



The THUMB PRINT
Thermal Thumbers Of Metro Atlanta

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Sept.-Oct., 2017

HEADS UP

Welcome to the September issue. Yes, it's a little late but well worth your time. In the way of feeble excuses I'll mention my old Dell PC finally bit the dust. Fortunately, its death throws were long evident, and the backups were done well and often. Still it befell me to move everything over to my equally ancient Dell laptop. However, I wiffed on transferring my PDF writer and scanner/printer software and had to do it the hard way. That took some doing, not having an internet connection at home beyond my trusty tablet without Windows. Forward, if meager, momentum is again in effect.

Good reportage of Gary Baughman's annual Turkey Shoot follows along with a number of other contest reports. More nuggets arrive in the Treasure Trove section. Gary Morton submits a blurb on model visibility and the factors involved in timing and retrieval, and your editor adds his two cent's worth. A report waits on the Walston yard sale along with a brief game plan for the remaining vastness of the collection. As is our wont and mission, we feature the first of many nags on your 2018 membership dues. This being the first of such, a gentle decorum will reign. Rest assured, the hammer is cocked and ready to fall on the recalcitrant. You know who you are.

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

RENEWAL TIME

I won't belabor the obvious point: it's time to stroke that club dues check. The required form follows. So, send it to Karl "Karats" Hube signed on the line that is dotted and to the address indicated. Eyes on you!

LOOKING AHEAD

All of us are thinking of building projects this holiday season and through into the spring. Maybe a few of us are actually doing something about it! All Thumbs need to be encouraged to build and fly more. This self-motivation needs to be couched within the context of what the club is doing next year, too, as described in a recent *Bulletin*. The club model of the year (MOY) is settled, and it'll be No-Cal Scale flown indoors and outdoors. There's also chatter about towline glider in its various guises. The indoorists are also pushing Hangar Rat, No-Cal Scale and the easier duration categories like Limited Pennyplane. Karl and I've have pledged to hoist our Coupes on a regular basis, and Dohrman acquired an old Coupe at the Walston yard sale. (Coupe has much to recommend it, easy to build with a few plans and kits around and able to be bought either new or used.) Aside from these initiatives, you can jump on our many well-attended bandwagons like Blue Ridge Special, catapult glider, HLG, P-30, Dime Scale and more.

Expect to see some inspirational messages from these offices in the near future. There are no excuses! Let's all kick some behind in 2018! On their last day at the hospice, nobody wishes they'd spend more time in front of the TV. Eyes on you!

YANKING AND BANKING

The latest issue of *Flying Aces News* is out, and among many other delightful items it has a well-illustrated blurb on a very good launching rig for the Hi-Start Scale Glider (HSSG) event. It definitely looks like the way to go. (Perhaps a Thumb could prepare a similar device!)

Now that the outdoor flying season is winding down and we've a bit of reflection thereupon, it looks like HSSG is catching on and might well become a fixture in FAC flying. As for me, my Piper TG-8 is back on the board after my putting it down because of Sympo duties and the mother of all sinus infections. I'd like to see other Thumbs grinding out more examples so we can do some fun flying and maybe score a few kanones. Look for some self-aggrandizing photos of same in a future issue.

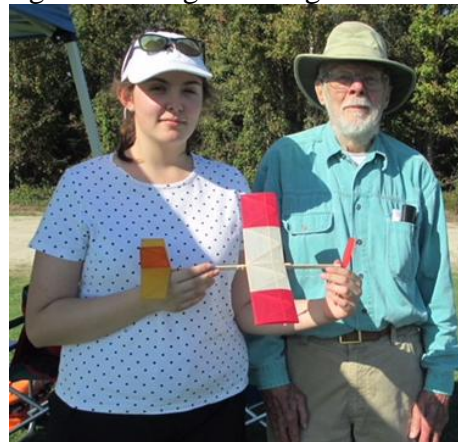
THUMBS ON THE MARCH-OCTOBER HURRICANE CONTEST

As Jimmy Jordan reports: "We had a very nice contest this weekend, well attended and with great weather! One of the highlights was getting to fly the "Blue Ridge Special" alongside Phil Hartman. Phil was the founder of Blue Ridge Models and producer of the BRS kit. Phil is astonished that the simple, little 40-year-old design is receiving so much attention.

