



THE THUMB PRINT

Thermal Thumbers Of Metro Atlanta

- Academy of Model Aeronautics (AMA) - Charter #1834

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HEADS UP

You're reading this on a monitor. I was in on the process and still don't believe it myself. The things they're doing with electricity these days. We don't know what form the new electronic format might eventually take, so expect some flux in future issues. The move's been a long time coming, too long actually, but more and more clubs are doing it. We're in good company.

The reasons for doing it, as far as the club goes, are obvious. It'll increase the range of our circulation, upgrade the general coolness of our rag, and serve as a better marketing tool. Also and more mundanely, half of the club budget is absorbed by postage and copying costs and electrons are cheaper than both. For purely selfish, individual reasons, the change is great because folding and stapling, licking stamps, and stuffing envelopes was never my idea of a party.

Hopefully, this increase in my free time will be spent putting out issues on a more timely basis, injecting more graphics and eye candy into the E-TP, and my doing more writing outside of the E-TP. Why just harangue and vent within the membership? A whole other world exists outside our locale's purview and why give all those slackers, knuckle-draggers, sleaze bags, and others of our lessers any easy respite from the straight and narrow. Sweet Baby Jesus might forgive you; I won't.

No doubt, the new electronic format will create unforeseen problems. We'll identify them when they pop up, wrestle them to the ground, and give them a sound thrashing, as required. New challenges will abound, as will opportunities. For instance, anyone with digital photos can simply e-mail to me, like Dohrman's and Barf's contributions in this issue. The same applies to articles and plans. If you've a scanner at home, all you have to do is to scan them as an attachment and e-mail them to me. If no scanner, just go down to Office Depot or Kinko's and they'll scan and e-mail them for you at a less than onerous fee. The USPS can now spend more of our valuable time delivering junk mail.

My nagging for contributions from the membership, however, won't diminish the least little bit. Actually, it might enjoy an uptick in enthusiasm and commitment. All that extra time and unspent energy, you understand. No rest for the wicked or weary, pilgrim. Not that I'm not graciously blessed in comparison to my editor peers, so much for lumpen Southerners. The TP/E-TP isn't, never was, and never will be a mere collection of contest announcements. Be proud of yourselves, y'all, because I am. I read a few dozen NL's on a regular basis and nobody has a broader base of contributors than us. It'll be even easier for you now.

Thanks to our busy and literate membership, we've many contest reports from our various CD's and other items of interest. The outdoor season closed with the October contest and reports on this and the August and September contests follow. Reports on the September and October indoor contests at Chamblee HS follow. Barf provides a tasty photo collage of some of the outdoor action. Dohrman's been busy; he's received permission from his church for a club meeting site and the details follow. Also, he provides the aforementioned, tasty photo of his latest dime scale project and a few sardonic words on the experience of building his first scale model. Geoff provides a hearty ration of meeting minutes.

This is it from me from here for now. *Try to glue some sticks together.*

SAD AND SHOCKING NEWS

You never know what news a phone call will bring. Sometimes it really throws you for a loop. Such was the case when Barf called me to tell me Lin's wife, Janie, died. Wha?!?!

While visiting relatives in Alabama, she suffered a mild stroke. The initial prognosis was for a complete recovery. No big deal. A few days later she was put on an ambulance for transport to North Fulton Hospital in Atlanta. On the way, the ambulance had an accident of some sort and Janie incurred injuries that soon proved fatal.

I'm going to miss Janie a lot. She was always patient, kind, and generous with me and everyone else I knew. I never heard her say a bad thing about anybody. A heart of gold.

They say marrying the right woman is the smartest thing a man can do. In this, Linwood was darn near a genius. I can't imagine two people more meant for each other. Lin lost his soul mate way too early. Give Linwood a call; I imagine his house feels pretty empty right now.

SAD AND NOT SHOCKING NEWS

Clarence reports our OFB Wayne is now in the VA hospital in Milledgeville and not doing any better. He's still pretty much vegged out and remains out of it. I thought you'd want to know. His prognosis remains one of little, or no hope.

BEHIND CLOSED DOORS

We're well into our fall indoor season at Chamblee High School. Mark your calendars on November 19 for the remaining contest. The gym there is a good site with category I record-setting potential, featuring a ceiling just inches below the minimum. The floor area is as big as two basketball courts once they pull the bleachers back.

You can find a map on the website, but you don't really need it. It's school is easy to find. It's is on Chamblee Dunwoody Road, just one block north of Peachtree Industrial. Turn into the property at Stadium Drive and park in front of the gym at the tall steps. You're there.

