





The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

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Sept.-Oct., 2018

HEADS UP

Welcome to the September issue. It's no marathon of content but pithy nonetheless. The indoor and outdoor contest schedule is in full swing, as does the cavalcade of contest reports herein. Be sure you note Karl Hube's report of our august Old Goat Smackdown, as pride and honor were in the balance and honorably resolved. Gary Baughman's annual Turkey Shoot flyer follows, so make plans to attend in November. This is a fun contest, and there're no excuses not to go. The Builder of the Model rule doesn't apply, and it won't cost you anything. We'll find some models for you to fly, too. No excuses.

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

THINGS TO DO, PLACES TO BE AND PEOPLE TO SEE

We've been busy this year, but there's still plenty of action left. It's not like we don't give you many reasons to leave the house. So, glue some sticks together and show up somewhere with a model airplane! Eyes on you!

- Oct. 7: NGT sod farm, Last Fling 'til Spring. CD-Lee Russell
- Oct. 20: St Luke's, CD-Bill Gowen
- Nov. 4: NGT sod farm, Turkey Shoot, CD-Gary Baughman
- Nov. 17: St Luke's, CD-Nick Ray
- Dec. 8: St Luke's, CD-Joshua Finn
- Jan. 12, 2019: St. Luke's, CD-Bill Gowen
- Jan. 26, 2019: Annual banquet, *Petite Violettes*

NAG, NAG, NAG

This is the final encouraging note to join the National Free Flight Society (NFFS). The required form follows. Ergo, you've all the essentials to do the right thing. Rather than repeated my righteous admonitions from the last issue, I'll just simply state: if you build and fly Free Flight models, you've no business not being a NFFS member. Our hobby and sport desperately needs an organizational presence to represent our interests to the AMA and elsewhere. And the more members we have, the more muscular and effective presence it'll be. The benefits are many, and the costs are few, especially if you're a newbie. You know who you are. Eyes on you!

THUMBS IN PRINT

Dohrman Crawford has a very good article in the September issue of the *FAC News* on radio trackers. Use of them is well-entrenched in all aspects of duration Free Flight, but has yet to make an impact in the FAC realm for some reason. His article provides a breezy yet informative treatment of trackers and their use, focusing on the Walston system, and encouraging their use. He throws in a few entertaining retrieval anecdotes and makes his case. He's upfront in pointing out trackers are of limited use in some of the small models in FAC

use in terms of packaging and weight concerns. However, if you're adding a few grams of nose weight on a larger model, well, you've already paid that penalty. I expect the article to be controversial. No doubt, a few of FAC's silverbacks will get their boxers in a bunch. Not to worry, logic and better practice are on his side. Well done, sir.

THUMBS AT THE BENCH

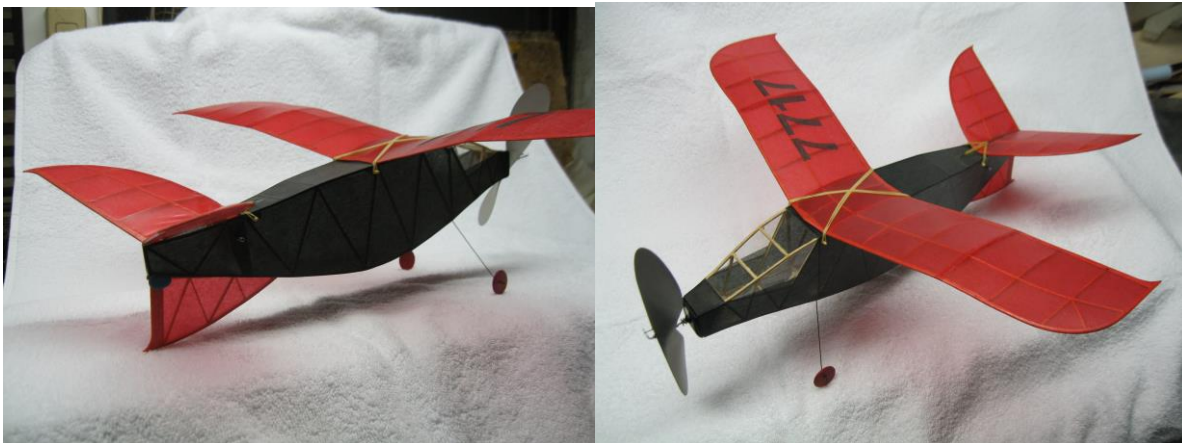
The photos of the model that follow might seduce the eye and stir the memories for the Thumbs. Those of any tenure at all will recognize it as the late George Perryman's Bostonian: the Little, Fat, Pot-Bellied, Peg-Legged, Tub O' Lard Speckled Bird. (That's LFPBPLTOL SB for "short".) Yes, it's both a mouthful and eye-ful. Its lineage is unmistakable, both long and loud. He flew the earliest examples from the mid-eighties in both indoor and outdoor versions, and if memory serves, it has numerous Nats and local victories to its credit.

