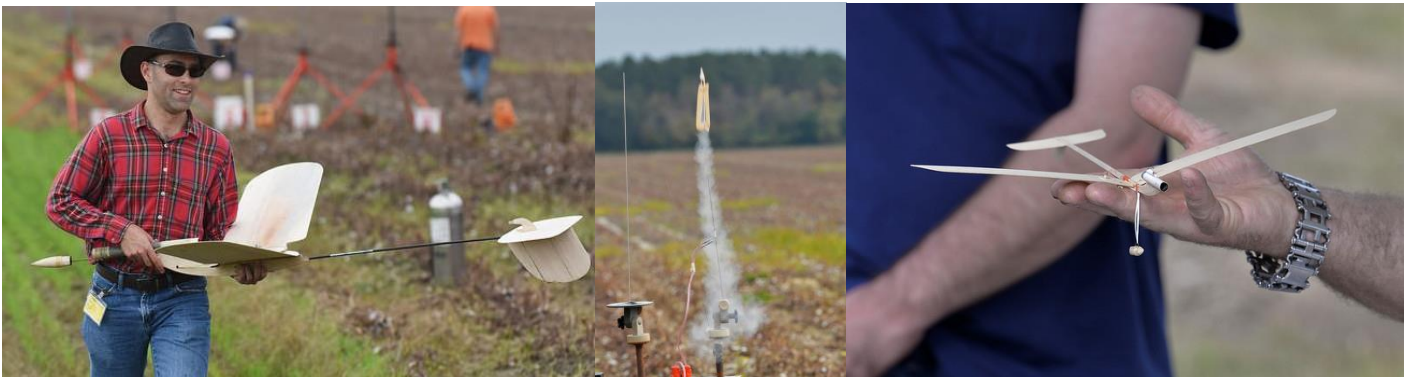


Veering into a related geographic topic, we're following the details of the new AMA indoor arena in Muncie as they develop, but the final details aren't published yet. So far, this project promises to be a real treat, if the current concept drawings are indicative of the final product. Also, the AMA is thinking of holding the indoor and outdoor Free Flight Nats one after the other, "squat up agin", delving into the colloquial. Whatever the allures of Rantoul, Lakehurst, Moscow, Round Valley and other venues, it would probably increase attendance at the indoor Nats considerably. Many will attend both, but only a select few will enjoy leaden slumber at

Camp David. The money saved thereby can be spent on model airplane goodies, fortifying meals at the 12th Street Café and refreshing adult beverages in the evenings under the stars.

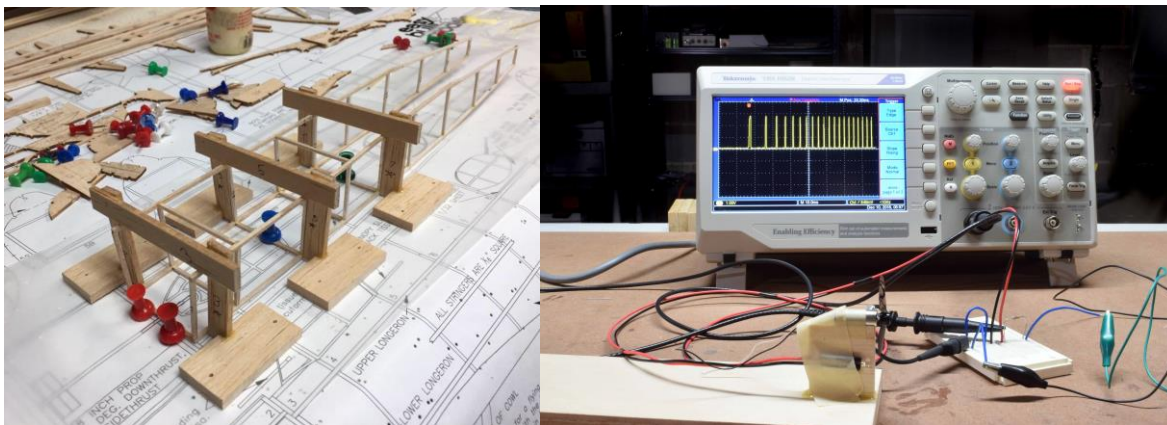
THUMBS ON THE MARCH: DIFFERENT STROKES, SAME FOLKS

This is just in from Josh, “Here’s another fun item that’s probably newsletter-worthy. Dan Crews joined Hope and me at GRITS 2018, a big, sport rocket launch held annually in Tifton. It’s an NAR-sanctioned launch, so I brought a bunch of Free Flight rocket gliders to join in the fun. The two models I flew are at extreme ends of the spectrum, one with a motor that makes a Rapier L1 look powerful, and another that has been affectionately nicknamed “Balsa Overcast”. Both models established new USA records in their respective impulse classes. I’ve attached photos below. The small swing wing model weighs about 2.5 gm, while the big one has a 60-inch span and weighs 22 oz on the pad. No parts are ejected at engine burnout. The 60-inch model was built in one week and test flown in our back yard prior to the event. It crashed due to a seized mechanism, but I fixed it by increasing the deployment tension. No further issues now. The wings are double-hinged, so the dihedral flattens out when the wings are folded back.”



