



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.com



Editor
David Mills
(404)-509-4209
davidmillsatl@comcast.net

Publisher
Brook Dixon, Jr.
brookdjr@charter.net



May-June 2006

HEADS UP

Hello, again. We wanted to shoot this issue down the cable before all of us left for the NATS and we made it. The things they're doing with electricity these days. Go figure. Frankly, I don't have that much less to do in doing the newsletter digitally than by the previous cut-and-paste method. However, the idea of not having to spend a day down at the Office Depot Copy Center folding, labeling, and stamping is a real treat. That's the real savings for me. The slack, of course, is picked up by my steadfast colleague, Brook Junior. Thankfully for him, the software gimmickry required by him here is a real snoozer compared to what they pay him for down at the Federal DOE.

We've plenty of contest action to report. This year's Peach State Indoor Champs is described in detail herein. For now, let's just say we had a lot of flying and close competition. Also, let's appreciate the annual oddity of our Peach State Indoor Champs. Every year, we've several times more young people flying than adults! It doesn't do much for the club treasury, but no one can say we, well, actually Tim, aren't doing our part to get kids to use their hands and brains at the same time.

A report on the Johnson City USIC follows. Several Thumbs attended and did some damage. And you can't ignore the mob of youngsters from Tim Lavender's club. Every time I'm around them, I don't worry about the future as much. They're just what we need to keep Social Insecurity pumped up to spec. I'll need every cent, that's for sure.

Rounding out the contributions from afar, Dohrman is kind enough to provide contest reports on the May and June outdoor and indoor contests. Geoff the Scribe provides the minutes for the May and June meetings. Many thanks to both. Yvonne took a bunch of photos from the last outdoor contests and the sexiest follow. Thanks, Yvonne!

The eruditeness of our OFB Dohrman never fails to amaze. I'd no idea he was a classical literature archivist. No mere balsa hacker, he's discovered a hitherto unknown addition to Geoffery Chaucer's "Canterbury Tales, which we proudly publish for the first time. I've some familiarity with old Geoff's work. While the following gem lacks the hardy ribaldry of the "Monk's Tale" or the unbridled paean to flatulence contained in the "Miller's Tale", the "Free Flighter's Tale" still pleases the literary palate, and by any measure, must be the oldest reference to our sport in the English(e) language. Many thanks, Dohrman. This may be the first exposure to the "Canterbury Tales" to many in our midst of the engineering/IT persuasion. No grouching allowed, y'all; I'll make you write a term paper, your own personal hell of hells.

That's it from me for now from here. Try to glue some sticks together and show up somewhere.

MEETINGS

Mark your calendars on July 17, August 15, September 18, October 16, and November 20. We're really enjoying the Grand Hall of St. Luke's Presbyterian in the Golden Ghetto of Dunwoody. It's easy to find. Get to the intersection of Chamblee Dunwoody and Mt. Vernon and head east down Mt. Vernon. After about one mile, St. Luke's will be on the left. Go to the extreme, far corner of the property and look for our cars. Bring your indoor models and fly them after our short, brisk meetings. The Grand Hall is a good category I site with a generous floor area and smooth ceiling. Be there.

UNDER THE CATHEDRAL OF THE BIG BLUE SKY

Our outdoor contest season continues at the North Georgia Turf Farm out I-20 and south of Douglasville. Mark your calendars on July 9, August 27, September 23-24, and October 8. We've had a series of good turnouts, although the weather was too windy for easy flying this spring, although the recent June contest had great weather on both days with the light breezes blowing down the long run of the field. What more can you expect only forty-five minutes from the belly of the ATL beast? Our members in Cobb County have an even shorter drive. We should all count our blessings. Be there, but bring a good, shady hat and plenty to drink. It's getting hot.

2006 PEACH STATE INDOOR CHAMPS

We had two hundred and one(201!) official flights, twenty-three contestants and about fifteen visitors. Not too shabby. Adult attendance was a little down from last year, but the kids showed up in force. The cozy confines of the gym was a-swarm all day with NoCals, A-6's, F1L's, and everything in between. The day wasn't much for record trials, but if you were in it for the fun of it, you had a lot of company. In spite of the thick, balsa overcast, several great times were logged by the lightweight duration fliers. We set what must have been a club participation record in No Cal, thirteen fliers in one event.

I really like Tim's kids; they're not from Atlanta—you can yell at them! And they mind what you say and you hear "sir" with regularity. It's good to see some people still raising their kids right. Maybe in adult life they can lord over the products of the lame Atlanta suburbs and provide some much-needed direction and discipline to their minions.