I don't remember who started the correspondence between George Bredehoft of Volare/Shorty's Basement and me, but it soon led to some research of the design and its development. Whatever else might be lurking out there in the Free Flight ether, we can concretely track two distinct designs by Perryman during his lifetime, hereby labeled Marks I and II. Archivists will recall the well-known Mark I which was widely published in the eighties. Many of you probably have the plan in your files.

The Mark II was never published as far as I know, but I'm fortunate enough to hold George's last example which has numerous changes from the Mark I. Bredehoft wanted a plan, and the original plan was overdrawn by me for the Mark II. Also, we realized that rules changes in the interim made the Mark II fuselage illegal, so Bredehoft took poetic license to update it and make it legit as our Mark III. Note his changes made it OK for both Bostonian and Embryo, so the Mark III is a two-fer.

Bredehoft is thinking of producing a short kit of Mark III and sent me a prototype CAD plan and laser-cut short kit. Well, I built it, and the accompanying photos are the result. I made some changes for easier construction, and maybe these will be passed along. The curb weight after trimming but without rubber is a tad over the AMA's rule minimum of 15 grams for an outdoor version. Be advised: the AMA's indoor minimum is a svelte 7 grams, so good luck with that. Also, Bostonian isn't an official FAC category, so no kanones will ensue, and you'll need a proper AMA number on that wing.

Regardless, you'll see me putting some air under my Mark III the next few months at the sod farm. Anybody want to fly some Bostonian next year? Plenty of good plans out there!



THUMBS STEPPING UP

The 2018 NFFS Symposium is out, and several Thumbs helped as Patrons. The roll call is respectively long nationally, and several of our names grace the list. We can give a collective thanks to Jim Conery, Dohrman Crawford, Geoffrey Grosguth, Jimmy Jordan, Dean McGinnes, Frank Perkins, Chris Stoddart and Graham Webster. Thanks, y'all.

THUMBS IN THE MARKETPLACE

This just in from Josh Finn: "Here are photos of the new Science Olympiad models, available at jhaerospace.com. The glider is called "Protégé", and the Wright Stuff model is the "Senior Flyer". Customers

are getting 25 seconds in Cat I with the Protégé, and I'm in the mid-2 minute range right now with the Senior Flyer under a 23-foot ceiling. I think it's got 3-plus minutes in it with some more tweaking since the motor is still off optimum, and the CG is probably too far forward.”

Get with Josh or Hope for more info. They're easy to find. Check out the two photos. Pretty cool.



THUMBS IN ERROR

Sometimes you have to check the fine print. Had I done that in the last issue, I would've noticed our OFB Major General Dean McGinnes was left off the club's FAC kanone ranking. Oopsie! Thanks, Dean.

