



# THE THUMB PRINT

**Thermal Thumbers Of Metro Atlanta**

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

David Mills, Editor  
404-509-4209

[davidmillsatl@comcast.net](mailto:davidmillsatl@comcast.net)

[www.thermalthumbers.com](http://www.thermalthumbers.com)

Nov. – Dec./2005 Issue

Brook Dixon, Jr., Publisher  
[brookdjr@charter.net](mailto:brookdjr@charter.net)



**“JEEZ, CAPTAIN CRAWFORD,  
THIS IS GOING TO MEAN SOME  
UGLY PAPER WORK**

## **HEADS UP**

This is the second issue of the “Thumb Print” produced and distributed in digital format. The process has been educational, to say the least. I thought in the beginning that getting the issue to the point of readiness for distribution would be the hard part. At that point, it would be just a simple matter of a few prudent keystrokes, and at the speed of light, the issue would be on everybody’s monitors.

Well, not so fast my friend, as one sports pundit is so apt to say. The aforementioned “hard” part turned out to be a piece of cake and the “easy” distribution phase turned out to be the metal debris in the oil pan. It turns out the format in which a newsletter is e-mailed makes a big

difference in how easily it's read off the screen and/or downloaded and printed for reading later. About a dozen of the member households had one difficulty or another, roughly one in five.

The problems were varied and either understandable, or arcane beyond this writer's apprehension. The gurus circled the wagons and theorized most of the issues could be solved by re-formatting everything into PDF files. This will or has knocked out most of the problems. No doubt, there'll still be fine-tuning of our distribution techniques that will further improve things in this aspect. This hope stems from the confidence of my gurus and nothing I came up with, believe me. All of this software massaging is the inspired labor of Webmaster Bill, Brook Junior and Colorado's "Max Out" editor, Rick Pangell. Thanks, y'all.

More problematic is the issue of some member households having poky dial-up connections. We'll do what we can there, but the results of this work will be more the products of your internet service and not our efforts. Some of y'all's internet services are just good for e-mailing and little else. I hope that was diplomatic enough. The work continues.

The last of the remaining contest reports follow. Many thanks to Gary and Fearless Leader Emeritus Frank. Gary provides some photos of some recent workshop activity. In this, he reprises Dohrman's provision of same in the last issue and I hope everybody jumps on this bandwagon. Every newsletter needs eye candy. Many thanks to Gary and Dohrman. Keep them coming!

Again courtesy of Dohrman, we've big noise of the monthly meeting front. Basically, Dohrman's secured permission from the people who matter at his church for us to use the activity center for our monthly meetings. The details along with a photo follows. Many thanks, Dohrman. Well done, sir.

I try to keep the filching of materials from other club's newsletters to a minimum, but fellow Thumb Carl Bakay ran young Chris Goins' stellar Sci/Oly Class C model, Double Trouble, in his rag, S.L.I.M. He, in turn, lifted it from the H.A.F.F.T.A. newsletter. It's too good to pass up. Webmaster Bill's mentoring efforts with local kids have produced high-lying fruit in Nick Ray and Chris. (We heralded Nick's making the USA Junior F1D Team in the last issue.) Chris has a raft of victories with Double Trouble, including a first at the 2005 Johnson City USIC. Lifting this one doesn't bother me. First, imitation is the sincerely form of flattery. Second, we've known Chris since before his voice changed. Third, Carl is a Thumb and Chris is a Thumb protege. Fourth, it's been a long time since any of my colleagues have provide a plan for the TP. Fifth, it's a cool two-pager and electrons are cheap. Enjoy. Well done, Chris.

Your editor blowviates hereinafter on a topic of some interest to Gary and me, that being the subject for model-building classes for seniors. The opinions that follow are mine and mine alone, but I don't think Gary would find much with which to argue. Let me formally posit, once again, I'm not opposed to our sport's youth programs; I'm not just convinced they're going to solve many of the sport's problems, in and of themselves. (This recurring disclaimer is probably a waste of time. People are still going to think I'm opposed to youth programs. Some people really need to re-learn how to read and/or think.)

By all means, find and peruse Dohrman's flyer on the annual banquet. Don't delay completing the form and returning it to him. I jerked your chains a little in the last issue, so I'll keep it brief and to the point here. Consider yourselves reminded. Do it!

Your editor reviews the club's year in 2005 and comes away guardedly pleased with ourselves. "Looking back at it", we had a busy flying year and the contest reports of this and previous issues show it. Now, yours truly has the pleasure of grinding out the various high point

totals. Was it not ever thus? We'll announce the winners and hand out the hardware at the banquet.

Step one for duplicating this success in 2006 is the renewal of everybody's club memberships. The first harangue of the year is hereby shot across the your bow and will be done again in successive issues, but in much less gentle a fashion. The first responders will, no doubt, find it unnecessary and the recalcitrant will find it a nuisance. I don't care about the latter's feelings. You will know who you are.

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

## **FIRST, SOME SAD NEWS**

I was looking forward to writing a happy issue and ending the year on the upswing. Alas, it was not to be. Clarence called yesterday, the 20<sup>th</sup>, and told me Wayne passed away at Oconee Medical. He died of complications from the pneumonia he contracted a few days earlier. The doctors said he was in such a weakened and chronic condition to begin with he just couldn't fight it. At his end, Wayne was in a very bad way. He was down to eighty-odd pounds and pretty much comatose. Perhaps his passing was a blessing because his quality of life was rotten in the end and he wasn't going to get any better. His family was at his side and he slipped the surly bonds quietly.

I was going to say I was going to miss Wayne, but frankly, all of us have been missing Wayne for a long time. He was a good friend, companion, and club member from the very beginning. Wayne was one of the best scale modelers I've ever seen and he could make almost anything fly. Come to think of it, his P-38 was the only model I saw confounding his talents. It certainly looked good enough. Wayne had the master's knack for adding a multitude of scale details with little weight or time penalty. A thorough craftsman, he excelled at both the basics and the little details. His airframes were always meticulously prepared and his tissue covering was always flawless. You never saw a wrinkle or sag on any of his models. He was as good with an airbrush as anybody. His Kate was a masterpiece. His models weren't hangar queens either. He flew them a lot. His capacity for repairing crash damage was unparalleled in my book.