"I asked him about the "extra two wing ribs" used by some builders. He said he couldn't remember if he or Bob Langelius (who purchased Blue Ridge Models from Phil) started that. Phil builds his BRS with the extra two ribs, so I think that legitimizes this change in the original design! He also confirmed the original design and all the BRS kits that he sold used the "genuine" 5.5 inch North Pacific prop.

"Phil said he had nothing to do with George Bredehoft (Volare Products) re-kitting the BRS, but is happy and pleased that the model will continue to be built and flown.

"Attached is a photo of my granddaughter Savannah with her BRS and Phil Hartman. Savannah won second place in BRS 2nd place in BRS losing by 9 seconds to Wally Farrell."



WALSTON YARD SALE

We held the Walston yard sale on November 4 and enjoyed a modest turnout, all locals. Quite a bit got sold, though, and Wanda's the richer by a few thousand dollars. All participants contacted afterwards say they'd like a Round II. Wanda is up for it, and we're thinking of the right time, probably after the holidays when everyone has more pocket money and free time. In the interim, I'm over there occasionally doing this or that, and I can rendezvous with the actively acquisitive or idly curious easily enough. So, call me. Look for further developments in these pages and via the *TTOMA Bulletin*.

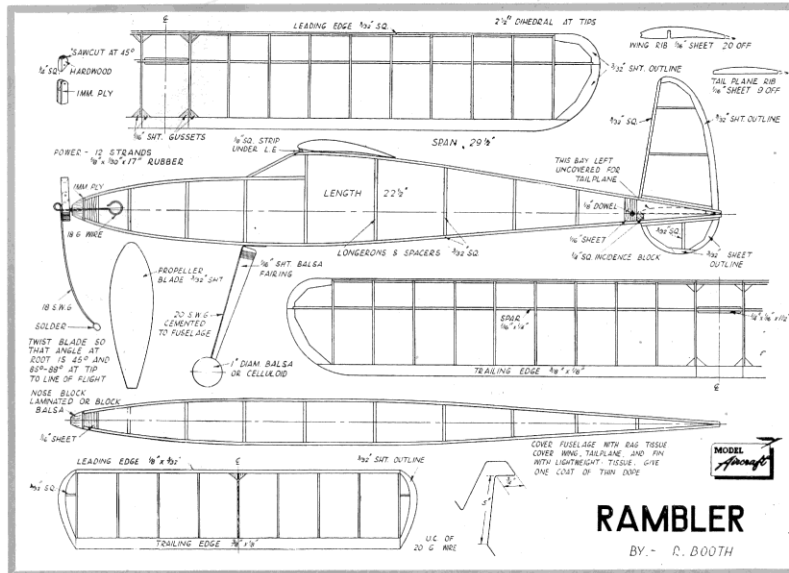
It's been years since most of us have laid eyes on Jim. Wanda is over at the Alzheimer's care place daily, and she took the following photo during her Veteran's Day visit. I must say, Jim looks pretty good: jolly, well-groomed, head full of hair and skin soft as a baby. Considering the typical horrors of Alzheimer's, he is making a pretty good run at it. Good for him and thanks to Wanda for his excellent care.