Also, my characterization of the Renard R.17 in the last issue as a French design was in error. My colleague Sergio Montes pointed out that it's actually Belgian in origin. Anyone doing real research on the design would've noticed eventually, but it's always better to be correct in the first place. Being Belgian can be a benefit, though; better beer and less stinky cheese comes to mind. *Gracias mi amigo.*

TREASURE TROVE

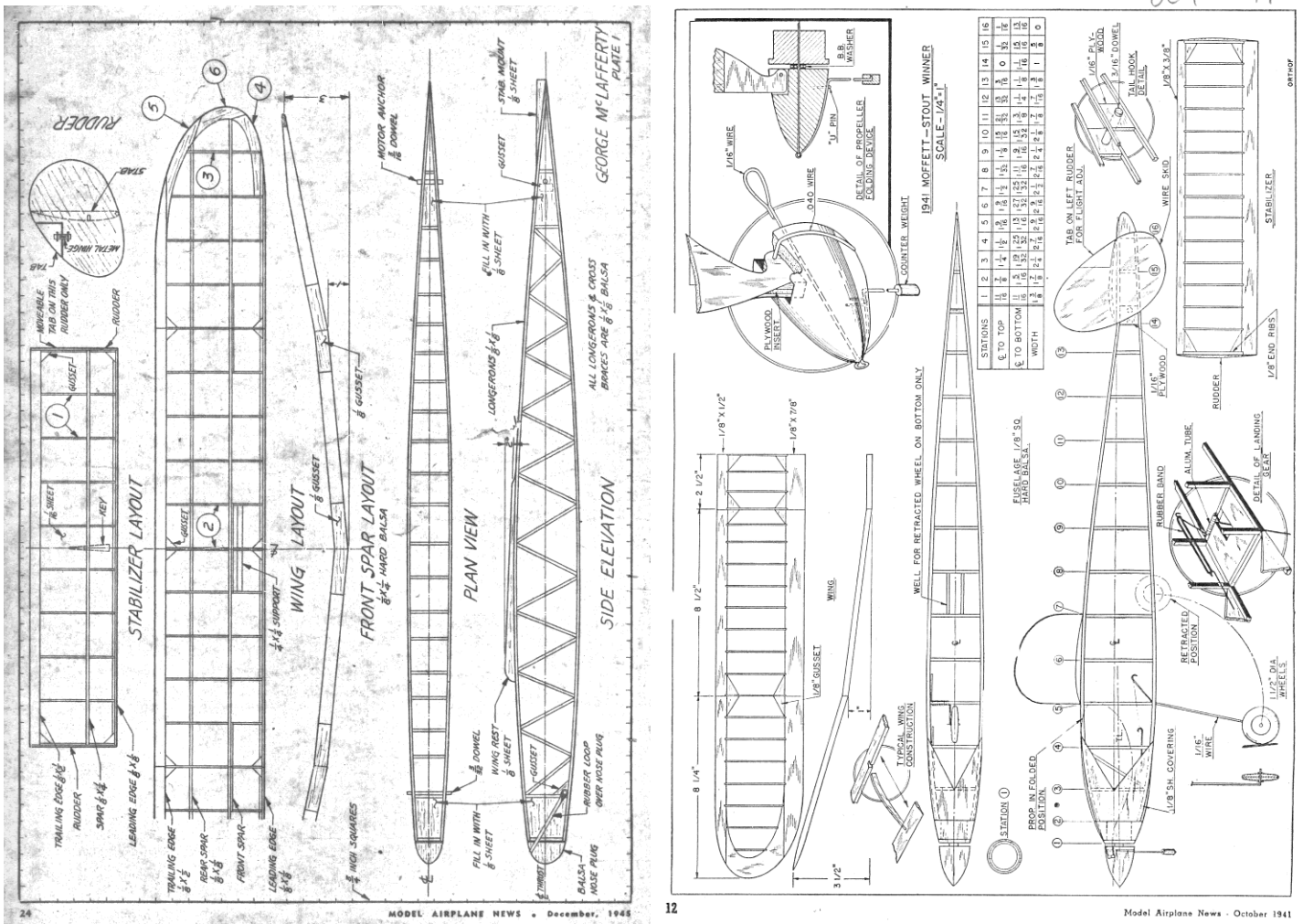
We begin this issue's installment with the seldom seen "Senior Record Breaker" by young George McLafferty from the December, 1945 MAN. There is little here not to recommend. Overall, it's lightly and rightly drawn, and the wood sizes are on-point and should produce a strong but light airframe. (The fuselage will be bulletproof.) Another drawing accompanying the plan shows an ideally sized one-bladed folder of 8.0 inch radius. Neither airfoil vexes the eye, nor do the twin fins. Its 1945 birth date slots well into the SAM and NFFS NosRub ranks, but its 41.5-inch wing span is well outside the FAC's 36-inch limit. The blast tube proviso allows you to move the motor peg forward a bay or two, and you'll need to squeeze in a DT somewhere.