Who's to say what cause his demise? Drinking too much would be an easy answer. Certainly, if you're only 150 pounds, soaking wet, drinking a twelve pack everyday isn't a good idea. My guess is, during his last few years, Wayne's life woes just got to be more than he could handle and he never could fix them. They never left him and they just wore him down, first mentally and then physically. The beer only made this easier. Sometimes life puts you in a hole that you can't get out of.

I'd like to thank Clarence and Yvonne for all they've done for Wayne the last few years. Most of you don't know the details, but trust me, it's been a lot. They've kept me informed all along and I've been amazed with their commitment to Wayne's well-being. And it's not like they haven't had an issue or two in their own lives in that time. If what they've done the last few years hasn't shown a nobility of character, I don't know what would. Give them a call, they're taking it pretty hard.

## **A LOT FOR WHICH TO BE THANKFUL**

It's always good to use the year's end as an excuse to push the chair back, put the feet up, and ponder where you are in one's brief saunter through life, and likewise, where we are as a club. We've much for which to be to be thankful.

The membership grew with a few more folks. Not many, but a few. I don't think anyone drifted off into the amorphous ether. We must be doing something right.

Competitively, we retained our high national standard. Several members made their presence felt at the Johnson City USIC and the Muncie USOC. One of our young members is on the USA Junior F1D Team and going to the Slavic salt mines. Several members either published articles or photos in the national free flight press.

We held onto our flying sites, no small feat in our area's insane and hyperactive real estate environment. We still have the N. GA Turf Farm to fly on at our collective pleasure. I live right in the belly of the beast in the much ballyhooed Buckhead district and it's only forty-five minutes from engine-on to engine-off. Generally, our attendance at our outdoor meets showed a modest uptick from the previous year, to these eyes at least. However, while we flew up a storm collectively, a shockingly small amount of it was for official flights and scores. The field could certainly be bigger, but I'm not complaining.

Due to our steadfast participation in our local area's youth aviation programs, we've a selection of indoor sites to use as circumstances permit. Further, the Chamblee HS gym is becoming a magnet for national category I record-breaking. Next year, we can look forward to the use of the Grand Hall at Dohrman's church, St. Luke's Presbyterian, in the Golden Ghetto of Dunwoody for our monthly meetings and fun flying sessions afterwards. This will grow sweet and subtle fruit by increasing meeting attendance. Also, Dohrman's starting of a youth model aviation club at the church will add even more kids running around our flying sites. More on these delicious tidbits later.

Sadly, we did lose another old and dear friend to the hereafter in the sudden and unexpected departing of Linwood's wife, Janie. Literally, she was here one day and gone the next. Lessons for the living, my friends.

In summary, thanks to Whomever Is Keeping Score for our mixed, but overall good fortunes. Let's try to move the chains forward in 2006. Let's take advantage of our new indoor meeting site to the maximum degree possible. Let's keep stoking the fires in our local schools' model aviation programs. Let's maintain the courtship in our relations with the good people at the turf farm. Let's hope our continuing marketing efforts and the new electronic "Thumb Print" bring in a few more errant souls. In terms of indoor participation, let's hope the indoor cadre keeps on keeping on. Frankly, we outdoor types need to hunker down a tad or two and put up some more official flights.

And ferchristsakes, let's all be better prepared for the Muncie NATS, both in models completed and models trimmed to toe the line come sultry August in the heartland.

## **SEND DIAMOND DON YOUR MONEY NOW**

Let's keep that warm and fuzzy feeling going by renewing our club memberships early, as in this year. The money is always well-spent in the present or wisely-saved for later. The required form follows. Download it; fill it out; send it to Diamond Don, as indicated. Thanks in advance.

I'm preparing to B-slap the recalcitrant as required in early 2006. Forewarned is forearmed, Kemosabi.

## **GATHERING TOGETHER IN THE SPIRIT**

We've a new meeting site and we can thank Dohrman for it. We've officially secured the use of the Grand Hall, as it's known, at St. Luke's Presbyterian in Dunwoody for our monthly meetings and a gathering place for a youth aviation club Dohrman is starting there. Mark the third Monday evening every month starting this February until I tell you to stop. The church is easy to find. It's on Mount Vernon Road about one mile east of the Chamblee-Dunwoody Road intersection.

The photo that follows shows the room to have potential as a flying site. I'd estimate the ceiling height for most of the room to be about twenty feet high. The ceiling appears very smooth with recessed lights and vents. The forbidding, black central recess is less bothersome than it looks, according to Dohrman, because the two basketball goals recess efficiently into this space, minimizing the potential for snagging models.

It'll do just dandy as a meeting site. Dohrman's notes that accompany the photo provide more details. See you there at 7:00 pm on Monday, February 20<sup>th</sup>, and every third Monday thereafter. We have the room until 10:00 pm, so let's get the business part of the meetings out of the way, so as to maximize the flying time. Prepare to be admonished, if this isn't happening. We really need to make the most of our opportunities here. Having a regular, monthly meeting site where we can fly, too, will be a very good thing for the club.

## **THUMBS IN PRINT**

Dohrman published a dandy article in the November issue of the NFFS digest. He reviews Stan Buddenbohm's new kit of the "Sidekick", the first one of the market specifically designed for the new classic towline glider event. I've seen the kit and the finished product in the air and it's everything we've come to expect from Stan. But, we'll leave the details to Dohrman.