Tim Lavender walked away with the High Point Award, largely due to his flying everything into the points and doing well in the mass launch events. Young Derek Hickerson took the same path to winning the Jr. High Point Award. It's just math at some point. This year's event lacked some the "sudden stop" drama of last year's; no one shredded a F1D or had a showy mid-air. I think the Best Crash Award was bestowed upon Trev Davis. Young Brandon Swanner logged over thirty official flights and who knows how many practice flights; he'd get the Iron Man Award, if we had one.

I couldn't decide who or what should get the CD's Award by the contest's end. Bill's F1L time was pretty impressive, as was Nick's A-6 and F1D, and John's Easy B. During my calm and detached pecking of the contest report the next day, I decided to bestow the award by recognizing the spirited joust in A-6 between Nick, Tim, and Brook. It took all day, all the while

dodging a room full of models, and the first three places, all outstanding efforts given the conditions, were separated by only twelve seconds. Well done, sirs.

I'd like to thank our corporate friends, Hannan's Runway, Lone Star Balsa, and Easy Built Models, for their support. Nothing like a table top stacked with swag to give a contest a little class. Many thanks, y'all.

F1L

Bill Gowen 11:26
John Barker 5:19

Mini Stick

Nick Ray 6:14
Brook Dixon 4:46

Jr. Pennyplane

Tara Taylor 1:03

Easy B

John Barker 10:43
Bill Gowen 9:02

IHLG

Bill Gowen 74.5

Embryo

Brook Dixon 5:50
John Barker 3:42

Jr. Bostonian

Tara Taylor 1:31
Brandon Swanner 0:38

Dime Scale

Brook Dixon - Mauboussin 3:59
Derek Hickerson - Martin.MO1 3:15
John Barker - Curtiss Robin 2:52

Rubber Scale

Robert Stevens - N. Tony 70.0

Peanut Scale

Robert Stevens - G. Aristocrat 91.0
T. Lavender - Drzewiecki Canard 90.5
R. Schneider - Farman Mosquito 84.0

Brandon Swanner - Fike 45.0

A-6

Nick Ray 4:33
Tim Lavender 4:31
Brook Dixon 4:21
Robert Stevens 3:35
Wayne Anderson 2:47

Ltd. Pennyplane

Bill Gowen 7:22
John Barker 6:19
Tim Lavender 6:08

F1D

Nick Ray 11:05

Std. CLG

Bill Gowen 80.5
Barry Sholder 49.7
Joe Traugher 41.0

Bostonian

Robert Stevens 2:53
Brook Dixon 2:33
Richard Schneider 2:20
Katie Schultz 1:23

No Cal

Tim Lavender - Kingfisher 9:15
Dalton Hamlett - Fokker F.II 6:32
Derek Hickerson - ME 109 6:09
Robert Stevens - Floyd Bean 5:26
Katie Schultz - Fokker F.II 5:03
Tara Taylor - Fokker F.II 4:03
Trev Davis - Fokker F.II 3:33
Duncan Cameron - Fokker F.II 3:24
Seth Haynes - Cessna 2:52
Katherine Harber - Fokker F.II 1:56
Wayne Anderson - B-42 1:51
Brandon Swanner - Corsair 0:35
Joe Traugher B. - Staggingwing 0:16

Science Olympiad

Nick Ray 3:24

Chattahoochee Challenge

Richard Schneider 5:04

Brook Dixon 2:42

Racer ML

Tim Lavender Firecracker
 Richard Schneider Farman Mosquito
 Derek Hickerson Ambrosini
 Brook Dixon Cassutt Racer
 Katie Schultz Hughes H-1
 Tara Taylor Rare Bear
 Dalton Hamlett Zlin 50
 Seth Haynes Firecracker
 Joe Traughber Rare Bear
 Trev Davis Zlin 50

Civilian ML

Seth Haynes Cessna Citation
 Tim Lavender Fokker F.II
 Robert Stevens Cessna Citation
 Derek Hickerson Piper Pawnee
 Duncan Cameron Fokker F.II
 Dalton Hamlett Fokker F.II
 Katherine Harber Cessna Citation
 Joe Traughber Cessna Staggerwing
 Trev Davis Fokker F.II
 Tara Taylor Fokker F. II

WW II ML

Tim Lavender Kingfisher
 Katie Schultz Wildcat
 Brook Dixon FW 190
 Robert Stevens P-47
 Wayne Anderson P-51B
 Derek Hickerson I-16

WW I ML

Tim Lavender SE5A
 Robert Stevens F. Eindecker

2006 JOHNSON CITY USIC

We made our presence felt again. Last year's snake-bitten foray wasn't repeated in 2006. Several Thumbs, Bill, John, Jim, Barry, and our young proteges, Nick and Chris, made the annual trek to Johnson City and did a very reputable amount of damage.