This writer thinks the only reason it's not well known is its projected wing area just north of 175-ish squinches, according to my quick-and-dirty approximation. Thereby, it's filed by writ into the 150-plus squinch ranks of the larger and deadlier Lanzo Stick and Lamb Climber and their like, and not into that of the Last Resort, Gollywock, Casano Stick and their smaller ilk. Regardless, the bird will fly and look good doing it. Also, I've never seen this one built and flown anywhere, if you're looking for some notoriety.

The other candidate is an interesting one, the "Thermal Chaser" by young Ray Beaumont from the October, 1941 MAN. Its pedigree is rock solid, winning both the Moffett and Stout trophies at the 1941 Nats, in spite of its being undersized for both events. (We assume Ray's high school budget was a factor.) Still, it's a real looker, and its 36-inch wingspan and 4-inch chord makes it eligible for a variety of SAM and FAC categories. This one, too, is lightly and rightly drawn and provides a strong airframe. Both airfoils are Marquardt-esque but of thicker camber than is typical and likely stronger. The box fuselage is nicely streamlined at the nose and sports a retracting landing gear, and you can't beat those jaunty twin fins. The parts page accompanying the article shows an efficient, single-bladed folder of a little over 7.0 inches radius, and it has a spinner! The blast tube proviso will allow moving the motor peg forward a few bays and don't forget to install a proper DT somewhere. A suggestion: rethink the prop's flimsy counterweight attachment. This bird will fly and look good doing it.

Archivists will recall the more well-known Beaumont "Sticker" contest design which was published later in the July, 1942 MAN. The later Sticker is clearly an iteration of the earlier Thermal Chaser. The airfoils, wing,

stab and prop differ only in the details, and the fuselage is merely a slimmed version of the earlier cabin profile but retains the lovely nose streamlining. The landing gear is gone, but the spinner remains! The Sticker has a solid reputation as a contest performer, and it's a looker, too. Not bad for a high schooler!



MAKING A LIST

Here's where we are in the club's high point tourney. All the flying we're doing is really making the numbers jump. We've a fair bit of flying to go the fall, so don't be bashful. The game's afoot.

Dohrman Crawford	79.5	Doug DeMasie	23	Bill Gowen	8
Josh Finn	59	Nick Ray	23	Gary Morton	8
Hope Finn	45	David Barfield	23	Lee Russell	6
Karl Hube	29.5	Jim Conery	22	Dana Russell	6
Jim Altenbern	29	Gary Baughman	11	David Mills	4
Joe Ryan	27	Matthew Canady	11	Todd Russell	4
James Martin	26	Jimmy Jordan	10	Caleb Finn	1
Richard Schneider	24	Dan Crews	9		

NEXT ISSUE

Look for something around mid-December. We'll carry the annual banquet news and registration forms. Go ahead and mark your calendars for the night of January 26. Contest reports in the interim will be included, featuring Gary Baughman's annual Turkey Shoot in November. As always, I beseech the multitudes for anything in the way of articles, plans, photos, rants and raves. Don't make me work too hard. Later, y'all!

Eighth Annual TTOMA Thanksgiving Turkey Shoot 10AM-3:30PM EST, November 4, 2018

Gate opens at 9 am
North Georgia Turf Farm Field, Whitesburg, Georgia

**Last chance to fly outdoors in 2018. Weather will be perfect, the events a HOOT!
Note the time change to Eastern "Standard" Time!**

No entry fee. Winners of events receive \$25 Publix Gift Certificate!!! No Builder of the Model rule. Build one or borrow from an old flying buddy. No excuses! Come to fly!