The article is good piece of work. Dohrman sticks to his clear and direct "say and shut up" style. The latest of several literary efforts, the article moves along briskly, describing his purchase rationale, the kit's contents, assembly high points, and trimming and contest flying experience. The accompanying photo does the model a fine justice, but then again, how can a model airplane not look good in red/black, silver, and white. (Wisely, he's a Miami of Ohio fan and benefits from that school's choice of marshal colors. According to Dohrman, Miami of Ohio was a college before Florida was a state. Take that, Hurricane fans. )

"If in ya got ah hankerin'" to fly classic towline glider, sometimes labeled straight tow, you can't go wrong here. Send Stan your eighty-five dollars, American, to the address indicated. I'd also recommend one of the old Ultimate Dragmaster kits, if you can find one. Heck, build both. You'll need a spare.

Dohrman repeated his literary exposure with another product review in the December issue. Several months ago both he and I were bitten by the discus launch glider(DLG) bug and both of us bought Len Surtees' excellent Stinger kit. True to form, Dohrman built his first. He relays his impressions of the kit's contents and construction, and later, the trimming and flying of the model. Both of us feel the DLG has a great future, particularly for those with a more generous life tenure. Or baby boomers with blown-out arms, to those of a more leaden

sensibility. However, we feel the locked-down DLG format, like that of the Stinger, is a work in progress. The auto-surface version is much further along; practical examples with analog timers have been published and the digital version is on the verge. Idle hands are the devil's workshop and many DLG enthusiasts are carrying a credit balance on this issue. I was expecting some DLG action at the 2005 NATS, but was surprised by its absence. Maybe 2006 will be different.

Not a member of the NFFS and don't have a copy of these issues of the digest? Well, shame on you. I'll save the barbs for next installment, the annual nag issue. In the meantime, you know who you are.

## **THUMBS IN PRINT II**

The December issue of "Flying Models" is out and Larry Kruse adds another article to his 600 plus resume with his engaging recount of the 2005 NATS. No Thumbs got their mugs in the article, but my apparently photogenic Moffett was featured twice, both in color, one in the article and the other on the table of contents page. Whit might be shown timing one of Bud Romak's ROW flights. Et tu, Whit?

I received quite a few comments on my version of Sandy's Mof-It that week. She's definitely a looker. I don't know what's more appealing, the model's stylistic swoops and curves, or the delightful red, black, silver, and white color scheme. The similarity to UGA's football uniform colors is purely coincidental. I selected the colors for their nearly ideal anti-camouflage qualities against the sky and greenery. Go, Dawgs!

## **WHAT HATH MAN WROUGHT?**

Holders of the aforementioned issue are encouraged to read the article on the one-tenth scale, RC C-17 Globemaster. Yes, pilgrim, you read that correctly. The beast is a four-engined, seventeen foot wingspan and length model, with retracts no less. It stands almost six foot tall at the fin. The builder, Dave Matthews, used the interior cavern of his large van to determine the maximum cross-section of the fuselage. Everything else followed that. The wings tips disconnect just outside of the inboard pods and the fuse parts in two just aft of the wing TE. This allows these bits and the remaining odd pieces to be stashed in the van's nooks and crannies. He mentions he's married. Someone send that woman a medal or some medication.

The guy says he's Irish in the article. That would explain a lot. (Hey, I'm from Savannah. You can't swing a dead cat down there without hitting Irish. Anybody from Chatham county has earned the privilege to be judgmental. Ever been on River Street on St. Patrick's Day? Nuff said.)

## **THE ROAD LESS TRAVELED**

Gary was kind enough to send some photos of an immaculate SE5A and TA 152 for your perusal and they follow shortly. I've seen the TA 152 fly and it's a performer. I assume the SE5A is likewise; it certainly is a stunner and a mighty fine-looking model airplane. I never saw a SE5A that was built straight that didn't fly. The nose art is also courtesy of Gary. If idle hands are the devil's workshop, things are pretty righteous over at the Baughman household.

He relayed to me his recent experience with his senior clinics this fall. By way of background, Gary's held as many youth clinics and mentored as many TSA and SciOly groups

as anybody on earth. His experience in these efforts spans decades. He's somebody I listen to when it comes to getting our sport out there. He and others like him are where the rubber meets the road.

He decided to do something different in 2005. I don't know if it was his idea or someone else's, but he began a series of model-building classes for seniors up in Cobb county. How did it go? He says it was the most rewarding mentoring experience he's ever had and he's starting more this winter and spring. He'll continue the work with youths, but is really sold on the senior classes. His two classes produced eleven stalwarts and he expects a few to become members.

Gary and I've had repeated discussions about both the value and limitations of youth aviation programs over the years. We believe down to our bone marrow that youth programs have value and are worth the investment of time and resources. However, there's a lot they won't do, like save our sport, for example, in and of themselves.

We should be marketing our sport to a wide range of people. Gary reports seniors, and by that I don't mean the AMA's seventeen to eighteen year old age group, are an ideal group for several reasons. They have whole blocks of available time and the attention spans worthy of the effort. They made it through the educational system before the "issues" made their ugly appearance. They grew up in a time when working with your hands, in close connection with their brains, was commonplace. They come to the classes as enthusiastic pupils and are keen on learning our skill sets and aren't as distracted. Also, any tattoos you're likely to see are forty years old and acquired in the rougher neighborhoods of Subic Bay.

Will senior programs solve all our sport's problems? Of course, not. But to my way of thinking, they're a solid step among many others in the right direction. Am I rattling an outre paradigm in front of you? You betcha! A little heresy every now and then is good for you. Back to the business at hand. Gary next series of classes will have his students build a series of models from kits and plans of their choosing. This is a step up from the embryo-sized models they built in the fall, all of which flew well. Most of us in the club have more kits and plans than we'll ever use. I hope Gary won't have far to go for plans, kits, or need help in getting his seniors to complete their projects. Touch base with him <[gjbman@bellsouth.net](mailto:gjbman@bellsouth.net)> and give him some stuff or some time. Gary's having a ball with his classes. You can, too.

## **ANOTHER TOWN, ANOTHER MUSEUM**

I'm in the middle of a project in Niceville, FL and I had some dead time. I looked at my area tourist map and saw there was a museum in nearby Elgin USAF base. Off I went. If any of you are in the Destin/Fort Walton area, be sure to check out the USAF Armament Museum. It's free and has a lot to offer.