THUMBS AT THE BENCH

Dohrman offers the following and provides a handy way of building those annoying stick-and-tissue box fuselages with unequal widths at the longerons. We’ve all been there. Quoting him, “Put this in the newsletter if you like. Building a Kharkov R10, for WWII mass launch. The fuselage is one of those horror shows that has a narrower bottom than the top for some of the length. To solve this building problem, I made some crutches from scrap that fit over the fuselage to allow things to stay square while I put in the cross pieces. Amazingly it worked perfectly. Might help any fliers who also struggle with this type of fuselage. Respectfully submitted by Dohrm Crawford, cub reporter.” The photo below is self-explanatory, and it looks like it works. It might even save on the swearing. Thanks, Dohrm.



Frank also provides something tasty. It turns out he’s been analyzing E-20 power trains, as in the above photo. As he holds forth, “Tachometer sensor test set up for a planned E-20 power train analyzer. The goal is to evaluate motor and battery performance over 20-second and 10-second intervals. It is apparent that not all E-

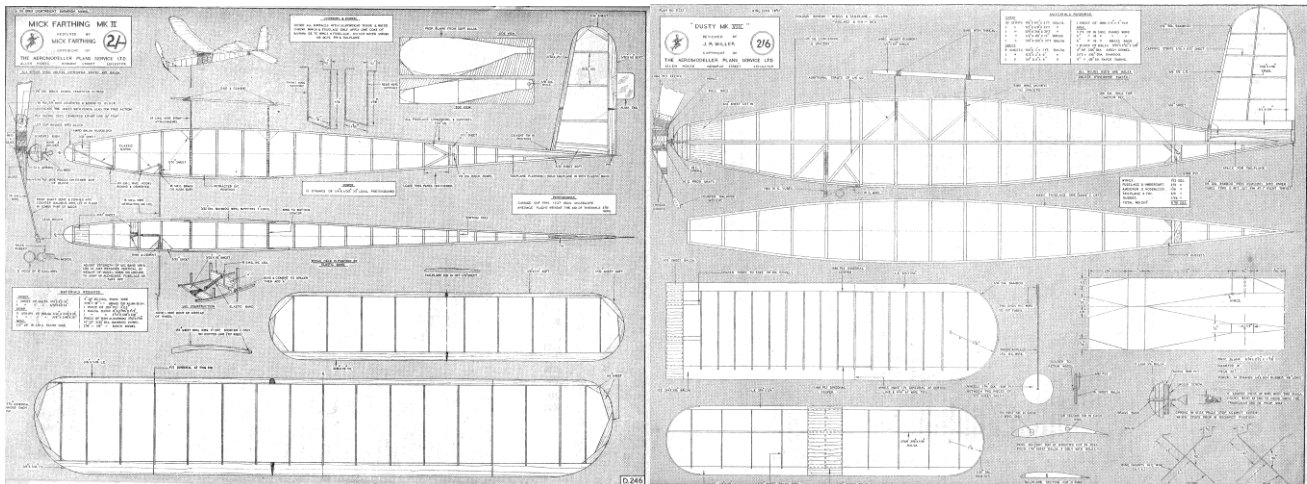
20 motors and batteries are created equal. Hopefully, the analyzer will help pick out the best motors and batteries on hand before each E-20 contest. The “ticks” on the scope in the photo indicate the test motor was turning about 14,500 RPM on a somewhat discharged battery. Initial RPM is typically 16,300 using a freshly charged battery with a stock motor and prop.”

You had to figure Frank had some cool gadgetry sitting around his workshop. It certainly takes a good picture. Double-E, branded for life! Thanks, Frank.

TREASURE TROVE

While searching for some material needed for an upcoming *Free Flight Quarterly*, I had reason to plow through some old issues of *Aeromodeller*. I never found what I was looking for, but I did uncover the following hitherto unknown quartette from great British Lightweight movement of the 1940s. (I say hitherto unknown, but I suspect the British *cognoscenti* remain well informed.) As regular readers of this humble rag will recall, I’ve a real fondness for the Lightweights, a shining rebellion in Britain during WW II by youthful rubber fliers under the background cacophony of that war. Still too young to serve and bitten by the air-mindedness of the time, they build and flew model airplanes. The adult’s leaden behemoths of the era didn’t interest them, being costly and hard to transport. The young found alternatives.