Big Jim Lewis maintains his grip on the glider ubermensch mantle with first place honors in IHLG, third in Unlimited CLG, and sixth in Standard CLG. His IHLG performance was dominating, scoring forty seconds ahead of the runner-up. He slipped a tad and scored a lowly second in Straight Line Speed. Time to build a new model, Jim!

John reprised his victory in Bostonian Mass Launch; no mean feat, that. He did very well in Bostonian, but competition was tough because his two-flight total of 9:54 was only good for third! Jeez! His veteran Comet Curtiss Robin soldiered on to a well-deserved sixth in Dime Scale. It's worth mentioning both of these events had very large fields of competitors.

Bill did well in a variety of rubber duration events. He scored a sixth in A-6 against a large field of fliers. His two-flight total of 39:42 in F1L was good for second and he scored a close third in F1M.

Nick and Chris kept themselves busy. Nick wisely spent his time practicing for his trip to the worlds champs by keeping some air under his fleet of F1D's. Chris won the Wright Stuff event going away with a time of 6:02, well in excess of one minute over the runner-up. His fourth place in F1M and seventh place in A-6 placed him well ahead of more experienced fliers and just behind his mentor, Bill. (Hey, Bill, he's gaining on you!—DM)

Tim Lavender's gang took over their usual corner homestead and flew like crazies all week. I don't know of anybody that does a better job with kids than Tim. But, you have to give the kids

themselves some credit; I think they're just plain better than their peers. The difference between their enthusiasm and deportment from what I see from the Atlanta suburbs is shocking. I know who is going to be working for whom twenty years from now. Take that, Blaine and Lindsey!

THUMBS IN PRINT

I read my copy of the NFFS's new publication, "Winning Indoor Designs, 2002-2005", twice, straight thru. It's that good. Our OFB Carl Bakay did an outstanding job. At fifteen dollars, American, plus postage, it's a value. Get yours today. \$15.00, American, plus \$4.50 P and H, to Bob Stalick.

Therein, fellow Thumb, John Barker, appears twice, one for his venerable Comet Curtiss Robin, and the other for his homebrew, how-to, ten gram scale. We're all very familiar with his Curtiss Robin. He's been flying it for years. Well done, sir.

Your trusty editor penned an article on the new lightweight Polyspan for the May issue of "Free Flight". I hope it encourages others to buy and use this new covering material. I think many will find it useful. I certainly do.

ALAS, TWAS NOT ENOUGH

A few meetings back, we voted to provide Gary's North Cobb HS TSA team some funds for their trip to the national finals, some \$300 to be exact. Sadly, the check was returned to us with regrets and thanks for our generosity. It turns out the school wasn't able to scratch up the total funds necessary to make the trip. Too bad. I've meet most of the team and they're good kids and fliers with good models. They might've done some damage if they had the chance. I bet the football team doesn't have to worry about dollars.

Would it be a good idea if the NFFS had a millionaire's slush fund of some sort akin to the scholarship fund to pull from in such circumstances? Only several hundred dollars per team would be needed. Only a dozen phone calls could probably fund the thing because many in our sport are well-heeled and inclined to help student groups. Why not have an account at the ready and disperse it on the fly with a small committee's oversight? Keep it simple.

We should, however, require any team members receiving funds to join the AMA and NFFS. What better way to gather this young talent into our ranks. Something for something, just like real life. Why not?

MISSING IN ACTION

I received an e-mail from Easy Dave and he explained his being missing in action this spring. The paper mill has had him up to the scuppers in work and away from his workbench. Ergo, his model building has been on the back burner and his free time has been next to nonexistent.

However, he has a few projects in the works and one is a prototype Korda Victory for his latest kit offering from Easy Built Models, a lovely photo of which is published later in this rag. The Korda Victory is a good choice: simple, easy to build, good-looking, and good-flying. The photo shows he certainly did a good job with his version. I've never seen a Victory that was built at least halfway right that didn't fly well. Barf has an example that has flown well for years.