While not a large facility, it's dense with goodies. Several dozen aircraft are parked outside and you can reach out and touch all of them. Plenty of tires to kick. Examples include, but aren't limited to, the entire Century series, SR-71, Canberra, B-29, B-17, F-16, F-15, A-10, Dakota, MIG 21, F-86, F-84, B-24, B-52, C-130, B-47, F-4, P-51, P-47, and F-4. This wealth of flying iron was a welcomed surprise. I wasn't expecting that bevy of eye candy.

Additionally, fresh goodies awaited inside. There were examples of all the airborne mayhem you've ever heard of. Hound Dog's, Tomahawk's, AIM's, HARM's, Sidewinder's, napalm canisters, cluster bombs, bunker busters, and latter day Gatlin guns of all calibers were in abundance. The displays included guns and bombs from WW I up to the current conflicts in the Persian Gulf. Looking at a WW I Lewis gun next to the GAU-8 gun from a Warthog is quite a

study in contrast. That GAU-8 is a bad boy and does give one pause, as does the vast array of the 30 mm ammunition it can sling at the unfortunate saps doomed by fate to be on the receiving end of all that unpleasantness.

Two exhibits still stick in my mind. One was that MOAB sitting outside the building entrance. That's MOAB, as in "mother of all bombs." That's not the official USAF designation, but what everybody uses anyway. It's as long as a school bus, as big around as a hot tub, chock full of high explosives and a harbinger of unimaginable ill portent. Ouch!

The other exhibit that shocked and awed was the one foot cube of armor plate with a big hole thru it. It resoundingly answers the question of what happens to the hull of a tank when it's hit by a 30 mm anti-tank round from a Warthog. The hole is big enough to pass a soft ball thru and shows a ring of jagged, molten metal as a sign of the round's passage. When you consider the mass of the high density round and the dense material that was once the hole got turned into plasma which would've been sent jetting into the tank, rattling around your lap, at a few thousand feet per second, why would anyone pick a fight with the USA? They still do, anyway. Talk about a world of hurt. Go figure.

### **THE FLYING REVEREND**

I received an e-mail from Tim Lavender in which he relayed good news on this year's group of kids. He has over a dozen in this year's club and they're actively building and flying, as you might expect. They're coming to see us this spring.

Aside from seeing to his flock in Smyrna, the good reverend is jumping off cliffs for his amusement. Whoa there, Nelly! He's attached to a hang glider. Now there's a man with faith for you. I've nagged Tim about doing more outdoor free flight, but I never thought he'd go to this extreme. Check out the photo that follows. It shows him jumping off the side of Lookout Mountain in NE Georgia, and hopefully, gliding down safely after enjoying an updraft or two. There's a registered hang gliding school up there and the accompanying hang glider park is one of a few in the southeast and something of a tourist attraction. It rests comfortably in the upper reaches of Chattanooga's panoply of majestic and/or tacky tourist destinations. The Peach State can just barely claim it as its own, being down the ridge line of Lookout Mountain a few scant miles from downtown Chattanooga.

Hang gliding is something I've always wanted to do and the park is only about one hundred miles away. I've no real excuse not to. Ken Grubbs and Bill Brown have gone thru the company's school and recommend it highly. Maybe in 2007. I'm going to try get some Wakefields in the air in 2006.

### **ADVANCE WORD ON THE PERRY SOIREE**

A recent e-mail from Norm Deputy tells us to mark our calendars on March 3 and 4 for the Southeast Model Show. This annual event in Perry is one of the must-see items in the southeast's model airplane model builder and flyer year. We'll carry the full advert in the next issue, but consider yourselves advised. Be there.

## **MORE INTERESTING CHOICES**

The Dumas aircraft people continue to bring more kits to market and those subject aircraft selected continue amaze and intrigue. Three new kits are for sale in thirty inch wingspan: a B-26 Marauder, a P-38 Lightning, and a Cessna 310B. I bet that got your attention. It did mine.

I dare say any of these kits would be welcome change of pace in the building and challenging to trim and fly. Seldom used FAC bonus points await! My guess is the Lightning would be the best candidate for rubber power and the other two, CO2 or electric. Have at it, y'all!

## **NEXT ISSUE**

Look for something coming down your cable in February. That installment will be one of my favorites, the Annual Nag Issue. We should have the flier for the Peach State Indoor Champs, presumably at Chamblee High School in April or May. Our indoor dates for the winter and spring will be included, but check the website in the interim because you'll see it there first. Look for the flyer for the SE model show in Perry the first weekend in March. We'll have the outdoor dates at the North Georgia Turf Farm by then, along with the CD's and events. Big Jim Lewis says he might provide a plan(s) of his 2005 NATS gliders. Delish!

Don't be bashful about sending in your photos, articles, and plans. Don't make me work too hard. Ciao, y'all!

## **CONTEST REPORTS**

Chamblee High School was the site of the TTOMA November indoor contest held November 19, 2005. We had good attendance led by our President Howard Klemmetsen. Unbeknownst to Bill Gowen and the CD, Gary Baughman, a pair of basketball games were scheduled after we had reserved the site. Bill found out on the night before and called or emailed most all of the Thumbers to let them know that we would be flying from 1PM to 9PM. Some Thumbers didn't read their emails and showed up at the gym in the morning wondering if they had written down the date incorrectly on their calendars.

Flying got underway with the indoor stalwarts chomping at their remaining Tan II and plenty of spectators in the stands. We had visitors from several areas of interest: indoor RC, outdoor electric powered RC, people who found our website, and a couple of seniors model building students, one of whom, Trevor Oldacre, brought his first model. Trevor eventually put in some flights of over a minute with a 10-gram semi-pennyplane model that was used for first models in the Senior classroom project developed by Gary Baughman.