We're not kidding about the site's record breaking potential. It's already happened twice. Last month Chris Goins set a new Open Category I Unlimited Catapult Glider record of 1:30.7, beating the old record by six seconds. Well done, Chris. He also had a standard class model and he made a record run with it without success. There's always next month.

Chris's effort came one month after Nick Ray's setting of a new Senior Category I Mini-Stick record last month. I recently had a series of e-mails with Jim Lewis and he indicated he might want to make of IHLG record run at the site. Now, that would be something to watch.

Everybody needs to back up and give ole Big Jim plenty of room to roam when the time comes. I've seen him fling them in Johnson City and he takes up a lot of real estate when he puts the beef behind it. The only other guy I saw who could make them whistle like Jim was Reed Richards in his prime. The slinging talents of the dear and departed Terry Rimert are legendary, but I saw Reed and him on the same field a few times and Reed cut him every time.

The efforts of ordinary mortals like you and me pale by comparison. Fifteen years of beer league softball and ten or so of fixture work installation have rendered my overhand motion one of creaks and groans. I'll have to wait until the discus launch techniques and airframes sort themselves out. From the boobs down, I'm still solid.

BEHIND CLOSED DOORS II

If you keep plugging away at something, good things happen. Such is the case with Dohrman's work with his church, St. Luke's Presbyterian, in the Golden Ghetto of Dunwoody. He had two goals. One was to establish a youth model club along the lines of Tim Lavender's group in Tennessee. The other was to get permission for the club to concurrently use their new activity center for our monthly meetings. A new meeting site is seen as desirable because our longtime digs at the 57th Fighter Group have become less than commodious.

Long story short, Dohrman's arranged for us to have use of the new activity center from 7:00 to 10:00 pm every third Monday, beginning in February. Ideally, we'll rifle through the business part of our meetings quickly and can use the remaining time for some indoor flying. I don't recall the ceiling's height, but I'm pretty sure it's in excess of category I specs and the ceiling's very clean with flush fixtures. Yo, yo, yo, this is a very big development! Let's make the most of it.

The church is easy to find. It's on Mount Vernon Road about one mile east of Chamblee-Dunwoody Road. It's not hard to get to because all roads in that part of the world run through downtown Dunwoody. The last newsletter of the year should hit your monitor in mid-December and will have more details and a map. Well done, Dohrman!

THUMBS ON THE MARCH: THE YOUNG AND THE RESTLESS

Our young flying buddy, Nick Ray, made the junior F1D team and he's going the Slavic salt mines next year. Nick blew doors at the Kibbie Dome earlier this summer and made the squad through his efforts that weekend.

His F1D can't be the model he slowly demolished in an agonizing retrieval from a backboard at the Peach State Champs this spring. Only a few, scant feet from my CD's table, I'll witness it took him fifteen minutes or more to bust up that gossamer creation into a dozen or more pieces. It would've taken me far less time to do the same thing. He must've built a new one. Well done, sir!

THUMBS ON THE MARCH: THE 2005 NATS

We came; we saw; we did a little conquering. About a dozen Thumbs made the trip to Muncie this year and we were rewarded with the best weather in years. Yes, it was hot during the middle of the week and Friday brought drizzle and puzzling thermal conditions. But, on the whole the wind velocity and drift was minimal throughout the week. I only found Wednesday's heat to be bothersome, but those from more genial and less rigorous climes were hampered both Monday and Tuesday. I know of no casualties to the weather, although a few had to bow out of the fray for feeling "poorly", as they say "down my way." True to form, temps dropped significantly once the sun set and posed no hindrance for leaden slumber within the cozy corral of our Bedouin encampment. I don't sleep better anywhere else.

Camp David grew by a few notches with the addition of Karl, Whit, and Frank, joining me, Dohrman, and Andy's nuclear unit at the extreme southern end of the field. How appropriate. Jim Howell pulled his RV up to the nearby RV park and added his presence and 120 volts to the group.

It's a great spot, adjacent to some of the AMA's big tents, and the Vanderbeek RV compound with it's engaging cadre of left-coasters. I use the word "compound" in the sense of the Kennedy compound. They don't travel light. They may or may not be of the Right Stuff, but they certainly own it enough of it, such as Bill's gas-powered mixer and maker of frozen and refreshing adult beverages. There's nothing like a brace of stout margaritas in the evenings to sooth the nerves after an exhausting day of free flight fun. They also make a good base coat for the subsequent twelve ounce sleeping pills.