Contest Schedule

- 10-3 The Famous Target Time* event (record time every flight)
- 10 FAC mass launch, any FAC Scale model, top 3 fly-off)
- 10-12 SCat Jet, best 3 of 6, high time wins
- 11 Embryo Mass L, hand launch, last down wins
- 12-3 AMA Electric/Gas, 120 second max, best 3-flight total wins
- 12-3 P-30, 120 second max, best 3-flight totals wins
- 2 Catapult/HLG mass launch, top 3 fly-off
- 2:30 Blue Ridge Special, mass launch, last down wins
- 3:15 Awards ceremony

* Target time will be sealed in an envelope to be opened at the conclusion of flying. Make sure you record time on every flight.

Winners will be awarded a \$25 Publix Gift Certificate good for a Thanksgiving turkey for your family gathering. Bring home the bacon....er... turkey.

Events/Rules may be amended to fit weather conditions or for other considerations. These will be announced prior to the start of any scheduled event by the Head Gobbler in Charge (HGIC).

HGIC: Gary Baughman gjbman@bellsouth.net 770-313-4921

September Indoor Contest Report

Seven intrepid flyers made it to the September contest and braved two episodes of hurricane force A/C, one almost an hour long, to put in some excellent flying. Some of us even flew in the air conditioning, probably more out of frustration and boredom than anything else, but at least there were no planes damaged by the air movement.

Richard had a beautiful Goon No-Cal that absolutely refused to fly until trimming by committee was implemented. We slowly wore the plane's will down until it finally gave up and flew perfect left hand circles. Look out for this plane in the future! Hope Finn brought her new Chambermaid No-Cal from the Volare kit and put in three perfect flights to beat out both Richard and me. Lee Russell's F1M put in a dominating 10-plus minute flight, prep work for the October Rantoul contest. Bill struggled with an ill-tempered Science Olympiad prototype that looked like it should have flown beautifully, but was instead absolutely incorrigible. Yours truly debuted the new Senior Flyer for the same event and put in a long series of 2-plus minute flights—not bad. Bill redeemed his day with an absolutely artful A-6 flight which effortlessly slid into the mid-6 minute range.

The big news of the day for me, of course, was my Cabin flying, which was my main goal for the day. The model had come within 20 seconds of the record the last time we attended, so I was armed for battle. It didn't climb as high as I'd hoped, but still held on for a nice cruise, cracking the national 1991 record by a little over 20 seconds.

Nick then spent an extended time processing the model thanks to the rules for this event being dispersed throughout the AMA rulebook. Jim Conery had some nice flights with his Hangar Rat and his Easy B, all making smooth circles even when the A/C came on. Nick Ray spent the entire day chasing the Ministick record, but the air just wasn't warm enough at the ceiling thanks to unstable conditions outside and the cycles of A/C inside. He had to be content with a 9-plus minute flight, still much longer than any of the rest of us has ever done in St. Lukes. Well, that's a wrap, a good flying session, even with the A/C difficulties. See y'all in October! CD Josh Finn reporting.