As the air settled down the times began to go upward. The site is just under the Category I height with a relatively smooth ceiling. Chris Goins and Bill Gowen battled with Catapult and HL gliders all day long with excellent results. Chris' Cat glider was making beautiful pullouts within 2' of the girders and Bill's handlaunch glider was really magnificent. Watching him hand launch such a light creation and getting it up in the 25' girders time and time again gave this author a tennis elbow! Bill set a new club record of 80.4 seconds for two flights. One second up and 40

seconds to come back down...truly amazing. Bill also set a new club record in Standard Catapult glider with a two flight total of 81.2 seconds. Chris couldn't get back to his national record-style flying this month but posted a very respectable 69.2. It is difficult to fly at a record level every time out but Chris expects to do just that. You are an inspiration to all of us, Chris. Well done.

Bill Gowen finally broke the TTOMA Cat. 1 Limited Pennyplane record that had stood for over 10 years. His model used highly select balsa and carbon fiber rods coupled with a beautifully engineered prop/rubber combination. His 9:12 record-setting flight broke the old record by over 40 seconds. John Barker also flew in this event settling for a 4:12. John's beautiful red, white and blue Bostonian again flirted with the club record but was just short at 4:30 for two best flights. That model flies like it is on rails. Well done, John.

Nick Ray continued to demonstrate his building and flying skills by setting a new club record Ministick flight with a best of 7:00. Nick has been focusing on indoor flying for about 6 years. His skills have jumped by leaps and bounds each year culminating this year in securing a place on the National Junior Indoor World Team. Nick will be journeying to the salt mine next summer along with two other top American junior indoor fliers. This scribe suggests that we offset some of Nick's incidental traveling expenses with a little cash out of the TTOMA kitty. This is a TTOMA protege representing our Club and our Country in International Competition. How about it, guys?

John Barker put up some excellent flights with his Curtis Robin dime scale. 1:02 was the best followed by Baughman's 0:32 with a Cessna-C37 and 0:27 with the orange, black, and white Howard DGA. Those little babies look good in the air and are easy to build and trim. Plans are available. Just ask John, Gary, or David Mills to send you some.

Karl Hube is making himself known among the indoor crowd accompanied by his lovely and able assistant (Mrs. Hube). He was flying a beautiful A-6 that turned in a best 2:54. Will Karl climb the indoor ladder with a limited pennyplane, followed by an intermediate stick, followed by an F-1D? Stay tuned and see what this talented flier amazes us with next. His Hangar Rat time of 1:35 was bested by Dohrman Crawford with a 2:22. In the Hangar Rat mass launch Dohrman's 5.5gram Rat beat Karl by a substantial margin. I suggest that the flight was in the 3 minute range but no watch was running on the flight so we will have to wait until next year to see if Dohrman can put up a 3 minute flight in Hangar Rat. Dohrm flew a cute embryo for 0:22. Where were the Dixons?

Dohrm was testing a beautiful scale WWI Bristol midwing monoplane that looked like it will be a winner. Gary pulled the venerable stable of peanuts, Bostonian and dime scale models out of the box for a few circuits of the site. The kids in attendance liked to see the little bees buzz around for about a minute just staying under the rafters by judicious use of rubber length and width to fit the site. Flying scale is a blast and the models look like airplanes too! Gary had a newly completed (the night before) OS2U Kingfisher No-Cal out for a few spins (and that's all it seemed to want to do.) Gary is going back to the drawing board before the next contest. Will it be a return to the racer designs or maybe a US Forest Service TBM Avenger forest fire bomber? Stay tuned to this same station kids.

If you weren't there you were square. Watch this email rag and/or the website for news of the new year's monthly indoor contests. You have time to build something. Reach into that pile of balsa you are saving for a rainy day and use it. No sense having your really good stash to be sold at an estate sale someday when right now you could be enjoying some high times from the really good, dry 4.2# balsa in the back of your storage box. Start building, what are you waiting for? Talk is cheap, it takes money to buy good rubber.

Merry Christmas and I'll see you in 2006.

Respectfully submitted,

Gary Baughman, AMA 4147, Contest Director

## APRIL 2005 CONTEST RESULTS

### FAC JET CATAPULT SCALE GLIDER (MOY)

1 <sup>st</sup> George White	B-57 Canberra	97 pts	40 sec
2 <sup>nd</sup> Frank Hodson	A-37 Viggen	89 pts	26 sec
3 <sup>rd</sup> Dohrman Crawford	F-84 Thunderjet	78 pts	32 sec

### AMA 142 CATAPULT GLIDER

1 <sup>st</sup> Jim Altenbern	Bo Weevil 16	131 sec
2 <sup>nd</sup> David Barfield	Buzzard Hot Wings	94 sec
3 <sup>rd</sup> Al Pardue	Whistler	70 sec

### CAT-A-PIGLET CATAPULT

1 <sup>st</sup> Jim Altenbern	179 sec
2 <sup>nd</sup> Dohrman Crawford	92 sec
3 <sup>rd</sup> David Barfield	69 sec
4 <sup>th</sup> Clarence Purdy	39 sec
5 <sup>th</sup> Don Peacock	30 sec
6 <sup>th</sup> Al Pardue	12 sec

**HIGH POINTS WON:** Jim Altenbern = 7; David Barfield = 4; Dohrman Crawford = 4; Clarence Purdy = 2;

George White = 2; Frank Hodson = 1; Don Peacock = 1

## JUNE 2005 CONTEST RESULTS

### AMA 124 P-30

1 <sup>st</sup> Andy Ringlien	Whirly	600 sec
		282 sec
2 <sup>nd</sup> Brook Dixon	?	330 sec
		236 sec
3 <sup>rd</sup> Jim Altenbern	Majestick	253 sec
		116 sec
Don Peacock	?	253 sec
		106 sec
4 <sup>th</sup> Karl Hube	Scorpion	240 sec
		74 sec
5 <sup>th</sup> Mickey Walker	?	232 sec