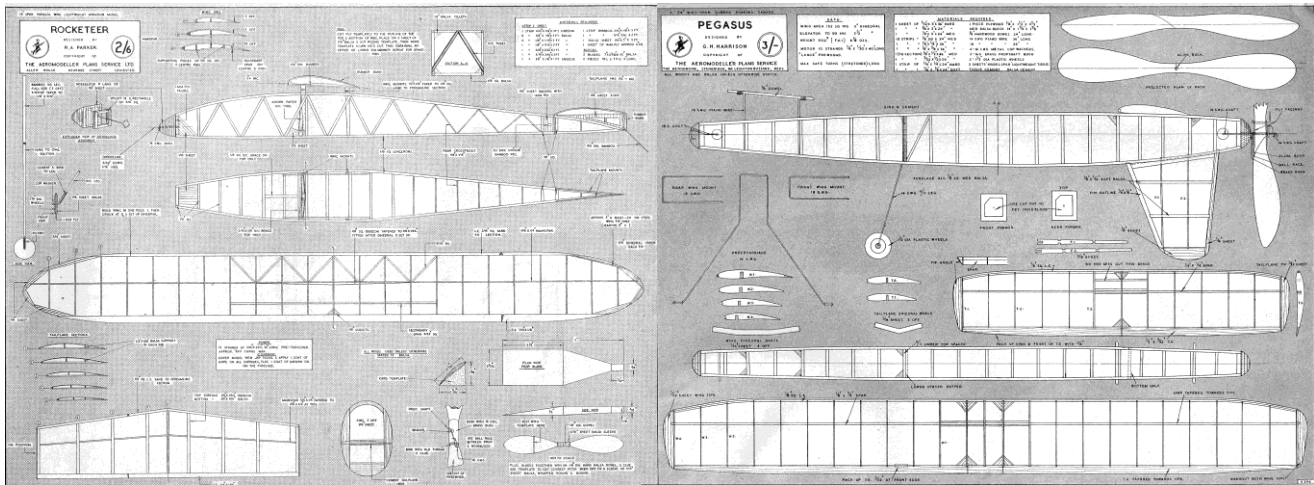
Model historians generally lower the curtain on the movement at 1950 when new FAI regulations rendered much of the movement unnecessary because of many reasonable rules changes. No doubt, these young men, by that time grown into young manhood, declared victory and built and flew the modern Wakefields and other categories of their day, which we’d recognize today. Their good work done, the movement passed, but the intriguing designs remain.



The “Farthing Lightweight Mk. II”, shown above, was one of the most influential Lightweight designs of the early 1940s, and designer Mick Farthing and his mate Jack North are credited with starting it all. This model was built by thousands, a veteran of many years contest use, and enjoys a fine reputation today. Several strong and common traits of its later brethren are there to see. Overall, the model is well-proportioned and lightly drawn. The spar-less wing offers an interesting but still reasonable section, and the one-bladed folder should churn the air well enough. The stab airfoil doesn’t vex, and installing a DT is but a modest challenge. Blast tube provisos will allow widening of the aft fuselage for ample rubber cross-section. Published in September, 1946, it slots nicely into the SAM and NFFS categories, but its projected wing area is listed elsewhere at 185 squinches, putting it into their larger ranks, despite its modest 34.5-inch wingspan. FAC opportunists will note the earlier Mk. I iteration likely flew prior to the Mk. II’s September, 1946 date. Ergo, this earlier version might slink into the rulebook nicely if a source can be found. Archivists, to your collections!

J. R. Miller’s “Dusty Mk. VIII” isn’t as well known as Farthing’s and others, but it promises easy construction, and good flight times seem likely. Lightly drawn and well-proportioned, it shouldn’t disappoint. The wing airfoil resembles the well-traveled Eiffel 400; it and the stab needn’t vex. The one-bladed folder offers some *outré* outlines, but should work nonetheless. DT provision is a cinch. Quick-and-dirty estimates put the wingspan at 37.6 inches, and the fat chord gives an area of a whopping 195.8 squinches! That said, and

in light of its April, 1946 publish date, it'll find commodious surroundings in the same SAM and NFFS neighborhood as Farthing's. Despite all my previous, wide reading on the Lightweights, the Dusty in any of its iterations was unknown. So, if pioneer urges are kindled herein, go boldly forth.