Seriously, they bring enough celebratory paraphernalia to make the most well-heeled, NASCAR in-fielder happy. Their grill/smoker and its attending doomed larder, alone, could keep any ravenous recon platoon happy. If only we could keep them away from explosives.

Other Thumbs impounded themselves in the cushy confines of the local hotels. Jim Lewis, Diamond Don and Kay joined us, as did Jim and Wanda. The trip to Muncie offers a variety of choices in accommodations and budgets, something for everybody.

Among the Thumbs, the competitive stars shown brightest on Big Jim Lewis. His efforts this year put him in the forefront of the planet's glider men. He's always been in the lead pack, but he put some serious distance between his own baddself and the rest of the best this year. He won HLG and OT HLG by a ton, repeating his dominance in IHLG at this year's Johnson City NATS

and the Battle in Seattle in the Kibbie Dome. He won a righteous third in Catapult Glider against 47 fliers, too. His dominance was such he tied for the NATS Glider High Point Trophy this year by flying only two of the five events. Yo, Jim, put up some Classic Tow flights next year!

Graham and Andy were the only other Thumbs to garner first place honors that week. Graham swept both CO2 events, winning both CO2 Unlimited and F1K by wide margins. His CO2 Unlimited model was a marvel of minute, purposeful gadgetry: one-bladed, CF, folding prop; spherical tank; bleeder valve; esoteric and limited run Slavic motor. Sweet! He was on a serious record run and would've set a record, but a leak developed in all that tankage and valving. Ouch!

Club pal and OFB Andy won a first in the special A-1 event and a third in Classic Towline on Friday under odd conditions. He flew his veteran Jetstream in both events and posted eight straight maxes by flying in the drizzle, running up the small hill opposite the official's tent, and launching with vigor at the top of the modest summit. He thinks the languid wind, compliant topography, and cool, humid, and dense air created set some sort standing, continuous ridge lift. His eight max flights in both events took about an hour and a half. Fortuitously, his seventh place finish in P-30 left plenty of time later for his glider flying.

I scored my career best in P-30, a second place. Nothing like picking thermals in the drizzle and wiping the model dry before you launch the model every time. The smart money had the morning's muck clearing by lunchtime, but alas, it was not to be. Those that flew early and often maintained an advantage throughout the day. Accordingly, the frenetic flying of Don DeLoach put the top spot out of reach with a multiplicity of maxes. At the awards ceremony later in the afternoon, fliers agreed the conditions set up some sort of inversion layer, whereby buoyant conditions awaited those who could punch through the airy mire, if you had a fast climber.

I chose not to fly my new P-30 and went with my old campaigner. She's a little overweight after five NATS, but she didn't let me down and now has five top five finishes in five years. Maybe I can score a first or fourth place next year! Some ruts are more comfortable than others.

Karl did fine with his first P-30 run at his first NATS, placing in the middle of a competitive pack of 25 fliers. Dohrman placed second in F1K and sixth in Classic Towline. He would've placed higher in the latter event, but only had his glider, the excellent Buddenbohm Sidekick, sorted out late in his official flights. Final trimming a model in the rain on contest day isn't easy. Graham and Dohrman had only modest luck in .020 Replica, one of their stronger events, and scored a seventh and ninth, respectively.

For a variety of reasons, your trusty editor volunteered to be the AMA website's daily reporter and photographer. I'm glad I did it, but it took a lot more time than I anticipated. Two hours at the AMA building first thing in the morning, hammering out text, and another two talking to people and taking pictures in the afternoon doesn't leave much time for flying, but I was only intending to be in the red mist on Monday and Friday. So, why not? Regardless, the pay spent good.

I've nothing but good things to say about the AMA staff. They were as helpful as they could be all week. Many thanks.

THUMBS IN PRINT

The Thumbs figured prominently in the September/October issue of “Free Flight”. John Kagan’s report on the Johnson City USIC featured a good rendition of Big Jim Lewis’s performance in the glider events. Unfortunately, a photo of Jim has him wearing a pair of shorts that make his butt look big.

THUMBS IN PRINT II

Later in the same issue of “Free Flight”, ex-pat and OFB Walt Rozelle mentions several Thumbs in his excellent report on the Muncie USOC action. Several photos featured Thumbs or their models. Your trusty editor was mentioned in several contexts, including the club’s hosting of the Mother Of All Swap Meets, my Joe Beats act for NATS News, and my version of Sandy’s Moffett is shown in a neat photo. Big Jim Lewis got resounding and extended kudos for his work in the glider events. Graham gets the VIP treatment with a detailed rundown with photos for his CO2 flying. Ken and Dohrman had photos showing them launching their Stratostreak and Mulvihill, respectively. Club OFB Andy is mentioned very favorably in connection with his straight tow events. I’d love to see Andy pick up circle towing; he could be some serious damage. However, how would he look in a beret?