### AMA 140 HL GLIDER

1 <sup>st</sup> Andy Ringlien	Sweepette
2 <sup>nd</sup> Dohrman Crawford	www.max.com
3 <sup>rd</sup> Jim Altenbern	Bo Weevil
4 <sup>th</sup> Barry Sholder	Sweepette 19
5 <sup>th</sup> James Martin	Voopex

6<sup>th</sup> Tom Hopkins Prowler 224 sec

### AMA 142 CATAPULT GLIDER

1st Karl Hube Drifter 280 sec  
317 sec  
2<sup>nd</sup> Al Pardue Bo Weevil 215 sec  
3<sup>rd</sup> James Altenbern Bo Weevil 16 213 sec  
4<sup>th</sup> Andy Ringlien Drifter 171 sec  
73 sec  
5<sup>th</sup> Donn Linton ? 96 sec  
6<sup>th</sup> Dohrman Crawford (various) 91 sec

### AMA 163 UNLIMITED CO2

1<sup>st</sup> Graham Selick Accorte 360 sec  
360

### CAT-A-PIGLET CATAPULT GLIDER (MOY) REPLICA

1<sup>st</sup> Jim Altenbern 237 sec  
240 sec  
2<sup>nd</sup> Graham Selick 169 sec  
3<sup>rd</sup> Ken Grubbs 152 sec  
4<sup>th</sup> Dohrman Crawford 133 sec  
266 sec  
5<sup>th</sup> Karl Hube 107 sec  
240 sec  
6<sup>th</sup> Don Peacock 68 sec  
220 sec  
7<sup>th</sup> Al Pardue 32 sec  
162 sec

### SAM – REPLICA .020 POWER

1<sup>st</sup> Dohrman Crawford Strato Streak 345 sec  
185 sec  
2<sup>nd</sup> Graham Selick Strato Streak 267 sec  
122 sec

### SAM – OT RUBBER CABIN

1<sup>st</sup> Al Pardue Sparky 194 sec  
70 sec

### FAC – WWII MASS LAUNCH

1<sup>st</sup> Dave Niedzielski Curtis Helldiver 176 sec  
2<sup>nd</sup> James Martin Kharkov R-10 151 sec  
3<sup>rd</sup> David Barfield Nakajima Claude 120 sec

### FAC – JET CATAPULT SCALE

1<sup>st</sup> David Barfield F-86 Saber 35 sec  
57 sec  
2<sup>nd</sup> Dohrman Crawford Yak 15 27 sec

### AMA 153 COUPE D'HIVER

1<sup>st</sup> Andy Ringlien Dream Catcher

### AMA 162 ROCKET

1<sup>st</sup> Dohrman Crawford Scrappy (Rapier)

### AMA 164 USA F1K CO2

1<sup>st</sup> Graham Selick Accorte

### CO2 NOSTALGIA GAS

1<sup>st</sup> Graham Selick Geef

### A-1 STRAIGHT TOW GLIDER

1<sup>st</sup> Donn Linton Top Kick  
2<sup>nd</sup> David Mills Jet Stream  
3<sup>rd</sup> Andy Ringlien ?  
4<sup>th</sup> Dohrman Crawford Lil Dip

### SAM – PYLON A-B-C POWER

1<sup>st</sup> Mickey Walker Zipper  
2<sup>nd</sup> Tom Hopkins Ranger

### FAC – OT RUBBER

1<sup>st</sup> Dave Niedzielski Erie Daily Times

### FAC – EMBRYO

1<sup>st</sup> Don Peacock DeBuet  
2<sup>nd</sup> Jim Altenbern Cruiser  
3<sup>rd</sup> Dave Niedzielski DeBuet

### FAC – GOLDEN AGE SCALE

1<sup>st</sup> Dave Niedzielski Taylor Cub

## FAC – SCALE

1<sup>st</sup> Dave Niedzielski      Curtis Helldiver 44 sec

**HIGH POINTS WON:** Jim Altenbern = 15; Andy Ringlien = 12; Karl Hube = 9; Dohrman Crawford = 7; Don Peacock = 6;

Brook Dixon = 5; Graham Selick = 5; Kenneth Grubbs = 4; Donn Linton = 4; Al Pardue = 4; David Mills = 2;

Dave Niedzielski = 2; Mickey Walker = 2; David Barfield = 1; James Martin = 1; Barry Sholder = 1

## OCTOBER CONTEST RESULTS

### AMA 124 P-30

1<sup>ST</sup> Jim Altenbern      Majestick      312 sec  
150 sec  
114 sec

### AMA 140 HL GLIDER

1<sup>st</sup> Jim Altenbern      Bo Weevil 18  
2<sup>nd</sup> James Martin      Apox

### CAT-A-PIGLET CATAPULT GLIDER (MOY)

1<sup>st</sup> Ken Grubbs      210 sec  
102 sec  
2<sup>nd</sup> Don Peacock      124 sec  
100 sec  
3<sup>rd</sup> James Martin      104 sec  
4<sup>th</sup> Jim Altenbern      88 sec  
5<sup>th</sup> Al Pardue      83 sec

### AMA 142 CATAPULT GLIDER

1<sup>st</sup> Al Pardue      Scout  
2<sup>nd</sup> Jim Altenbern      Cat-a- Piglet

**HIGH POINTS WON:** Kenneth Grubbs = 4; Don Peacock = 3; Jim Altenbern = 2; James Martin = 2; Al Pardue = 1

## MEETING MINUTES

The Thermal Thumbers of Metro Atlanta, 15 November 2005, Meeting Minutes

President, Howard Klemmetsen, called the meeting to order. Six members were present. The last meeting minutes as published in the new electronic newsletter were accepted by the members present.

The treasure's report was read by Don Brown and accepted by the members present. The balance brought forward from 16 October 2005 was \$1230.98, deposits were \$90.00, expenses were \$0.0, leaving a \$1320.98 account balance as of 15 November 2005.

Old Business

It was said that Dohrman Crawford was working on the contest schedule for 2006 and that he had tentatively secured the third Monday evening of every month from 7 to 10 o'clock for indoor model flying activity at his church in Dunwoody.