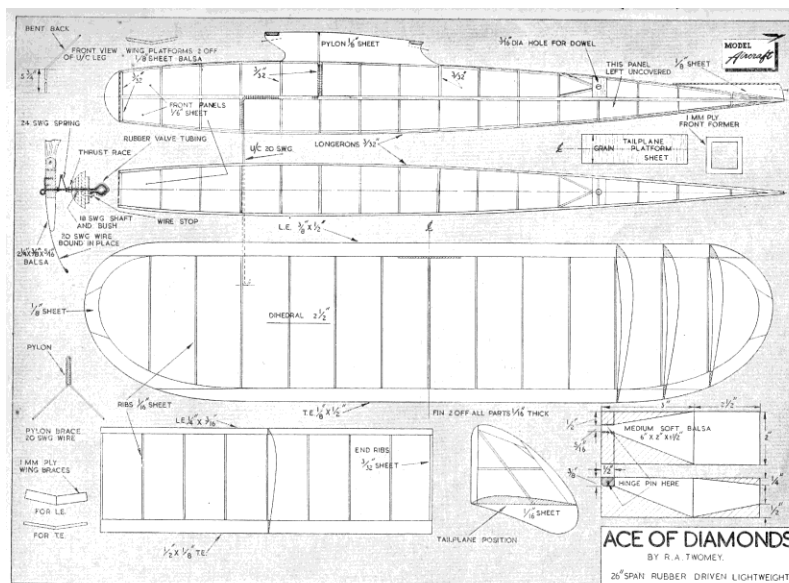
TREASURE TROVE

The aforementioned mentioned computer downtime afforded me some free time to further “organize” my magazine collection, and as a result much time was spent feet-up on the couch looking through stacks of old rags for cool content. Well, this concerted effort brought forth three rubber designs from the wonderful British magazine *Model Aircraft*, the official rag of the S.M.A.E. (the U.K.’s equivalent of our AMA) from the start of their run to its absorption into *Aeromodeller* in the 1964.

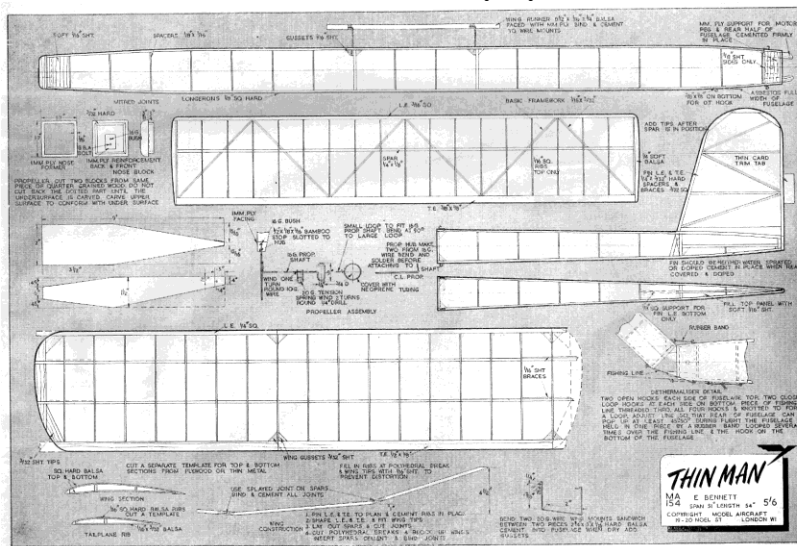
The first of the trio is a real cutie, Ray Booth’s “Rambler” from the December, 1949 issue. Archivist will note the mention in the text of the first model being built and flown in February, 1945, thereby possibly enabling it into the FAC ranks. Regardless, it slots nicely into SAM’s Small Rubber Cabin and NFFS’s Small NosRub auspices. Airfoils, areas and moments oblige within its tidy 30-ish inch wingspan. This bird will fly.



This writer is a huge fan of the British Lightweights, and an unusual example was found in the July, 1950 issue. Having read many references to R. A. Twomey’s “Ace of Diamonds” over the years, it was a delight to finally locate one. Having been beheld, its spar-less wing is an extreme exercise in low aspect ratio, featuring a 26-inch span and 6-inch chord, but its reputation indicates it works, nonetheless. Other elements affirm the overall confidence in the design. Taking a leap at its projected wing area, the rounded tips and dihedral probably drops it below SAM’s and NFFS’s 150 squinch Small NosRub limit. This bird will fly.



Having gotten giddy over it with love at first sight, we save the best of the trio for last, and the plan for E. Bennett's "Thin Man" follows from the June, 1953 issue. Frankly, I feel the same way about it as when I first lustfully gazed upon Baguley's "Last Resort". There's no doubt in this writer's mind that the "Thin Man" could be one of the premier designs in NFFS's Large NosRub ranks and no slouch in AMA's Mulvihill. It has it all: looks, lightness, airfoils and moments. My quick-and-dirty projected wing area calculation puts it just under 300 squinches, a rare abundance for obscure reasons. Airfoils and areas cause no worries, and the prop is serious business. All the spliced ribs are a bother, but they can be replaced with one-piece examples, being advantaged with greater strength for a modest weight penalty. Likewise, I'd use hard longeron stock available wouldn't skimp on the uprights and cross-members, either. Otherwise, light stock is advised. The bird will truly fly.