R. A. Parker's "Rocketeer" offers a more contemporary look, despite its June, 1946 publish date: a capable freewheeler, working airfoils, and a Warren-trussed fuselage. The wing and stab offers real spars, and the wing has diagonal bracing. The twin fins allure, but the spliced ribs do vex. (Simple sheet copies will suffice, nodding and winking.) The plan gives the wing span as 36.0 inches, and my estimate on wing chord area is a svelte 4.0 inches and wing area, 136 squinches. This is the first of the quartette that slots nicely into the SAM and NFFS small categories. The wingspan and freewheeler obliges for SAM's Commercial Rubber, but unfortunately, it's too late for FAC use. DT provision will be easy. The Rocketeer isn't very well known, either, so Fame and Glory may await the intrepid.

G. H. Harrison's "Pegasus Canard" from November, 1950 is an odd one, as a brisk perusal of the above plan will testify. Yes, it's arse-backerds, but there's no reason it shouldn't fly. Alas, it's a little late in origin to be labeled historically a true Lightweight, but who cares. Electrons are cheap, and it's a real cutie! The plan gives the wing area as 152 squinches, but that might be flat and not projected, so check. I suspect it fortuitously slots into SAM's and NFFS's lower realms, but unfortunately, it's way too late for FAC use. Lightly drawn, it should also build quickly. The freewheeler's outlines look OK and should churn the air well enough. The airfoils lack the earlier era's quaintness and should be anxious to slip the surly bonds. A DT will be a challenge, but thinking globally here, that's the least of your worries. Hey, the darn thing flies backwards! (Dohrman finds such things alluring. Not that there's anything wrong with that.)

TREASURE TROVE BY OTHER MEANS

At various times and places many digital copies of old model aviation magazines have been made available. A number of us have digital copies of this or that filed away somewhere. Well, there is now a prime source for most of the good stuff in Free Flight heritage and related matters in digital format. This culmination of my man Roland Friestad's many years of effort was recently announced on the NFFS website, namely, dozens of old model magazines in digital format, nicely organized and affordable. Log onto "freeflight.org" and click onto "community" and scroll down to "digitized model magazines and books", and you'll find Roland's inventory. It's quite extensive, and the prices are what you're accustomed to elsewhere. Given the vast amount of material, it's a real deal. I've had the pleasure of working with Roland on a number of projects over the years, and he never disappoints. Check it out.

AEROMODELLING INFLUENCE FROM AROUND THE WORLD

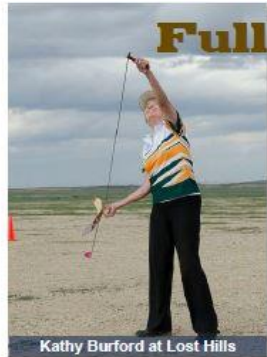
This just in from Karl, "One of the most enjoyable parts of being Secretary of the Thermal Thumbers has been building up an international list of aeromodelling contacts around the world. There are many things to learn that can add to our knowledge and enjoyment of the hobby. In that spirit, I sat down at my keyboard on the morning of November 9, 2018 to write Malcolm Campbell down in Brisbane, Australia, who is editor of

both the magazine “Free Flight Down Under” (FFDU) and the Brisbane Free Flight Society (BFFS) newsletter to ask permission to use an article by New Zealander Paul Lagan. Before I started writing my note to Malcolm, I opened my morning e-mail, and there was a notice of Paul Lagan’s death. As recently as the summer of 2017, Paul was in Europe representing New Zealand flying F1B in the World Championships. He seemed to bear under the terrible illness he was fighting with strength and dignity to the extent that most people did not know he was ill.

“Malcolm Campbell said he thought Paul would approve of his article being shared with others. Late in his life, Paul was a serious competitor in F1B and catapult gliders. His experience and knowledge of the rubber motors in f1B gave him great insight into the characteristics of rubber used in catapult gliders. The catapult glider event is one of the biggest activities of TTOMA, and there is always much to be learned. In a one-page article he gives a reason to take a fresh look at how are to configure our catapults.”

SELECTING BEST RUBBER FOR CATAPULT LAUNCH GLIDER

aka Secrets from The Old Master



Kathy Burford at Lost Hills



Author Paul Lagan at Narrandera

Secret Number One (If I live long enough this could well become a series!)

In NZ (and Australian and USA) rules we are allowed a 9 inch loop of 1/4 inch rubber (or the equivalent in thinner strip).

Naturally most flyers use the maximum allowable length in the belief that it will give maximum altitude. **This is a fallacy.**

What will give maximum altitude is a loop of rubber that contains the most energy at the length one is capable of stretching it to at launch. To figure this out for yourself you need to know your armspan – that is the distance between the top of your launching stick and the rubber hook on your model when you have stretched as far as possible. For me that is 1.50 meters (59 inches) when I am flying a model that has the nose hook 70mm (3 inches) from the bit where I hold the model.