One aside: I guess I’m just a South Georgia boy who grew up in the muggy wilds of west Chatham county. I committed to the substantial observation that only one day of NATS week was a bit uncomfortable, namely Wednesday, when it crested the mid-nineties. Upon the first reflection of Walt’s report, I realized it and every other report of NATS week I’ve read in magazines or NL’s said the weather was way too hot and humid Monday through most of Thursday, with only Friday providing a welcome relief with cool drizzle. I supposed it’s what you’re used to. Honestly, I was comfortable Monday and Tuesday and only a bit bothered Wednesday.

What the hoot! Back home in Atlanta, I didn’t turn on my AC once this summer. Unfortunately, this has as much to say about my personal life as it does my heat tolerance. Those Carolina Cracker genes of my small farmer and blacksmith forebears must be good for something and not so good for others.

THUMBS IN PRINT III

I can’t say enough about “Free Flight Quarterly” and I’ve pimped the rag’s virtues on many occasions. The October issue is splendid on many accounts, not the least of which is an article by Fritz Mueller on the control on free flight models by electronic timing devices of a more modest nature than we’re used to, principally through PIC’s and clever, lightweight gadgetry. Way too comprehensive to discuss here, the article is a must read for those inclined toward the bells and whistles aspect of our sport, but are put off by expensive and complicated electronic timers, Palm Pilots, servos, and the like ilk.

The next few years will be interesting. All manner of cheap and reliable timing systems for engine/motor runs, autosurfaces, and DT’s are in the offing. Stay tuned.

(I'm proud to say I put Fritz and FFQ's editor, Sergio Montes, together. I'm glad the both of them are on our side. I look forward to additional collaborations between Fritz and the international free flight literati.)

THUMBS IN PRINT IV

The rarified pages on the 2005 NFFS Sympo are again graced by our man, Fritz Mueller. Entitled "Prop Talk and Whittling", he tells you everything you need to know about how props work and how to carve them. Employing, in turn, science, engineering, craft, and whimsy to relay the necessities, Fritz covers everything from pitch distributions, laying out blanks, building molding forms, composite materials, balsa particulars, carving tools of the trade and their sharpening, and more. Better for you to read it than for me to describe it. Copies of the Sympo are still for sail. No excuses. (Yo, Fritz, shouldn't that be "whittlin"?)

ONCE MORE INTO THE BREECH

The International Plastic Modelers Society's national convention and championship this summer didn't disappoint. I'm used to the southeast region's contest, hosted by Atlanta's chapter, but I wasn't prepared for the size of the national event. The IMPS filled three of the Galleria's convention halls with model exhibits, vendors, and industry reps. I'd estimate the total size of the floor area at about three football fields and the rooms were dense with merchandise, vendors, media, corporate reps, and several thousand plastic modelers.

The convention had plenty of photographers and magazine writers working the rooms, so I won't elaborate too much in these pages. Various websites and magazine articles will, no doubt, be juicy with the story and other details. I gave it about six hours and that barely touched all the bases. The individual models themselves were breathtaking, but having, I'm guessing, two thousand or more to examine was a shock and awe experience. Whit went, too, and he agrees.

Two of the convention halls were devoted to vendor goodies and I consider myself lucky to have gotten away with only spending ninety dollars, American. Albeit, wise choices all, of course. That's my story and I'm sticking with it.

THEY SHOOT HORSES DON'T THEY?

Your editor garnered a little notoriety a few months ago by being listed as a newsletter editor with a tenure of one score and a few months. Not the most singular posting to be sure, for my hitch basks in the radiant glare of Howard "El Torbellino" Haupt and his 30 years, Bob "WMC Platter" Stalick and his 40, and Ralph "Satellite" Prey and his 37.

How do we do it? I can't speak for the other guys, but it doesn't hurt if you're full of it. And I know what tankage it took to do 20 years, so I'm not standing too close to these guys next time. Forewarned is forearmed.

THUMBS STEPPING UP

A total of sixteen Thumbs served as donors for the 2005 Sympo. Well done, everybody.

This year's Sympo is a refreshing break from the usual run of articles. Edited by a Brit, Mike Woodhouse, the Sympo carries that flavor. You see words like "colour", "moulds", and "aluminium". No doubt, "tissue" was mispronounced at every opportunity.