(We assume the design's name is a tribute to Daschiell Hammett's contemporary detective novel of the same name, which was soon made into a classic of the *film noir* genre, featuring the impeccable Myrna Loy and William Powell. Good stuff and well worth a couch and popcorn viewing.)

NEXT ISSUE

Look for the final issue of the year between Christmas and New Years. It'll carry the details of the annual banquet and the 2018 contest schedule and whatever tasty items come across the transom. Later, y'all!

Summer Swan Song Contest Report

"Summer's Swan Song is a fine name for a contest in September. However, it did not seem like summer is going away anytime soon. A good day to stay hydrated! Good thing we are used to it. We had a big turnout, 11 fliers. If you missed this contest, you missed a great day to be on the sod, marred only by the wind coming up in the afternoon. This made for long chases. I personally walked almost 5 miles. Luckily, it was out of an odd direction for us, out of the Northeast and East most of the afternoon, so we used the length of the field. We visited the lightly traveled southwest portion of the field for the first time in years. Not a lot of flying once the wind remained strong, as folks did not want to risk models except for catapult type models. In all the years we have flown on this field, I cannot remember seeing where Snake Creek flows into the Mighty Hooch.

"Great to see James Martin come back out after a longtime, no see. His son Nicklaus has grown rather a lot since we saw him last. Welcome back, James! Hope to see you next month.

"Bob Brogdan, our District V Vice President, and his wife came out to meet the Free Flyers. Nice guy, and I hope he takes us up on our invitation to him to come out and fly with us. It has been many

years since we have seen a District V VP show up at one of our Free Flight contests. Thanks for coming out, Bob.

“The Old Goat Smackdown was fiercely contested with the most contestants of all the events. Good binoculars required on a windy day with these small models! Please do not cover your BRS with plain yellow tissue, or any other light color. If you do, put in some big areas of contrast, and show mercy to your timer! We had several cases where the timer lost sight of the airplane within seconds of the launch.

“Saving the day for the fliers was a wonderful pan of cookie bars was made and delivered (I think) by Doug DeMasie’s wife. Thank you! (If I am wrong about the maker of the cookie bars, I apologize in advance. Here are the scores, respectfully submitted by Dohrman Crawford, cub reporter.”

CLG

Karl Hube Moon Shot 98
David Mills Straight Up 92
Jim Altenbern Cata-piglet 80

P-30

Frank Perkins ePirate 360
James Martin IKEA P-30 276

SCat Jet

Dohrman Crawford Vampire 63
Jim Conery Vampire 46

Karl Hube Hunter 20

Coupe/FIG

Karl Hube Sun Spider 236
James Martin Kiwi Coupe 159

1/2 Wakefield

James Martin Half aWake 72

Rubber Scale

Gary Baughman Cessna CR3 191

2017 World Championship Old Goat Smackdown Report

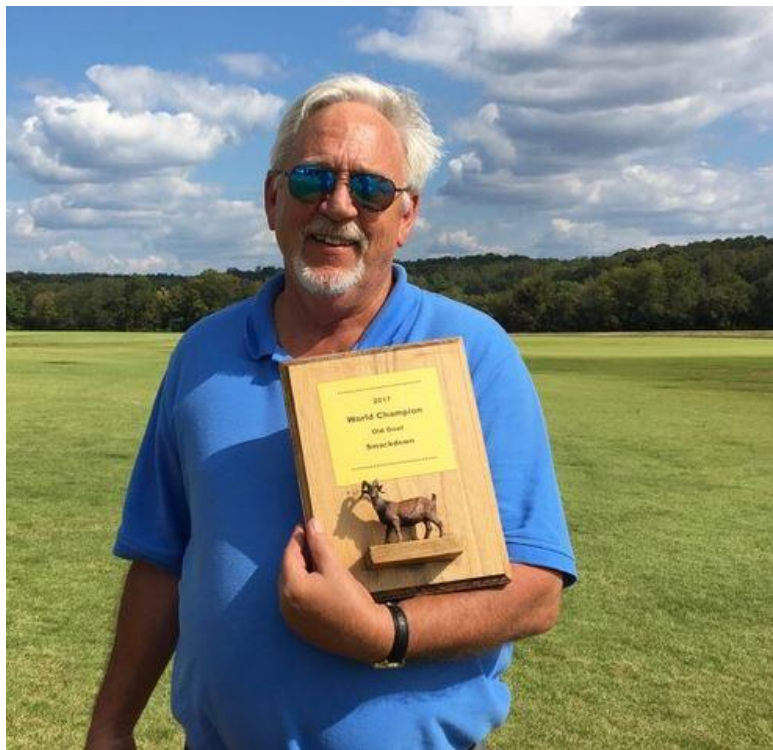
“The third Old Goat World Championship event was the best one yet with seven competitors posting a full set of three flights each. For those of you who have not been paying attention, the Old Goat Smackdown is flown with stock Blue Ridge Special (BRS) rubber-powered models.