Dave says we'll be seeing more of him later in the year when his technocrat burdens at the Prattville paper mill lessen a tad. He did mention how delighted he was with all the photos of FAC models in the last ETP. I and others look forward to seeing him and his trailer of goodies at

the flying field. Yo, Easy Dave, we need more stuff! My thin CA is getting pretty darn useless and I need some more Ambroid!

SIGNS OF THE TIMES

Over the last few years, the club's venerable orange and white directional road signs have slipped off into parts unknown. They're useful to stake out at critical points of confusion in getting to our various flying sites, particularly for newcomers. Fact is, most people have poor senses of direction and can't read a map. Sad, but true.

Barry Sholder was kind enough to make us up a whole new batch of them at his print shop and they're dandy. Many thanks to Barry for his time and effort. Free flighters are a useful bunch; I'll grant us that much. You get a dozen of us together and there isn't much we can't handle.

Barry is a new member and most of you probably don't know him very well yet. He and I were chatting a few months ago and he asked me if I ever ran into a kid he mentored and helped turn into a modeler many years ago back in Arizona. He used to drop by the kid's house and take him out to the flying field regularly. The kid's name? Randy Archer, perhaps the USA's best gas flyer in the FAI classes and multiple world champion and perennial podium pounder. You never know where a little kindness and generosity toward a little kid will wind up. Sometimes greatness ensues.

WAGONS, HO!!!

Time to start gearing up for NATS. Every year, about a dozen Thumbs make the annual trek to Muncie. And we can always use more. You needn't spent a lot of money. You can either go the hotel/motel route or camp out with us at Camp David. You can't say we're roughing it, either. The field has hot showers and indoor plumbing and is only a few miles away from all the suburban contrivances. Every year, I only spend about five hundred dollars, American, and that includes gas, food, entry fees, and vendor goodies.

For orientation purposes, we publish a photo of Fearless Leader Emeritus Frank from last year's NATS showing him as master of his domain at Camp David. The photo will serve as a good illustration of our "campaign style" of roughing it. Namely, not very rough.

Backpacking is for amateurs. I've hiked and camped throughout the Appalachians, the Texas Hill Country and Big Bend National Park, the Okefenokee Swamp (actually via canoe), and several of the barrier islands of Georgia, Florida, and Texas. At this point in the life cycle, you can have all of the carrying everything around on your back you want. I've paid my dues, partner, and if I can throw it in the back of my car and take it with me, fine and dandy. I've nothing to prove to anybody, least not some faux-tough, suburban wannabe.

My man, Dohrman, backs me up and stands fore-square on this policy position. He's trounced through hundreds of square miles of Wyoming and Montana back country to sling ammo at elk and such. Throw in some ill-chosen adventures in the Louisiana swamps and brambles and he's been there, done that, and wore out the t-shirt.

The drive is a bit of a haul, approximately 600 miles from downtown Atlanta, more or less for you, depending on your dispersal. Opinions vary, but my caravan uses the Chattanooga to Knoxville to Lexington to Cincinnati route. From Atlanta to Lexington the scenery is gorgeous, crossing the nub end of the Appalachians on the way to Chattanooga, skirting the foothills of the Smokies through east Tennessee and splitting the mighty Cumberland's in Kentucky. Past Lexington, everything flattens out and it's well-kept, heartland farm country all the way to

Muncie. You'll have a very good idea where all the corn comes from by the time you pull up at the national flying site. You'll see plenty of scenic rivers along the way, the Hooch, Etowah("the Rubicon of Georgia"—Wm. T. Sherman), Tennessee, Cumberland, and mighty Ohio.

Enough of the travel log—"getchur bee-hines uptah Muncie!"

DUTY CALLS AND MORE FUN AWAITS

Rex Hinson, NFFS Prez, wrote recently and asked for help in manning the NFFS booth/tent at the NATS. Specifically, the membership chairman won't be able to attend this year and he needs volunteers to stand in. He's asking clubs to commit to manning the chair for one day and splitting the duty among members for the day. Anybody out there, inside or outside of TTOMA's purview, feel inclined? If so, contact Rex. Frankly, most of your time will be spent sitting in the chair, idling your time away, conversing on the odd topic or two, with the similarly and adjacently enthroned. Shaded blather aplenty!