With the scenario of using a 9 inch loop of rubber, this gives me a stretch of 59 minus 9 = 50 inches or around 5.5 times the un-stretched length of the loop.

Simple rubber testing will show that the maximum stretch/ un-stretched ratio of current (Tan Super Sport) rubber is about 9.5:1 and that the good old black FAI or Champion is

about 6.5:1. So using a 9 inch loop of Super Sport will only take it to 60% and for Black FAI to 85%.

We know from a lot of very reliable rubber test data that the best (current) Super Sport energy is around 6000 ft-lb/lb and that the Black is around 3000 ft-lb/lb. Our 9 inch loops weigh around 3 grams or .007 lbs so 9 inch loop of Super Sport releases 40 ft-lbs of energy at maximum stretch and the Black about 20 ft-lbs.

Also, because of the way the tension increases rapidly near maximum stretch, the output energy at high tension doesn't increase linearly with stretch distance but roughly as distance squared. This means rubber stretched to half its maximum will not give half the energy but only ¼.

So... In my case where I can stretch a Super Sport loop to 0.6 times its limit, I can release 0.6 squared (0.36) of its potential = 0.36 x 40 = 14 ft-lbs. Conversely a Black loop stretched to 0.85 times its limit gives 0.85 squared (0.72) times 20 ft-lbs = 14.5 ft-lb.

Nothing much in it **BUT** (a big BUT), if one shortens the loops so that they hit maximum stretch at your own arm span then the picture is much different.

First lets look at the Black rubber. A 7.8" loop of Black will enable me to

hit maximum stretch at my arm span. As we now have only 7.8/9 maximum energy to play with then we will deliver 7.8/9 times 20 = 17.4 ft-lbs. A lot better than the 14.5 above.

And the Super Sport if shortened just a 5.7 inches will be at max at my arm span giving 5.7/9 times 40 = 25.3 ft-lbs ! **The winner !!** Note that 25.3 will, all else being equal, put you model 70% higher than the 9 inch loop samples. That is a huge gain. It takes a 40 second model to nearly 70 seconds.

I twigged to this method when I flew CLG in UK a couple of years ago. Their rules allow just 2 grams of rubber which most use as a 6 inch loop of 1/4 rubber. Unwittingly they had produced a catapult that had far more potential (70% more) that what we all used here.

So... What I do is get the best possible Super Sport I can (a science in itself) and fix about a 7 inch loop of rubber on the launch peg so I can adjust its length. I then stretch that loop to my armspan for about a minute to run it in then give it a bit of a rest, then shorten the loop until I hit max stretch at max armspan.

Don't worry about breaking it, you will have to get to over 10 pounds tension before that happens and very few people can stretch that hard at launch.

PHL 3 Oct 2017



Paul Lagan and Kathy Burford

AMPLE WAVES OF GRAIN

This lovely picture comes from recent issue of the *FMA News*. It shows the result of a recent baling at the Palm Bay, FL flying site. Looks like great idea, and you might as well make a few bucks from all that mowing. No doubt, it helps with fuel expenses. Well done, sirs. It sure makes the field look good!



NEXT ISSUE

Look for something by late February. We'll feature a full report on the annual banquet with photos. Very likely, the first two indoor contest reports will be included. Any space-time continuums that might've occurred in the interim resulting in changes to the contest schedule will be found and remedied. Extreme vigilance in the defense of accuracy is no vice, paraphrasing the late Barry Goldwater, and Dohrman is on the case. Expect a full push for the Southeast Model Show in Perry, GA.

As always, I beseech the multitudes to send me all your articles, photos, plans, rants and raves. Don't make me work too hard! Later, y'all.

Minutes of December 14, 2018 TTOMA Officer's Meeting

Officers Present

Jim Altenbern ~ President Elect, David Barfield ~ Vice President Elect, Karl Hube ~ Secretary/Treasurer, Dohrman Crawford ~ Safety Officer

1.0 Administrative

1.1 There was a short discussion about designating longer terms of service for officers to minimize the number of elections and to allow officers time to develop flying programs that often take two to three years to develop. This will remain open for the time being as an officer is often reelected for several terms when required.

1.2 We need some division of labor to help expand our program efforts. For example, we need a lead man to operate a postal competition that could be open to all our members and friends or it could be a direct challenge to someone like the Kudzu folks in North Carolina. This can be a simple program initially using CLG and/or Blue Ridge Special models. Another example is the effort shown by Doug DeMaise who offered to refresh our published information about the inventory of club awards available to members. However, Doug needs input history from a few members who know what awards are currently active and if some need to be retired.