Many of the articles carry a decidedly non-technoid bent, and believe it or not, as many pages are devoted to the future and past of our hobby and sport as those dealing with vacuum pumps, MOSFET's, and moduli. Many of the articles carry a wordy and expansive tone and some don't even have graphs. There's equations aplenty elsewhere, so left-brained types needn't fret.

The exotic flavor will likely continue in 2006 because the next editor is Harry Grogan, an ex-Atlantan currently residing in the wilds of Orlando. Me thinks he may have a Cracker or two in the lower branches of his family tree. He was mentored by our OFB George Perryman back in the days of the Dixie Maxers. All seriousness aside, expect the best.

And be a donor next year. It's only money. Life is fleeting. Just ask Linwood. He writes that check every year. If you haven't yet, buy the 2005 edition. It's a good read, emphasis on read.

THERE'S ALWAYS ROOM FOR MORE

Our OFB John Blair is moving into a smaller workshop and is looking to sell all or part of his massive magazine collection. Way too big to describe here, it includes everything you've ever heard of and goes back to the thirties and forties. Full runs of MAN, AT, MB, FA, FM, AM, and more, totaling 1656 issues. Call John at 828-389-3777, if you're interested.

OUR MAN RAY

I spoke to Frank Stewart about the status of the court fight over Ray's will. Ray's daughter, Heather, brought suit over the actions of his "caretakers". Long story short, the jury came back unanimously in favor of Heather's side. The other side appealed and some yahoo judge came down partially in favor of the other side. The court fight continues, but Frank was optimistic about Heather's chances.

I hope there's an express line down into the infernal regions of the hereafter. Old Scratch has some fine candidates coming his way. How some people can sleep at night is beyond me.

Ray had more class than an old Buick. He deserved better. It will all work out in the end and this, too, shall pass. This situation is why they wrote Ecclesiastes, brother.

A FINE OPPORTUNITY

Fearless Leader Emeritus Frank has an old Champion Models brand "Wake Up" kit gathering dust and looking for a home. I've one, too, and I can vouch for the quality of the wood and

prefabrication of parts. Champion was an excellent kit company while they were in business. I never got around to building my kit of the Wake Up, but it wasn't the kit's fault.

If you've a hankering to fly Wakefield and don't want to go the high end, prefab, CF/Kevlar route, this might be worth exploring. You'll need to make some modifications to the motor section of the fuselage to account for the 40 to 30 gram rubber weight reduction. Also, the kit comes with a flat-bottomed wing airfoil and you'd be better off adding some underchamber to it for better glide performance. This shouldn't add to much workload to the project because it's likely the only reason you'll have to touch the straight and geodetic wing ribs because all the pre-cut parts are immaculate.

If you don't want to go the Wakefield route, the fully geodetic wing and stab could be used for other projects. The prop, while a genuine whittling project, could be useful for other classes. Mulvihill comes to mine. I just hate to see a fine kit go unbuilt, including mine. Frank can be reached at 770-461-9870.

LOOKING FOR ONE GOOD ARTIST

I'm looking for someone to develop a new letterhead for the E-TP. Linwood's old title page has soldiered on for twenty-odd years and served us well. However, it's of no real use to us now. Whereas the old title page had to provide spaces of addresses, stamps, contest and meeting announcement, and date and issue markings, well, the new title page just has to look and promote interest. Eye candy. I've used the old one to cut-and-paste a temporary one, but it ain't no great shakes.

If anybody out there with a flair for graphics wants to give it a shot, be my guest. You can reach me at the address given. Feel free to amaze me with something.

NOT REALLY SURPRISED

I read an excerpt from a British newsletter in a domestic rag that reported current Euro fliers of F1Q events are getting climbs three times higher than current F1J's. Ouch! The FAI's new F1Q were designed to do the usual; level the playing field, re-use some existing airframes, allow economical access to the event, etc. We've heard the tune before. Apparently, the allowed weight of batteries provides enough power to completely trash the original rules concept.

No doubt, there will be adjustments. Here's my paranoid guess as to where the FAI geniuses will go with the changes. They'll just up the minimum weight requirements. The FAI loves big and highly-loaded model airplanes. The resulting models will be heavier, more prone to damage, and performance will be mediocre to all but a handful of EE/AE elites. Sound familiar?

Don't look to the F1Q event to increase the ranks and craft of electric power fliers. Rather, look to AMA E-power, FAC-types, and sport fliers to move the chains. Fine with me.