Linwood, Karl, Frank, Don, several of us are naturals! Fast up with it, comrades. Destiny awaits. I know that Dohrman, Graham and I are very busy later in the week, particularly Friday. I think the three of us aren't busy early in the week, although Monday evening is the swap meet and Dohrman and I are obligated. Why doesn't one of us make some phone calls and see if we can't coordinate something. My best day is Tuesday, having only to make a piddling attempt at Mulvihill; I won't be busy long. .

This just in. Lee Hines is sponsoring a special fun fly event after the awards ceremony on Wednesday. A CLG event with a twelve(12) inch wingspan limit, flown in a mass launch format. Regular AMA handle and rubber. Beat the Vardanian! Run down Lee prior to Wednesday in Muncie for the latest details. There's no mention of any fees required, but prizes will be given.

THIS JUST IN AND WHERE'S MY SOAPBOX

The votes from the AMA FF Contest Board are in and on the AMA web site. Briefly, most of the various rules proposals were boiled down to four cross-proposals and voted upon. Three of the four passed and will take effect in 2007.

Getting to the details, the "A" and "B" gas power classes will be combined, as will "C" and "D" gas. Remote/RC DT is approved, a good idea whose time has come, in my not very humble opinion. The rules in the books now allowing and/or restricting the ability of CD's to change max times won't be changed. The existing "A" electric power class is unchanged, but "B" electric now allows any type and number of rechargeable cells, including LiPoly. Look for some excitement in B electric from now on. Flying with LiPoly batteries isn't nearly as exciting as charging them. Houses have burned down and cars have blown up. No Shineola!

However, the various BOM rules change proposals and the proposal to change the AMA FF scale rules were sidestepped for this election cycle. I don't have the inside track on the facts of this inaction, but I suspect it has a lot to do with how much easier it is to nibble away at the edges of issues, rather than to jump into the deep end of the pool and exercise statesmanship on two of the important issues facing our sport.

I'd love for someone to convince me this inaction wasn't down the path of least resistance, and therefore, rather committee-esque. Really. I'd like have a very positive attitude about their work. Frankly, smart people can make an intelligent argument for or against the BOM and such views are usually deeply entrenched and passionately held. Fair enough.

However, the dumping of the AMA FF scale rules, which nobody uses anymore, is a no-brainer. The board members, apparently, are the only ones who prefer the AMA rules to those of the Flying Aces Club. Every year, less than five fliers in the USA will compete at the NATS and elsewhere in the USA under the AMA FF scale rules and several hundred will compete under the FAC rules several times a year all over this great nation of ours. Duh! Need I say more? Time to face reality, y'all.

That said, I happily step off my soapbox and congratulate the committee for several good decisions. The allowance of LiPoly into competition might be premature, but time will tell. It is, however, inevitable. I suspect we'll just develop safety procedures a little more quickly with a bit more unexpected excitement than otherwise.

MAILBAG

Ken wrote and offered an observation or two about a point or two I made in the last newsletter. He brought up one item I'd not mentioned in reference to the flying of George's old models in the NFFS events. Ken wrote that to do it legitimately, you had to wind them up backwards. Remember?

THINKING OF GEORGE

George was a lefty and preferred to use that, his strong arm, for winding. (He was quick to point out that most of the USA presidents and Nobel Prize winners were lefties, too!) Not only was his left arm stronger, which came in handy in winding his preferred, gargantuan motors; it was also better at reading torque. George never used a torque meter, and in a quarter century of flying with him, I saw him blow four motors, total. He said he could read torque as accurately as everybody else with only his elbow. Further, his winder of several decades didn't even have a turns-counter. I don't think he counted turns in the finite sense, either. He cranked at the same speed regardless of the size of the model and I think he sensed the turns in large lots.

This arcane procedure was made all the easier because he never wined past 75% of the motor's burst limit. His models were so light he didn't need the same torque and turns as everybody else, and he avoided all the heroics of trimming for an explosive burst after launch. And being one of the world's premier trimmers, he got the most out of the power available and his models only flattened out in the climb well into the cruise.

It didn't hurt he was one of the world's best thermal-pickers, either. He didn't waste a lot of time standing around with a wound model in his hands. I never saw him hold a model more than a few minutes. His vision of the thermal world was one of constant flux. To him, thermals, however weak, were blowing through most of the time and his models had such a low wing loading that their climb and glide didn't need much help.

However, George didn't waste anytime flying in truly dead air and he was always good at recognizing it. He was either winding, picking air, launching, chasing, or working the flightline like a dirty deacon, charming the women or lying to the men. If George was flying, you knew there were thermals around. If not, it was time to eat lunch, repair tomorrow's model, trim out a new model, or charm and lie along the flightline, as might be appropriate.