1.3 There was discussion of improving our communications with the AMA, FAC, SAM, and NFFS. Jim and Karl will have that responsibility. We currently have two members as AMA District officials, one member on the FAC council, and a member as SAM coordinator. So, we have direct contact channels to most of the Free Flight organizations.

2.0 Finance

2.1 There will be a sanction for the outdoor June contest. All other outdoor flying will be unsanctioned. All indoor flying will be sanctioned to permit record attempts to count. We will determine if a full sanction is required or if a Record Trial sanction is sufficient for our purposes.

2.2 Jim Altenbern will go forward with plans for prizes to be available for both our January banquet and the June two-day contest.

2.3 It was decided to continue the community outreach and donation schedule now in place. We will make our \$500 donation to St Luke's in the first quarter of 2019.

2.4 Trophy costs were reviewed and the current schedule will be followed except for reducing the number of place plaques to third place in the High Point scoring.

2.5 The Pensacola escrow account remains unused and will be held for Free Flight promotion only.

2.6 Junior/Senior flyers can join TTOMA with no charge, no annual dues will be charged and AMA membership is available at no cost up to age 19.

3.0 Model Events

3.1 The model of The Year (MOY) will be eliminated.

3.2 Monthly outdoor "Special Events" will be continued. Jim Altenbern will take the lead on selecting events.

3.3 Some standard will be set for fly offs in outdoor flying. The sod farm is not large enough for flights over two minutes with any drift in effect. Initial suggestions from Frank Perkins and Jim Altenbern have been offered. A plan will be put forth before the April start of the outdoor season.

3.4 After 2019 demonstration Hi-Start flights, rules will be set up for provisional flying. Initial flying will be with 100 feet of line consisting of 25 feet of rubber strip and 75 feet of fabric line. Models will be 36-inches in span or less. These guidelines are similar to the FAC Scale glider Hi-start provisional event now in place.

4.0 Safety

4.1 We have an unfinished plan to have our CD's furnished with the exact address of our flying locations to use if emergency medical help is called to the sites. In addition, the CD's need information about the medical support location nearest to the flying site for less serious problems. Dohrman Crawford will be the lead on this project.

4.2 We will clarify the safety guidelines for flying gas and electric powered models in outdoor activity.

5.0 Club Development

5.1 Jim Altenbern will be giving consideration to having someone lead efforts to promote the club for the purpose of maintaining and growing member ship and flying.

Meeting adjourned. Minutes accepted. Respectfully submitted by Karl Hube, Secretary/Treasurer, reporting.

October Outdoor Contest Report

"The fat lady has sung. The 2018 outdoor contest calendar is done, with only the Turkey Shoot to go. Our last contest featured beautiful weather all day, marred only by the wind which came up around lunchtime, and persisted in a death-by-tree direction. Several models made the ultimate sacrifice.

Even so, the conditions in the morning were wonderful. To give you a sense of it, it was perfect for No-Cal Scales, and everything else, actually. No-Cal heaven!

"That brings up a point. A No-Cal is perhaps the easiest of all models to build, particularly if it is an outdoor No-Cal with a plastic prop. The conditions in the morning almost always mean you will get a good flight and not lose the airplane. Why doesn't everyone have a No-Cal? It's worth a Kanone, if you want to get started on your FAC career. They are easy to trim, too. Next year, please try to bring one to the contests.

A few fliers were off on vacation, or still on a medical break, but we had good competition among eight fliers. We lost several BRS and Joe Ryan's P-30 once the wind came up. The results follow below."

Respectfully submitted by Dohrman Crawford, CD and cub reporter.

Embryo

Karl Hube 263*
David Mills 230
Joe Ryan 162

Blue Ridge Special

Dohrman Crawford 323 oos*
Karl Hube 241 oos
Doug DeMasie 147
David Barfield 109

No-Cal Scale

Dohrman Crawford 244
Jim Martin 235

P-30

Karl Hube 355
Jim Martin 183
Joe Ryan 120 oos
Dohrman Crawford 120 bug**
Doug DeMasie 82

SCat Jet
Dohrman Crawford 56

Phantom Flash
David Mills 166

Catapult Glider
Doug DeMasie 95

A NosGas
Gary Baughman 232

E-20
Jim Martin 110

*kanone pending
**blowed up good (a technical term)

October Indoor Contest Report

“Six fliers registered for the October contest at St. Lukes and recorded 27 official flights. Here are the complete flight times.” Respectfully submitted by Bill Gowen, CD.