“The outcome was particularly satisfying because new member Doug DeMasie from Cochran, Georgia won the day and this was his first TTOMA contest! This is a great start to Doug’s very recent retirement. Furthermore, a salute goes to Gary Morton who mentored Doug in this process. It is noteworthy that Coach Morton won the only two other World Championships in the history books.

“This year’s event was flown on September 24 on the North Georgia Turf Farm near Whitesburg, Georgia. The day started with light drift, but the breeze built up quickly eventually reaching an estimated ten-plus mph. The rules this year specified that no max was to be used and a flyer could use only two planes during the competition. Small models like the BRS go out of sight quickly in a wind like we had, but the record only shows Gary Baughman losing a plane.

“A special thanks to Debbie DeMasie for the dessert bars she baked and brought to the field. They not only were good, they also helped energize the wind-blown, sunburned flyers for the drive home at the end of a long day on the flying field.

“This event seems to be gaining momentum. Happily, the Blue Ridge Special is just now coming back on the market through the efforts of George Bredehoft at Volare Products (<http://volareproducts.com/>). For next year’s competition, let’s aim for at least ten competitors! Karl Hube, reporting.”



The Winner! Doug DeMasie

2017 Old Goat Smackdown Scores

Name	Flt 1	Flt 2	Flt 3	Total	Place
Doug DeMasie	202	126	150	478	1
Karl Hube	76	70	166	312	2
Graham Slick	54	65	157	276	3
Jim Altenbern	67	92	93	252	4
Gary Baughman	114	65	49	228	5
Jim Conery	76	72	74	222	6
Dohrman					
Crawford	57	48	74	179	7



DeMasie Launches, Morton Times



DeMasie Winds, Morton Anchors

Photos: Frank Perkins and Gary Morton



collage and photos by David Barfield and Frank Perkins

October Contest Reports

Snakebites all around during October. To put it bluntly, the October outdoor contest “got blown out real good” and was called off, discretion being the better and wiser part of valor. The weather was a mess, raining and windy all day. It was a very good call as events played out.

At St. Lukes we ran into a schedule conflict caused by the church. We had official dibs on the room, but they held a party of some sort. Some flying was done by a few of us after the party, but no official flights recorded. No worries, this ill fortune didn't last, and the Turkey Shoot had a big turnout.

8th Annual TTOMA Turkey Shoot Report

Saturday, November 5, supplied the TTOMA with the best flying weather of 2017. When the contest date was selected, little did we know that it would be sandwiched in between a monthly contest that had to be cancelled due to weather conditions and the following weekend that would have precluded any meaningful flying. The temperature reached 79 degrees, and the winds were so light that the longest chase for a max flight was less than 100 yards. Thermals were abundant and gentle. Thirteen Thumbs showed up to fly for Fame and Glory (and for \$25 Publix gift certificates as prizes.) Flying began at 10 am, and models were in the air constantly until the 3 pm awards ceremony.

Graham Selick flew a honkin' A-Gas to first place in the Gas/Electric event. On a test flight his model's timer malfunctioned, allowing the model to glide for over 5 minutes across Snake Creek and the adjoining trees. The model was later found in the small sod farm field across the creek. It was a perfect ending to a memorable flight.