During the typically mid-day doldrums at Muncie, George managed to squeeze in a good nap in his later years. I was always amused that while his competitors were out on the field sweating bullets trying to beat his times, George was leaned back in Old Yellow with the AC jacked up, catching a little nap. After awakening, he would go past the scoreboard and see what had transpired in his absence, being sure to let it drop how refreshed he was after his nap and he'd

better put some more flights in to maintain his lead in this or that, the perfect vision of gentlemanly cruelty.

One more thing: I flew with George on a monthly basis for a quarter century and I never saw him stuff a fuse into a snuffer tube. He was paranoid about the fuse going out. Was this against the AMA free flight rules? You betcha. Did it matter? Not really. He commonly flew in the southeast where accidental brush fires are uncommon. In fact, clearing underbrush by intentional fire-setting is an annual practice in good land management. It makes the deer and escaped convicts easier to kill, for one thing. (Thank you, Whit, for this insight.–DM)

It's really a public safety issue. You're always hearing about those deer causing trouble. Your scientist types are still claiming deers are herbivores. Don't you believe it. Just look at the teeth on those tawny beasts. Deceitful devils, their eyes are closer together than Prince Charles's! Kill the sumbitches before they eat your children. Our future as a species depends on it!

NOT ALL OVER BUT THE COUNTING

Here's where we stand in the club's high point tourney at the year's midpoint. It's a good time to check in with the results, being half done with the year's indoor and outdoor season's courses for horses, Kemosabi.

Brook Dixon	38
Jim Altenbern	25
Richard Schneider	18
Bill Gowen	18
Dohrman Crawford	15
Clarence Purdy	14
John Barker	13
Gary Baughman	11
Jim Howell	10
Karl Hube	9
Barry Sholder	7
David Barfield	5
Graham Slick	5
Don Peacock	5
Jim Martin	4
Frank Hodson	3
Chris Goins	1

NEXT ISSUE

We'll lead the issue with the Muncie report, the good, bad, and ugly. And we'll sprinkle such contest report that are available. Once again, we beseech the multitudes for photos, articles, plans, and whatever is fit to print.

Don't make me work too hard! Ciao, y'all!

May 27 Indoor Contest Report

A modest group of indoor fliers met at St Luke's Presbyterian Church for our last scheduled indoor contest of the season. Possibly, we can arrange a couple more before the end of the year. Even though the numbers were not great, we had some spirited flying and much interesting conversation about various facets of indoor flying. A good time was had by all who attended. One minor point needs to be addressed. It concerns the mighty Hangar Rat. As I am the guy who introduced this model to the club competitions, I would like to clarify the rules so that there are no squabbles or hard feelings on the day of a contest.

The Hangar Rat must be built exactly to the plan. No alterations are allowed to any part of the Rat. That means what it says. No alterations of any kind. One of our most beloved former members had a magnificent Rat that was illegal by this standard. He should have been called on it but was not. I do not intend to let that happen again.

The only area where there might be a question regards the lift struts. I have several plans which show that the rear lift struts are declared optional. One does not mention it at all.

Because of this difference in plans, I made the decision that the rear struts are optional in our club comps. Other than that, the Rat must be made exactly to the plan. 'Nuff said.

Here are the results of the official flights. It should be noted that there was much unofficial flying done to locate the correct spot for a launch which will let the plane circle in the raised portion of the roof.

Bostonian

Brook Dixon	3:31
Richard Schneider	2:16

A6

Bill Gowen	4:52
Brook Dixon	3:44
Karl Hube	3:04

Hangar Rat

Dohrm Crawford	6:08
Brook Dixon	5:17

No Cal

Richard Schneider	:46	:36
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P-Nut

Richard Schneider	:31	:27
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That's all folks!
Dohrman Crawford
Cub reporter

May Daze Contest report: 21 May 06

Yr humble correspondent and CD reported to the field early on the 21st of May hoping that wind would not blow and that a normal contest could take place. Several balloons were launched and the flight line was set up. Shortly afterwards, our luck and the wind began to change. The winds began to blow and continued all day. Later in the day, there were definite lulls when a model could be launched, but once the wind kicked in again, it was off to the River! Short fuses were the order of the day, and the maxes for events flown was trimmed to 60 seconds. It was far too windy to attempt flying most models.