Chattahoochee Challenge
Josh Finn 1:35, 1:46

FAC Stick
Josh Finn 1:45

No-Cal Scale
Hope Finn 5:05 total
Josh Finn 1:53 total
Dohrman Crawford 0:30 total

Ministick
Nick Ray 7:40, 7:04, 3:45

Josh Finn 33

Peanut Scale
Hope Finn 116
Dohrman Crawford 113

AMA Cabin
Josh Finn 13:49

Hangar Rat
Dohrman Crawford 2:29

A-6
Hope Finn 4:09, 4:59
Lee Russell 4:16, 4:26

Wright Stuff (2019 rules)
Bill Gowen 3:09, 3:09

F1D
Nick Ray 10:50

November Indoor Contest Report

“The November indoor contest was well attended with seven participants. Cold outside temperatures resulted in subdued scores, but it was a fun day of flying all the same.” CD Nick Ray, reporting.

A-6
Bill Gowen 6:57
Hope Finn 5:31
Joshua Finn 4:42
Lee Russell 4:10

F1D (1/2 Motor)
Joshua Finn 9:13 + 8:50 = 18:03
Nick Ray 8:44 + 8:33 = 17:17
Hope Finn 8:43 + 8:13 = 16:56

Chattahoochee Challenge
Richard Schneider 2:07
Joshua Finn 1:29

Ministick
Nick Ray 9:27
Lee Russell 3:29

Dime Scale (total of 3)
Richard Schneider F. Stratoplane 79

Wright Stuff
Bill Gowen 3:15

No-Cal Scale (total of 3)

Hope Finn Chambermaid 5:18
Joshua Finn Cassutt Racer 4:41
Richard Schneider Clipped Wing Cub 3:33

Order of the Rainbow Unicorn

Nick Ray
Bill Gowen
Hope Finn
Joshua Finn

9th Annual TTOMA Turkey Shoot Report

“The ninth annual Turkey Shoot is in the books. Sunday, November 4, dawned clear and windy. I met Ed and Jane Hardin at the sod farm gate just before 9:00 am. The wind was from the southeast, and we were driving the roads to find the best launch spot to take advantage of possible longer chase directions. We finally settled on a spot about 100 yards south of the hangar. As it turned out, this was the best spot from which to fly all day. Two-minute maxes were well within the field and short of Snake Creek.

“**FAC Scale Mass Launch** began at 10 am with five models taking to the air in a big gaggle. Gary Morton won with his good flying Chamber Maid. My little Peanut Lacey was making a contest of it when the fickle thermal it was in spit the little Nats runner-up out and put it into a natural DT all the way to the ground.

“**SCat Jet** was flown from 10 am-Noon. Best total time on three of six flights determined Dohrm Crawford was first with 93 seconds, followed by Gary Morton’s 64 seconds.

“**Embryo Mass Launch** at 11 am was a hoot. Those little buggers really perform. Ed Hardin showed the way with a brand new Bad Axe in its first contest. His last-down winning time was 1:38, followed by Gary Morton in second place.

“Ed Hardin won **P-30** by putting two max flights on the board early. Nobody else decided to challenge him for a \$25 Publix Gift Certificate. That meant Ed and Jane may put multiple Thanksgiving turkeys on their table as a result of Ed’s three wins.

“**Catapult /HLG Mass Launch** was fun to watch, with some vaulting very high and some looking like U-Control models. Last one down was Jim Conery’s bird, followed closely by Dohrm Crawford’s CLG.

“**Blue Ridge Special Mass Launch** saw about eight of the simple, great flying models take to a nice piece of air picked out by the launch director, Jane Hardin. It was Jim Conery’s brilliant red BRS that touched the terra firma last. As we all walked back to the launch area after retrieval, it was hard to believe these would be our last flights of the 2018 contest season. Free Flight flying was finished for the year on a good note.

“No times were recorded in the **Electric/Gas** event. It was decided by unanimous vote to award the Gift Certificate to the contestant who traveled the longest distance. Dean McGinnis drove in 186 miles from Dothan, Alabama, just nipping the Hardin’s and Gary Morton who drove almost 180 miles one-way to attend. Dean went home with the \$25 prize.

“**Target time (@ 51 seconds)** was won by Ed Hardin on his very last recorded flight! How was that for luck? Several fliers came within two seconds of this secret time until his last flight. Over 60 flight times were recorded in the event.

“Make plans for next year’s Turkey Shoot. You can’t win if you don’t fly. We always have a nice, cool, long-sleeve-type of days, unlike those in July and August. The events are low pressure, and there is a very relaxed atmosphere. Put this November event on your calendar for 2019. Be there or be square.” Respectfully submitted by Gary Baughman, Head Gobbler in Charge (HGIC).