MARK YOUR CALENDARS

Dohrman has secured the night of Saturday, January 21, for our annual banquet at Crowne Plaza, our customary locale, convenient to Powers Ferry Road and I-285. Hopefully, bridges

won't collapse, roads won't burn, and ice won't cover the land. Think I'm kidding? Paranoia isn't always crazy when you've history on your side. Whenever and wherever we gather for the banquet, the Four Horsemen are never far away.

NEXT ISSUE

Look for it on your monitor around mid-December. We'll have the last indoor report, news as might be appropriate, and whatever rant I may have at the time that needs venting. Dohrman's volunteered to make all the necessary arrangements again, so we'll have the details and whatever forms are required. Hopefully, we'll have the winter and spring indoor dates by then. However, you see the dates first on the website, so check there from time to time.

On other fronts, anybody have a hankering to be a club officer? As in years past, most of the officers will agree to stay on, but some may not. Anybody feel like serving in one capacity or another? We could use a few more CD's, for example.

The E-TP does offer immediate opportunities for Thumbs to conveniently e-mail these offices photos of your latest projects, like Dohrman's and Barf's present contributions, or plans and articles. Heck, send me anything with even the vaguest connection to model aviation, like UFO's, or more mainstream items like photos of your new models or trimming sessions. Electrons are cheap. Don't make me work too hard!

Ciao, y'all!

CONTEST REPORTS

Contest July 10, 2005 CD David Barfield

Flying was probably the lightest of the year. Weather was good so where was everybody? We can only say they didn't show because they hadn't finished building that latest ship.

We had 3 official entries, Dohrman, Karl and myself. Only recorded flights were as follows:

Dohrman Crawford in Catapult Glider 115 sec.

HLG- Dohrman Crawford 105 sec. David Barfield 77 sec.

Cat-A-Piglet- Dohrman 133 sec. David Barfield 78 sec.

Contest August 14, 2005 CD David Barfield

More flying than July although I had to take over the officiating as David Mills deserted his post (work, of all the excuses).

9 official entries (see July, we tripled it).

Results: P-30- Karl Hube 326sec, Gary Baughman 209sec

HLG- Jim Altenbern 188 sec

Catapult Glider- Jim Altenbern 188 sec, Gary Baughman 60 sec.

Cat-a-Piglet- Gary Baughman 160 sec, Jim Altenbern 121 sec.

OT Rubber- David Barfield 127 sec.

Contest September 10, 2005 CD Bill Gowen

We had a small but lively turn out for the meet today. Here's a quick summary of the highlights:

New State Records:

HLG - Bill 75.5 sec.

Std. CLG - Chris Goins 81.0 sec. (24 seconds better than old record!)

Unltd. CLG - Bill 83.1 sec.

Mini-Stick - Nick Ray 6:51 (tied John Barker's old record)

Pennyplane - Bill 12:17

New National Record applied for:

Mini-Stick, Senior Class, Category I - Nick Ray 6:51

OCTOBER INDOOR CONTEST & RECORDS. 10/15/05

Rather a disappointing turnout, but we managed one National and one club record during the course of 55 recorded flights. The National record (subject to official confirmation) was set by Chris Goins flying his beautifully designed and constructed Cat 1 Open Class Unlimited Catapult Glider 219. Both he and Bill Gowen have been doing some Incredible flying with both hand launch and catapult gliders. You should come out and see for yourself sometime. Not to be left out of the record chasing, I built a new unbraced wing (to get rid of those gossamer like brace wires which hang up in the ceiling stuff) for my Intermediate Stick (100 sq.in.). It came out somewhat heavy Oust over 1.5 gm.) but managed to beat the existing club record by a colossal 1 sec.! My Bostonian was flying rather well for a 3rd flight of 2:26. What I did not realize was that another flight of only 2:14 would have broken Tim Lavender's State record set way back in April '99. Instead I flew for a `safe' flight of only 2:02. Nick Ray was doing some good flying with his Ministick in pursuit of a National record, but for some reason did not record any of his times.