We had 8 fliers signed up, but many of them left after sitting around waiting for the light winds that never came. The only events flown were CLG and Catapiglet. This ended up with some spirited battles and a lot of long walks. Sod Farm Aerobics!!

Barry Sholder was trimming out a nice looking Sweepette HLG and becoming frustrated by the results. It was pointed out to him by Jim Altenbern and myself that he was only a tiny tweak away from a perfect flight. He added a smidgeon of up elevator at the center of the stab and fired that baby up for another test hop. Of course, it went O.O.S!!! Sorry about that, Barry! I managed to get my new Sting 24 almost trimmed out. It has an awesome glide and just needs the rudder moved a tiny bit to get a good transition. We will see!

It was a nice day even with the wind and I am hoping things work out better for next months 2 day event. Clear your calendar and get off the couch or the lawnmower and come out and fly with your pals.

Respectfully submitted,
Dohrman Crawford
Cub Reporter

CLG

1. Jim Altenbern	Copper Cat	125
2. Dohrman Crawford	ZipaDooToo	101
3. Clarence Purdy	Scout	93
4. Barry Sholder	Copper Cat	75

Catapiglet

1. David Barfield	145
2. Dohrman Crawford	117
3. Jim Altenbern	102

June Bug Jamboree Contest Report

Finally the weather and wind gods were kind to us. We had an excellent turnout of fliers and a great deal of officials were flown on both days. Saturday, June 10th was one of the best days we have enjoyed this year except that shifting winds and operating sprinklers made finding a good flying spot a little tricky. I used up my remaining supply of helium and balloons but the varying winds still made afternoon flying a little sporty. It was also very hot, even by our standards. If anyone from well out of town reads this and is planning on coming to one of our summer contests, plan ahead. Make sure you bring lots of water and the sunscreen. Some sort of straw hat would be a wonderful idea. Baseball caps are not the answer.

Sunday was good in the a.m. and windy in the afternoon. [I missed Sunday as I was out of town for a granddaughter's big moment on stage.]

Although we did not come close to the May contest, where we put 5 models across the Hootch, we did lose 2 on Saturday. Jim Howell's fine flying Timer's Nightmare went into the vines overhanging the river, and my CO2 Q-1 ended up near the top of a very tall tree. I made a careful search for Jim's model on my retrieval trips to the sod farm, but failed to see it. Sorry Jim!

I failed to get my model with poles, and called a tree climber named Douglas Pugh. He climbs like a monkey, and was very reasonable. The end result is that I have my CO2 model back, and some small repairs are being made to get it back in the air.

Here are the results:

CO2 USA F1K

1. Selick 326
2. Hodson 308
3. Crawford 240

4. Martin 307
5. Altenbern 295
6. Purdy 183
7. Howell 150

CO2 Unlimited

1. Selick 480
2. Hodson 360

Catapiglet

1. Baughman 192
2. Altenbern 186
3. Purdy 159
4. Crawford 130
5. Howell 91

CO2 Nostalgia

1. Selick 120

FAC OT Replica

1. Howell 120

Catapult Glider

1. Altenbern 218
2. Purdy 193
3. Ringlien 138
4. Howell 126
5. Hube 118

Jetex/Rocket

1. Hodson 3

OT Rubber

1. Barfield 153
2. Howell 149

HLG

1. Ringlien 89
2. Howell 68

Coupe

1. Ringlien 240

JR Events

HLG

Larsen Ringlien 44

Embryo

1. Altenbern 186

CLG

Larsen Ringlien 30 Way to go, Larsen!!

P30

1. Ringlien 355
2. Hube 348
3. Peacock 313

Classic Towline

1. Hube 158

Make sure you mark your calendars for the upcoming contests, come out and fly with your pals.

Dohrman Crawford

Cub Reporter

The Thermal Thumbers of Metro Atlanta, 15 May 2006, Meeting Minutes

Treasurer, Don Brown, called the meeting to order. Eleven members were present.

The last meeting minutes were accepted by a silent majority.

The treasure's report was read by Don Brown and accepted by the members present. For the period between 17 April 2006 and 15 May 2006, the deposits were \$180.00 and the expenses were \$56.63. Two additional members have paid dues since the last meeting.

Old Business

David Mills said that Gary Baughman had asked if the club could give a donation towards hotel-motel expenses for his students at the North Cobb High School who are participating in indoor model meets around and about the country. A motion was made and seconded to donate \$300.00 in the form of a club check made out to Gary Baughman to be given to the North Cobb High School to help with overnight accommodation expenses. This expense was thought to be appropriate since we schedule some of our indoor model meets at the North Cobb High School. David Mills said that the next newsletter was about to be distributed..