Turkey Shoot collage by David Barfield

December Indoor Contest Report

“Seven fliers arrived bright and early for the December TTOMA meet in terrible weather (40 deg. F outdoors in almost continuous rain). Jim Altenbern was hung up in SC with icy roads. We were all shocked to find that we were the victims of another scheduling conflict. Another group had the gym arranged from 12 pm onward. We made up for this by flying a storm. The scores below do not reflect just the level of flying which occurred. All types of models from gliders and peanuts to Chattahoochee Challenge and F1D models filled the air continuously. Nick, Hope, and Lee put together another F1D qualifier contest. Lee debuted a new F1D which flew great, but used an F1L to aid the scores in the qualifier. Hope used her A-6 test flights to make up the third flier numbers. Nick also put up an impressive Ministick time which was completely unprecedented for such cold indoor temperatures (under 60 deg. F).

“Yours truly pretty much shut down the flying for almost 40 minutes of the brief event by flying my 62-inch span Unlimited Stick model to a new TTOMA and Georgia absolute record of 38:19, just 60 seconds short of the USA record and 94 seconds off the FAI record. That’s completely unexpected on a relatively new model with a brand new prop in poor conditions and mediocre rubber. I love this plane!” Respectfully submitted by Josh Finn, CD.

Peanut Scale

Dohrman Crawford BD-4 54

No-Cal Scale

Richard Schneider Piper J-3 206

Ministick

Nick Ray 9:38

Hand Launched Stick

Joshua Finn 38:19

A-6

Hope Finn 4:00

F1D

Nick Ray 16:27+3:51 = 20:18

Hope Finn 2:56+3:25 = 6:21

Lee Russell 3:11+1:56 = 5:07

Chattahoochee Challenge

Richard Schneider 1:53

Order of the Rainbow Unicorn

Josh Finn 1.11 HLS

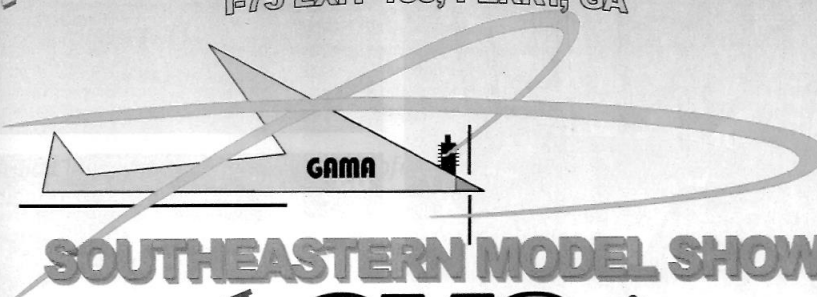
Nick Ray 0.92 Ministick

Richard Schneider 0.57 Chatt. Chall.

Hope Finn 0.51 A-6




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2019 TTOMA MEMBERSHIP FORM

Name _____ AMA # _____

Address _____

State and Zip Code _____ Other Family Members and AMA # _____

Telephone _____ E-mail _____

\$20.00/yr. for adults and other adult family members in same household. No charge all aged 19 yrs. old or less. Send check, payable to TTOMA, to Karl "Karats" Hube/104 Smith Forest Lane/Alpharetta, GA 30004/770-886-0604.

Petite Violette Restaurant

January 26, 2019

Social hour @ 6 pm, dine @ 7 pm

2948 Clairmont Rd. NE 30329

(404) 634-6268

Petite Violette Seasonal Greens Salad

Fresh mixed Greens tossed in a Balsamic Dressing topped with Pecans, Asparagus, chopped Pear, Raisins & Feta Crumbles

* * *

Choice of Entrees:

Entrees served with Bread, Butter, Starch and Vegetable

Chicken Florentine

Chicken Breast topped with a Creamy Alfredo Sauce and Sautéed Spinach

or

Trout Meuniere

Fresh Skin-on seared Rainbow Trout with a Parsley Lemon Caper Butter

or

Braised Beef Short Ribs

Slow Braised Beef Short Ribs totally de-boned. Served in a Burgundy Sauce

* * *

Strawberry Romanoff

Vanilla Bean Ice Cream topped with fresh Strawberries, Raspberry Sauce & whipped Cream

or

Chocolate Mousse Cakes

Flourless Chocolate Cake topped with Chocolate Mousse and Raspberry Coulis

* * *

Price \$42.00 each, includes tax, gratuity, coffee and tea. Cash bar. Must have guaranteed number of people and entrée/dessert selection 48 hours in advance.

RSVP Form

Please write names of all those attending, along with entrée and dessert selections. All entrees are same price. If questions, me at call 770-377-7819. **Notification of attendance, entrees and desserts needed by Jan. 24.** Send your check to me

Dohrman Crawford
1400 Mile Post Rd.
Dunwoody, GA 30338

Name _____ Entrée _____ Dessert _____

Name _____ Entree _____ Dessert _____

Name _____ Entrée _____ Dessert _____