Dime Scale was easily won by Gary Morton flying his superb Chambermaid. Gary's best flight was 85 seconds, and his total time was 3:25 for three flights. Nobody else challenged him in Dime Scale. Come on, Thumbs, man up next year!

The Glider Mass Launch for HLG and CLG was won by Frank Perkins's catapult glider in a three-man fly-off with Jim Altenbern and Karl Hube. Frank's model landed on top of the hangar. It was later retrieved using a weight tied to a monofilament line, plus a poke with a thermal pole. Thumbs are inventive souls.

Warplane combat was won by Dohrman Crawford with a Cat Jet glider! David Barfield was runner-up with a Zeke. Your correspondent's venerable SE-5 was damaged in a test flight after a spin in when the rubber bunched up aft of the CG.

Jim Connery won the rubber model mass launch with a good flying P-30.

In the Blue Ridge Special mass launch nine entries were loosed into a spectacular autumn sky. For a while it looked like a locust plague was circling over the sod farm. The last BRS down belonged to Gary Morton, the day's double winner.

The final award was for the target time. This year the target time was extracted from a sealed envelope that had been stored in a mayonnaise jar under the CD's porch. Fifty flight times had been logged into the CD's log book during the day by all the contestants. Sixty-two seconds was the disclosed time. The winner, with the exact time, was Todd Russell's BRS. Gary Baughman and Doug DeMasie both had flights of 61 seconds to tie for second.

If you missed this TTOMA end of the year fun fly, put it on your 2018 bucket list. Gary Baughman, Head-Cobbler-In-Charge, reporting.

November Indoor Contest Report

We had five members and a couple of guests attend the November contest. It was great having Dohrm Crawford sticking around long enough to throw down a couple of nice Hangar Rat flights before he had to leave. Dohrm's best was a nice 3:21 flight.

Josh Finn spent most of the day tweaking his 42-inch Unlimited. Josh is still seeking the 40-minute barrier. I believe he will have it in the near future. During one of his flights I thought the plane was self-exploding when the prop tip caught a support wire and buckled in the wing. But, the prop worked loose, and the wing actually recovered without any damage—unbelievable. Either really good balsa or really good luck, probably both.

Nick Ray has his second 35 CM model back flying again. He did not log any flight times, but it looks like it is well on its way to being the record-setter it was before its demise at Rantoul in October after Kurt Krempez's glider flew right through it. It was nice to see it back together and flying again.

I spent most of my day trying to get my first Ministick to perform well. I had another great learning experience day. I believe just about everyone can get a Ministick to fly. Nick Ray posted the best time with a 6:54 flight.

The remainder of the day was spent watching Josh and Hope flying their A-6, Hangar Rat, Phantom Flash and Embryo models. I believe a good time was had by all. Don't forget about the last indoor contest of the year at St. Lukes this December 16. Lee Russell, rookie CD, reporting.

Hand Launched Stick

Josh Finn 28:51

Hangar Rat

Dohrman Crawford 9:39

Hope Finn 2:52

Josh Finn 1:09

Mini Stick

Nick Ray 13:42

Hope Finn 10:31

Josh Finn 4:19

Lee Russell 6:21

Phantom Flash

Hope Finn 6:10

Josh Finn 1:57

Embryo

Hope Finn 7:25

Josh Finn 6:44

A-6

Hope Finn 5:54

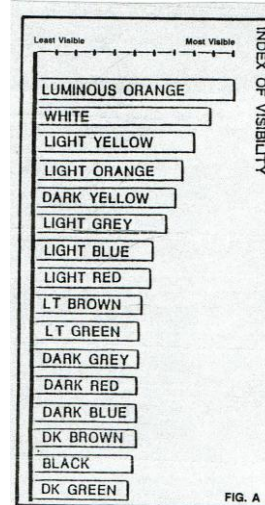
Josh Finn 2:00



WHAT COLOR SHOULD I MAKE MY PLANE?