Enough chatter, here are the best individual flight times:

Limited Pennyplane 208	Barker 4:59	Gowen 2:06
F1 L - 1.2 gm. EZB	Gowen 9:16	Very good !
A-6	Karl Hube 2:34	
Intermediate Stick 202	Barker 8:58	
Bostonian 215	Barker 2:26 + 2:02	
Back Porch Pusher	Schneider 1:02	
Unlimited Catapult Glider 219	Goins 47.0 + 43.7	Gowen 40.6 +41.0

Hand Launch Glider 212	Gowen 40.4 + 39.0
No-Cal (profile) Scale	Schneider 0:42 + 0:50
P-nut	Schneider 0:32 + 0:34
Hangar Rat	Hube 1:29 + 1:24
Chattahooche Challenge	Schneider 1:44 + 1:57

"Outdoor" flyers!! Just think, NO scorching sun, wind, rain or cold. Just stop by sometime and watch the fun. You might just be inspired to build a Hangar Rat or even a Limited Pennyplane !!! Next meet - same place, 8.30 to 4.00, Chamblee Charter High School on November 19 '05.

John Barker

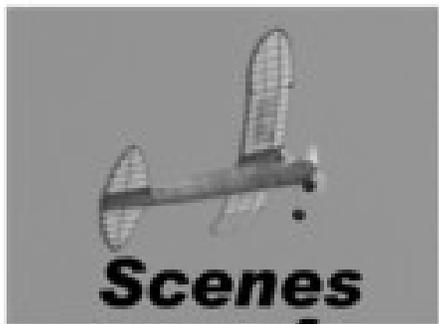


Well, I lost my mind and completed my first ever Scale Model. It is a Dime Scale of a conversion of the Bristol Monoplane fighter of WWI to a racer. It was done in Australia in the 1920s. [I had no idea how long it would take to finish this little dude.] It weighs 11.2 grams. I have no idea how it will fly, although the glide isn't bad, just steep with all that drag. At any rate, here is a model that is based on a plane so old it will please all of the OT fans.

Regards,

Dohrm

No, boys, it isn't rc....ha!



**Scenes
from
last
few
contests
2005**



The Thermal Thumbers of Metro Atlanta, 19 July 2005, Meeting Minutes

President, Howard Klemmetsen, called the meeting to order. Eight members and one guest were present. The last meeting minutes as published in the newsletter were accepted by the members present.

The treasure's report was read by Don Brown and accepted by the members present. Deposits were \$31.00 and expenses were \$257.99. Don reported that two more dues were paid.

Old Business

Dohrman Crawford reported that the pastor at his church had been busy moving into a new house, which resulted in the delay to meet with Dohrman. The new gym was nearing completion. The interior of the gym has carpeted walls, no exposed girders, recessed lights, and no bleachers. The gym is at the St.Luke's Presbyterian Church located in Dunwoody. Dohrman said an indoor flying demonstration coinciding with the October Saturday meet would present the model airplane activity to the pastor and any other church officials. There will be a need for volunteers from the club to assist with a youth model flying club activity.

David Mills reiterated the need to have a brief meeting each morning at the Nats with club members who will be present.

New Business

David Mills presented the idea that the club dues could be reduced when the newsletter is sent by email because the copy and mail expenses would be eliminated. This idea did not find much enthusiasm.

Show and Tell

David Mills showed his P-30, a highly modified Air Shark

Dohrman Crawford showed his 1/4A Air Bo built from a Lee Campbell kit.

Tom Couch showed his scale rubber Mr Mulligan built from a Dumas kit.

The meeting was adjourned.

Respectfully submitted, Geoff Gros Guth, Secretary

The Thermal Thumbers of Metro Atlanta, 16 August 2005, Meeting Minutes

President, Howard Klemmetsen, called the meeting to order. Seven members were present. The last meeting minutes were read by Geoff Gros Guth. The meeting minutes were accepted as read by the members present.

The treasure's report was read by Don Brown and accepted by the members present. Deposits were \$30.00, expenses were \$6.00. Don reported that one more dues was paid.

Old Business

David Mills reported that 8 members participated at the NATS contest. The weather was hot throughout the meet; however, a low lying fog was present in the morning later in the week. It was a good meet.

David Mills said that Ollie Benton had purchased the prizes for the mass launch event that he is sponsoring. The theme of the mass launch will be model aircraft designed by Earl Stahl. First prize is a set of plans for a 30" Stinson aircraft, second prize is a Taylorcraft kit and third prize is a Rearwind Speedster kit.

David Mills reiterated that the next newsletter will be electronic. Frank Hodson expressed consideration for only member access of the newsletter and for it to be posted on the web site. David said the next newsletter would be available in September.

New Business

Don Brown said that after the next checking account statement from Wachovia Bank there would be no more service charges, because of the bank's new policy with non profit organizations.

Frank Hodson mentioned that he had received the kit prizes from Lee Campbell for the September meet.

David Barfield said that the Tom Maher family with two children had joined as family members.