ROG Cabin

Josh Finn 16:17*

Limited Pennyplane

Josh Finn 7:05

Standard Catapult Glider

Josh Finn $20.8+21.5 = 42.3$

No-Cal Scale

Hope Finn Chambermaid 4:37

Josh Finn Cassutt Racer 4:13

Richard Schneider Goon 3:25

R. Schneider (2) Clipped Wing Cub 3:16

Ministick

Nick Ray 7:43

Josh Finn 6:29

Hope Finn 3:00

Dime Scale

Richard Schneider Farman Stratoplane 1:52

Chattahoochee Challenge

Richard Schneider 2:10

Peanut Scale

Hope Finn Found 100 0:37

Josh Finn TNCA Microplano 0:29

F1M

Lee Russell 10:35

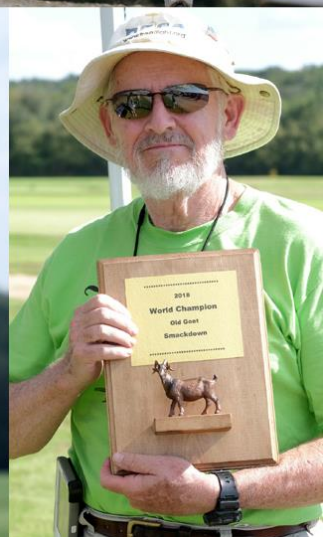
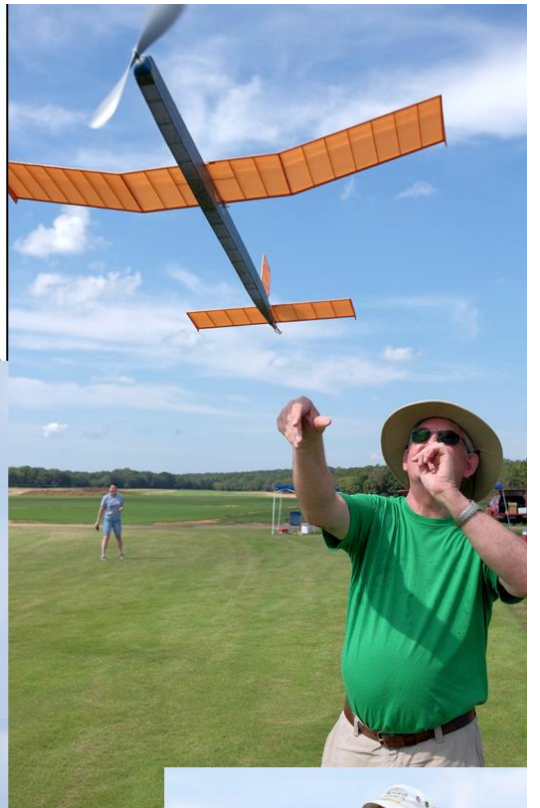
A-6

Bill Gowen 6:25

Hand Launched Glider Jr.

Caleb Finn $2.2+3.1 = 5.3$

*national record pending



Results Report—CD Karl Hube 2018 World Championship Old Goat Smackdown



Portrait of a Champion! Dohrman Crawford

All the official flight times are shown below:

Name	Flt 1	Flt 2	Flt 3	Total	Place
Dohrman Crawford	66	98	110	274	1
Gary Baughman	79	119	55	253	2
Jim Altenbern	99	85	61	245	3
David Barfield	55	43	126	224	4
Joe Ryan	77	50	68	195	5
Doug DeMasie	71	67	43	181	6
Karl Hube	30	56	55	141	7
Dana Russell	22	35	57	114	8
Todd Russell	50	45	0	95	9

This was a record year with nine competitors posting official flights. The weather was the most comfortable we have faced all summer with reasonable temperatures and generally light drift until the afternoon. The humidity was low enough that sitting in the shade was actually a bit cool and comfortable.

Note that of the twenty-six official times posted, the longest flight of the day was David Barfield's 126 seconds. No models flew away and for the most part, retrieves were easy. The P-30 flyers showed that there was lift up high, but the little Blue Ridge Specials just could only flirt with the lift to pick up a few extra seconds. Dohrman flew his flights early and thereby avoided the choppy breeze that began to pick up as we approached noon.

In recognition of his winning performance, Dohrman took home the magnificent Old Goat Trophy, his \$10.00 entry fee was returned, he will be credited a Kanone in the FAC scoring system, and he will get to brag for a whole year!

It was very satisfying to see so many folks having a good time with such a simple model airplane. Perhaps there is a message in this event?

September Outdoor Contest Report

It was a great sunny day and large turnout. We had 13 registered and 9 participants in the Old Goat Contest and several other flyers in P-30, CLG and other classes. A great time was had by all. Thanks to everyone who came out. CD Lee Russell reporting.