Gary H. Morton

As my eyes become older I find that my planes are not as easy to see. When I started building and flying planes in 1990 I chose to cover my first models with yellow tissue. Anyone who has built and flown Free Flight in the late 1980s and early 1990s should remember seeing a chart like the one shown below. This Index of Visibility was presented in different forms, but the information was always the same. You can see that light yellow is listed towards the top of visibility. Much to my surprise I found that I could not see my yellow planes as well as I could see other planes that had a color or colors listed lower on the chart. This got me wondering how the chart was developed. In all of the places that I found the chart the methodology was never mentioned. Were they only trying to determine the color at a distance and not the ability to see the object against different backgrounds? What background did they use? Was this done inside or outside? The questions were many.



Fast forward to recent seasons. On the days when the crows and buzzards are flying everyone on the field can see them clearly. In fact, you can look away from a black colored bird flying off into the distance, and you can locate them again without any trouble. You cannot do this for most planes once they get a certain distance away. If you look away they seem to disappear and cannot be located again. Thinking that black was a color that could be seen far away in the sky I started covering my planes with black. What I found was I could see the plane very well in the sky. The only trouble was that as soon it got down to the tree level black becomes almost invisible. I have not tried to find a plane in a tree, but I think that it would be equally as hard to see. All of this gets me back to the question as to what color or colors would work best? I don't have that answer, and I'm not inclined to try to do a scientific study to determine the answer. Now that I'm older and more experienced in flying models I realize that this is not a simple question.

Looking at color(s) on other endurance planes that are flown, there does not seem to be one color that is dominant. What seems to be true of experienced flyers is that their planes have a couple of colors so that they are visible both against the sky and against the vegetation as they descend and land. Yellow is rarely used as a major color. Also, you can make interesting patterns with two or more colors.

MY TWO CENT'S WORTH

David Mills

I agree with Gary's observations, both on the error of the early charts and his learning experience based on actual flying experience. As someone well-versed in botany, he wisely chooses to mimic Mother Nature, which always provides a lot of good examples of success. However, much of what She provides here is in the way of camouflage, the opposite of our intentions. And when She chooses to go loud and bold, it's usually for reasons of sexual display and not too useful at the flying field.

Mainly, attention should be paid to enhance visibility both overhead and downwind. Ergo, try to go with what I term 'anti-camouflage'. No sense in being able to time a model and then losing it. Basically,

the need is to contrast against the cloud and sky, as well as against the woodland and farms of your surroundings.

Getting down to the basics of tissue covering, the only truly bad colors are light blue and most shades of green for obvious reasons. Unless you're flying a military scale model, expect ridicule. You deserve it.

White tissue shouldn't be dismissed entirely because it contrasts well with the verdant Southern countryside through all seasons. Also, Gary Baughman has often commented how well white contrasts against the clear and darker blue skies of much of the west, so your locale needs to be pandered unto.

Left alone, new yellow Jap tissue is next to useless, and both it and orange Jap tissue will fade into pastel, leaving both pretty lame, unless broad swatches of sharply contrasting colors are places alongside, examples being yellow/black and orange/dark blue.

There are seasonal considerations. Yellow, orange and brown tissues are awful in the fall, blending in quite well against the autumn background. Those doing a lot of flying in the Great White North might want to avoid white.

You may as well consider bare balsa as a stealth material, not much good against sky and cloud and perfect camouflage against vegetation. Naked balsa combined with very faded Jap tissue, particularly yellow, is a grease fire, and why many continue to avoid such invisibility is something I've never understood.

All the above pertains most strongly to what Jap and domestic tissues offer. The opportunities given by paints and plastic films are another matter. Many of the recently denigrated hues can be striking. All of the fluorescent colors are much more vivid, including some greens. Films like reflective chromes and stropping Mylars are beacons of visibility. The ready and cheap availability of these films and spray paints like Floral Master leave no excuses for not using them, other than the limitations imposed on covering material by the FAC rules. Otherwise, have at it because AMA, NFFS and SAM don't care.

As for me, the martial colors of the University of Georgia (red, black, white and chrome) are ideal. Go, Dawgs! As for the rest of you, there's no flag or uniform of any professional sports franchise, college team, religion or cult, and country or state that doesn't offer possibilities. So, go nuts.

2018 TTOMA MEMBERSHIP FORM

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

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\$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 30004/770-886-0604.