Howard Klemmetsen wanted the club members to think about new officers for next year.

The meeting was adjourned.

Respectfully submitted, Geoff Gros Guth, Secretary

The Thermal Thumbers of Metro Atlanta, 20 September 2005, Meeting Minutes

President, Howard Klemmetsen, called the meeting to order. Seven members were present. The last meeting minutes were read by Geoff Gros Guth. The meeting minutes were accepted as read by the members present.

The treasure's report was read by Don Brown and accepted by the members present. The balance brought forward from 15 August 2005 was \$1274.23, deposits were \$146.00, expenses were \$172.25,

Old Business

Dohrman Crawford said that a demonstration indoor flying event was held in August at his church's new gym located in Dunwoody. Those participating in the demonstration were John Barker, Dohrman and Bill Gowen. While talking to Dohrman, the associate pastor said the indoor flying activity was a "good fit". The facility should be rent free. The idea is to have participation from the community youth and adults.

There were 7 people who participated at the indoor meet held at the Chamblee Charter High School on 10 September. New records were set.

Frank Hodson said that the kits not given out as prizes for this year's contests would be kept for next years contest prizes.

The kits donated by Ollie Benton were not used. The kits were identified by David Barfield as the Flyline Stinson for first prize, the RN Taylorcraft 057 for second prize and the Rearwind Speedster for third prize.

New Business

Frank Hodson will remain as liaison between the club and the North Georgia Sod Farm. He will check with the manager to verify that our contest and flying activity does not conflict with any other weekend activity at the sod farm.

There was much discussion of the contests to be held at the sod farm next year. Frank Hodson's suggestions were to have 5 unsanctioned one day meets and 2 sanctioned 2 day contests or 6 unsanctioned one day meets and 1 sanctioned 2 day contest. Another suggestion was to have some meets as a general flying event with many types of models. Scores could be based on the handicap point system. Don Brown suggested looking at previous contests to see what events had the most participation. David Barfield suggested core events to be hand launch glider, catapult glider and P-30. No definite decisions were made at this meeting.

Howard Klemmetsen queried each of the officers about continuing next year and the result was that the current officers would continue next year.

Dohrman Crawford would make arrangements for the banquet in February. The challenge in this task is to find an interesting speaker that does not charge the earth.

The meeting was adjourned.

Respectfully submitted, Geoff Gros Guth, Secretary

The Thermal Thumbers of Metro Atlanta, 18 October 2005, Meeting Minutes

President, Howard Klemmetsen, called the meeting to order. Six members were present. The last meeting minutes were read by Geoff Gros Guth. The meeting minutes were accepted as read by the members present.

The treasure's report was read by Don Brown and accepted by the members present. Deposits were \$80.00, expenses were \$97.00. This was the first month of no service charges from Wachovia Bank, because of the bank's new policy with non profit organizations.

Old Business

Dohrman Crawford said he would approach the person in charge of activities at his church to set up an indoor meet in December. This meet would be advertised as an all day event so as to attract as many people as possible to watch or participate in the flying activities.

Newsletter status: David Mills has someone assembling the electronic version.

New Business

The discussion of the contests to be held at the sod farm next year was continued from the September meeting. Some of the events that were active last summer and past years were catapult glider, hand launch glider, P30, straight tow line glider, CO2, and old time cabin and stick models. These are model events suited to the size of the field at the sod farm. Knowing the number of FAC advocates in the southeast, Dohrman suggested having an FAC scale event at one of the meets. Howard mentioned that we live in a church belt and some of the members attend church on Sunday and are less likely to fly on a Sunday. Dohrman mentioned that the Embryo beginner duration event might interest some of the prospective young people. Howard suggested a 30 minute build and fly event for prospective young people. Linwood Cochran suggested looking at past contest results and having contests that included the most active events. Howard suggested some events could be combined and a handicap point system could be used to adjust flight duration times.

Linwood had a question on the candidates for the Executive Vice President of AMA, however there was no consensus of opinion among the member present.

Howard asked whether there was interest in nominating any past or present club member for the AMA hall of fame.

Dohrman said he would get together with Frank Hodson and plan the AMA sanctioned meets for next year at the sod farm.

Show and Tell

David Barfield showed his Joy Stick for .020 gas engines and a FuBar for .049 gas engines.

Dohrman had his framed up dime scale WWI Bristol "Bullet" which was converted from a radial engine fighter to an inline engine racing plane.

The meeting was adjourned.

Respectfully submitted, Geoff Gros Guth, Secretary