New Business

Frank Hodson suggested changing the meeting time from the third Tuesday to the third Monday of every month, the final decision depending upon final securing of the church gymnasium. There was a suggestion by Howard that fewer meetings be held.

It was said that Dohrman had arranged for the annual banquet to be held at the Crowne Plaza Hotel on the last Saturday in January 2006. The speaker would be someone from the aviation staff at the Fernbank Museum. Hopefully, there will not be any ice storms forecast for that evening.

Frank said he would get the Christmas gift, a fruit basket, for the people at the North Georgia Sod Farm.

The last indoor meet for this year would be at Chamblee High School on Saturday, 19 November 2005.

The meeting was adjourned.

Respectfully submitted, Geoff Gros Guth, Secretary

MEMBERSHIP FORM: Thermal Thumbers of Metro Atlanta

NAME: \_\_\_\_\_

ADDRESSES: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

AMA #: \_\_\_\_\_

OTHE FAMILY MEMBERS:

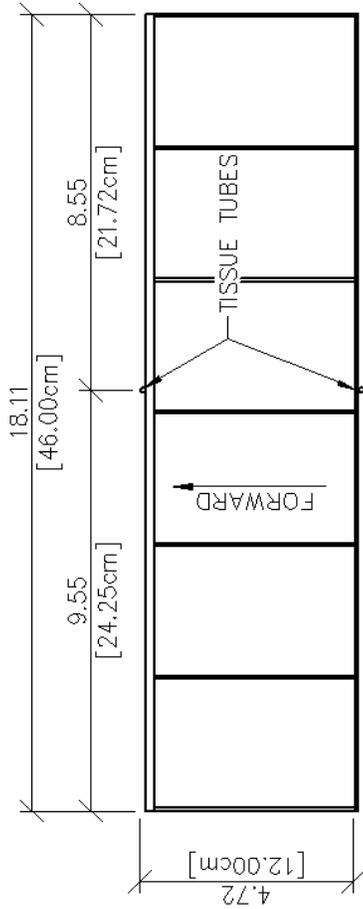
\_\_\_\_\_

\_\_\_\_\_

Membership: \$25.00 per year \*  
(Other family members: \$1.00)  
At same address  
Seniors/Juniors: \$2.00/year  
(age < 19 yrs)

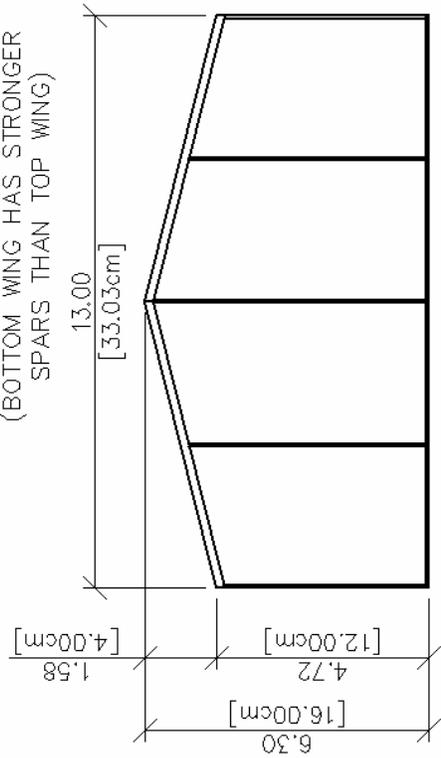
Checks payable to TTOMA  
Mail to:  
Don Brown  
477 Safari Circle  
Stone Mountain, GA 30083

**\* \$30.00 After 2/15/06**

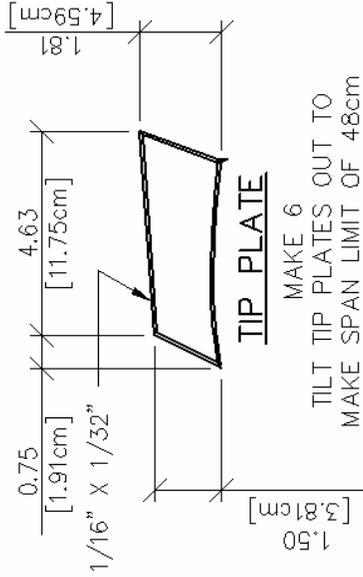
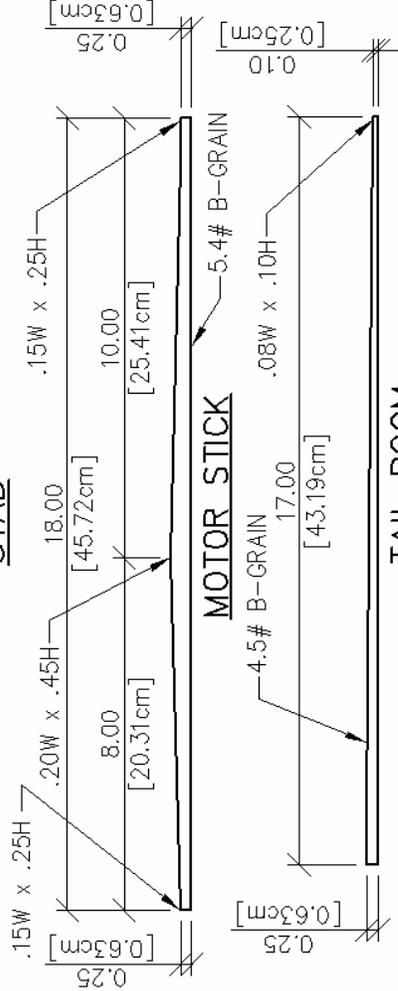