New Business

Don Brown reminded us of the second indoor meet to be held at the St. Lukes Presbyterian Church on 21 May 2006 and the outdoor contest to be held at the North Georgia Sod Farm on 27 May 2006.

Show and Tell

David Mills had a copy of the National Free Flight Society's publication Winning Indoor Designs for 2002 – 2005. The booklet was very well put together.

Dohrman Crawford showed his Sting 24, Comet Streaky, Zoomer 1965 and a discus launch glider Sting 30. Each of these gliders had a viscous DT timer.

John Barker showed his Bostonian, Remus 2006.

The meeting was adjourned.

Respectfully submitted, Geoff Gros Guth, Secretary

The Thermal Thumbers of Metro Atlanta, 19 June 2006, Meeting Minutes

President Howard Klemmetsen, called the meeting to order. Ten members were present.

The last meeting minutes were read by Geoff Gros Guth, and the report was accepted by the members present.

The treasure's report was read by Don Brown and accepted by the members present. For the period between 15 May 2006 and 19 June 2006, the deposits were \$120.00 and the expenses were \$333.89. Two additional members have paid dues since the last meeting.

Old Business

Don Brown said that there were 62 paid up members this year compared to 67 paid up members this time last year.

David Mills said that Gary Baughman had received our club check for \$300 as a donation towards overnight accommodation expenses for his students at the North Cobb High School who are participating in indoor model meets around and about the country. This expense was thought to be appropriate since we schedule some of our indoor model meets at the North Cobb High School.

Dohrman Crawford related that 14 contestants attended the two day competition held on the tenth and eleventh of June. The second day, Sunday, was windy. Jim Howell lost a model across the Chattahoochee River.

New Business

Dohrman Crawford flew his Mini Pearl ½A free flight at the North Georgia Sod Farm last weekend with great success. The model weighs 5.7 ounces and has a wing area of 260 square inches. This model was a Show and Tell subject two months ago.

Carl Hubbe had a pace maker implanted to regulate his heart rate.

Show and Tell

David Mills had a beautifully constructed and finished Ultimate Drag Master. It had double layers of covering on the inner wing panels.

David Barfield showed his well constructed and finished Twin Lizzy which was built from a BMJR kit.

The meeting was adjourned.

Respectfully submitted, Geoff Grosguth, Secretary

“A Free Flighter’s Tale”

" A flyer ther was, and that a worthy man,
That fro the HLG that he first bigan To bild it out, he loved thermiels,
Trou maxes and honour, fredom and dethermaliesers that work.
Ful worthy was he in his timers werre,
And therto hadde he riden his Honda, where no man ferre, As wel in treetops
as in open field, And evere honoured for his sportsmanesse and bilders skil.
At the NATS he was whan it was wonne.
Ful ofte tyme he hadde the MAXes bigonne
Aboven alle clouds in pruce;
In rubber hadde he reysed and in ruce,
No gasser man was he, so ofte of his dihedral.
He hadde arme strate and true, his HLG was OOS.
His address in Old English writ,
Poor lad has not sen it sinc."

This guy is good.
Dohrm

Hot Fun In The Summertime



Dohrman winds; Clarence holds;
your editor loafs.



Clarence and his umpteenth
Square Eagle P-30.



Jim and his Buddenbohm CLG



Dohrman and his state-of-art
Guillow Cloudbuster



Jim, made in the shade



CD Fearless Leader Emeritus Frank,
making a list and checking it twice



Gary and his dandy SE5A.
Gorgeous model



Mickey and his OT Playboy.
Tom helps.

Hot Fun In The Summertime



Prez Howard, back from FL and a really lousy spring. Mucho ill drama.



Graham and this year's CO2 Accorte. Bill adds spiritual support.



Barf and his Claude, an old campaigner. Good shot of field.



Don "Mr. Free Flight" Peacock and his Cat-A-Piglet, 2006 MOY.



Fearless Leader Emeritus Frank and his new model. CO2, E-36, or gassie?



Barf with RTF FF flapper. BOM harbinger of doom or a fun afternoon?



Clarence confers with visitor, CLG at the ready.



A trio of busy fliers. Talk, talk, fly, talk, talk, fly, talk, talk.

FEATURE PHOTO'S