P-30

Karl Hube 360
 Joe Ryan 360
 Dohrman Crawford 305
 Jim Altenbern 300
 James Martin 120-00s

Coupe
 James Martin 17

Catapult Glider
 Doug DeMasie 201

No-Cal Scale

James Martin 286

SCat Jet
 Doug DeMasie 32

E-20

James Martin 105

Bostonian
 David Mills 24

A Closing Nag

In the last issue a blurb was run on the virtues of and responsibilities for membership in the National Free Flight Society. There's a bit of space at the end here, so here we go again.

Yes, one might ask, "Why join NFFS?" Well, unless you've suffered a recent brain injury, the answer is painfully obvious, but nonetheless, I'll take the liberty to elaborate in some detail. For starters, NFFS is the sole Special Interest Group (SIG) that puts Free Flight issues in front of the AMA and FAI for their benefit, whether they like it or not. Every single goodie NFFS gets from the AMA has NFFS arm-twisting behind it.

NFFS is the primary publishing muscle of Free Flight in the national media, and its bi-monthly publication, *Free Flight*, is simply the best such publication in the world, ably edited by our OFB Don DeLoach. Most, if not all, of what you see in print and digital media in the USA has NFFS fingerprints all over it. And our tentacles extend to the global media, too, although we share that stage with many other fine organizations. The website ain't no slouch, either. They tell me the Facebook page is pretty cool.

The same can be said of any of our national or global Free Flight competitions. NFFS runs the AMA Free Flight Nats, period, along with the needed AMA co-enabling of course. And whenever you see the USA competing in Free Flight on the global stage, you can be sure NFFS members were in the mix making it happen.

The membership form sits below. Note the special newbie deal. You know who you are. Eyes on you!

NFFS MEMBERSHIP & RENEWAL APPLICATION	
Mail to: NFFS Membership Office P.O. Box 74 Grosse Ile, MI 48138 USA Dues include a mandatory \$0.50 per year for NFFS membership.	Make checks payable in U.S. dollars to: National Free Flight Society
U.S. memberships (Age 19 & over) <input type="checkbox"/> 2 years \$58.00 (\$18.00 Youth) <input type="checkbox"/> 1 year \$30.00 (\$10.00 Youth)	Youth: Age 18 & under as of July 1 of the current year <input type="checkbox"/> 2 years \$58.00 (\$18.00 Youth) <input type="checkbox"/> 1 year \$30.00 (\$10.00 Youth)
<input type="checkbox"/> Check here if you desire <i>Digest</i> delivery via email. This saves valuable funds on printing/mailing, and you get your <i>Digest</i> about 3 weeks sooner. As a bonus, the electronic version contains exclusive content in each issue.	
All Non-US Residents <input type="checkbox"/> 2 years \$58.00 <input type="checkbox"/> 1 year \$30.00	NOTE: Current international members will continue to receive printed <i>Digest</i> until their membership expires. All new international memberships will receive <i>Digest</i> electronically.
Life Membership U.S. Residents <input type="checkbox"/> \$500.00 Non-U.S. Residents <input type="checkbox"/> \$550.00	
First-Time or Lapsed (more than 1 year) Domestic Members <input type="checkbox"/> 2 Years for \$29 <input type="checkbox"/> 2 Years Youth for \$9 <input type="checkbox"/> International \$37.50 Offer expires very soon...take advantage before it's gone.	
<input type="checkbox"/> Silver \$75 <input type="checkbox"/> Gold \$125 <input type="checkbox"/> Platinum \$250 or more \$_____	
To help reduce expenses maintaining NFFS records, PLEASE renew for at least two years. Thank you!	
Check appropriate boxes below: New Member <input type="checkbox"/> Renewal <input type="checkbox"/> Address Change <input type="checkbox"/> Donation <input type="checkbox"/> Amount: \$ _____ Current expiration date: Mo.-Yr. _____	
PLEASE PRINT VERY CLEARLY Name: _____ Address: _____ AMA#: _____ City, State: _____ Zip: _____ Telephone: _____ Email Address: _____	
Send all renewals, address changes, applications, and membership questions to the Membership Office, email: smartin362@aol.com	
Please go to www.freeflight.org for credit card renewals.	