**WING**

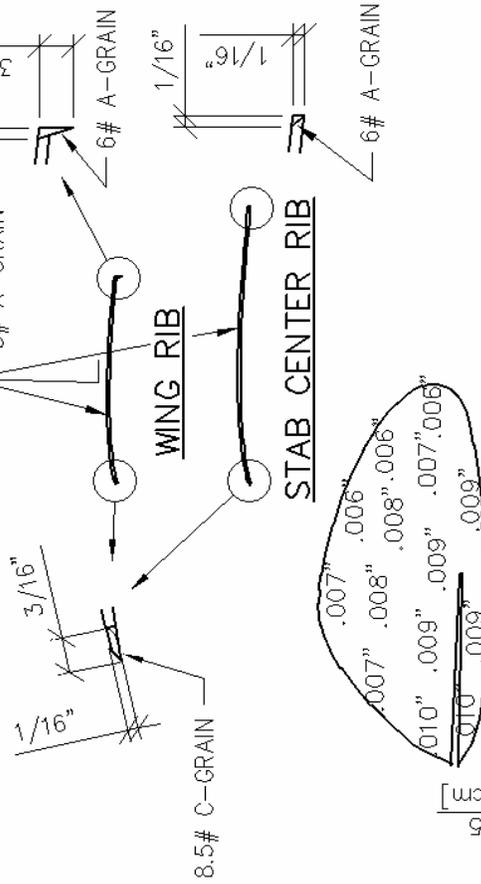
MAKE 2  
(BOTTOM WING HAS STRONGER SPARS THAN TOP WING)



**STAB**

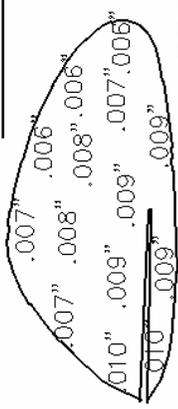


SHAPE UNDERSIDE OF LEADING EDGE BETWEEN RIBS AFTER WING FRAME IS COMPLETE AND BEFORE COVERING IS APPLIED



**PROP BLADE**

(MAKE FROM IKARA SO PROP. SAND TO THICKNESSES SHOWN WITH 400 GRIT SANDPAPER WRAPPED AROUND ALUMINUM CAN. SAND UNDERSIDE OF BLADE.)



**DOUBLE TROUBLE**



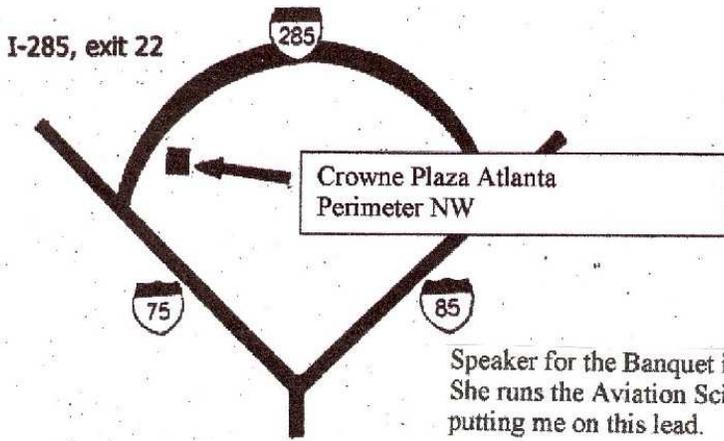
**PHOTOS FROM THE MEMBERSHIP**



**GARY'S IMMACULATE TA152 A GREAT FLYER**



**GARY'S LOVELY SE5A I PRESUME IT FLIES AS GOOD AS IT LOOKS.**



\*\*\*\*Stay over at the Crowne Plaza\*\*\*\*  
 \*\*\*\*Special TTOMA rate\*\*\*\*  
 \*\*\*\*\$79.00/night, tax not included\*\*\*\*  
 \*\*\*\*ask for the special TTOMA rate\*\*\*\*  
 Call the Crowne Plaza Reservations direct  
 At 770-955-1700, NLT January 10,2006

Speaker for the Banquet is Dr. Debbi Huffman, of the Fernbank Science Center. She runs the Aviation Sciences program there. Many thanks to Don Brown for putting me on this lead.

**THE 2006 TTOMA BANQUET**  
**SATURDAY, JANUARY 21, 2006**

THE CROWNE PLAZA POWERS FERRY, ATLANTA  
 6345 POWERS FERRY, NW, ATLANTA, GA, 30339  
 770-955-1700

RECEPTION---6:00-7:00PM IN THE WARWICK PREFUNCTION ROOM WITH CASH BAR

DINNER---7:00-11:00 PM IN THE WARWICK BALLROOM  
 \*\*MENU\*\*

TOSSED GARDEN SALAD WITH ROMA TOMATOES AND SLICED CUCUMBER  
 WITH CHOICE OF TWO DRESSINGS

ENTREE

ROASTED PORK LOIN ROULADE- \$34.00/PERSON

OR

BREAST OF CHICKEN CHAMPIGNON-\$31.00/PERSON

INCLUDING

CHEF'S CHOICE OF RICE OR POTATO

CHEF'S CHOICE OF SEASONAL VEGETABLES

WARM ROLLS AND BUTTER

CHEF'S CHOICE OF DESSERT

FRESHLY BREWED REGULAR COFFEE, DECAFF COFFEE AND ICED TEA

\*\*\*\*\*TAX AND GRATUITY INCLUDED\*\*\*\*\*

HERE \_\_\_\_\_

**TTOMA BANQUET RESERVATIONS, SATURDAY, JANUARY 21, 2006**

CIRCLE ENTRÉE CHOICE

NAME[S] \_\_\_\_\_ ROAST PORK CHICKEN  
 \_\_\_\_\_ ROAST PORK CHICKEN

ADDRESS \_\_\_\_\_ \$34/PERSON \$31/PERSON

TELEPHONE \_\_\_\_\_ Total: \_\_\_\_\_ Total: \_\_\_\_\_

TOTAL ENCLOSED \_\_\_\_\_

Return this form by Saturday, Jan 10, 2006, with check or money order made payable to Dahrman Crawford  
 Mail to: TTOMA BANQUET RESERVATIONS, c/o Dahrman Crawford, 1400 Mile Post Drive, Dunwoody, GA, 30338