



# The THUMB PRINT

## Thermal Thumbers Of Metro Atlanta

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



**AMA**  
Charter # 1834

**Editor**  
**David Mills**  
(404)-509-4209  
[davidmillsatl@comcast.net](mailto:davidmillsatl@comcast.net)

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



**NFFS**

January-February 2008

### HEADS UP

Welcome to the second newsletter of the year. There's much to relay in terms of news and announcements and much follows, including the report on the annual banquet. We present a bevy of photos, courtesy of Barf and Dohrman. As in years past, we cleaned up pretty good, no lenses were cracked, and a good time was had by all. Or, so they tell me I was working out of town, so Dohrman provides the report.

Other important news items follow, including a serious membership renewal rant, an announcement about the year's meetings, the outdoor contest schedule, a report on the Southeast Model Show in Perry, and a medley of personal ramblings and musings. Now, I'll just get out of the way.

### RENEWAL TIME

Diamond Don showed me the list of the members who've not renewed so far this year, and believe it or not, the list is shorter than last year's. Regardless, it's till a long list. You know who you are. You can run, but you can't hide. Beware the return of the dreaded Red X! Fearless Leader Emeritus Redux Frank is on the case. You laggards can expect some special attention from him in the near future. If you want to avoid the abuse, send Diamond Don a check. The membership form follows.

### MEETINGS

We're doing something different this year. Henceforth, we're having our club meetings during our monthly contests just after lunchtime. We've done so this winter at the indoor contests and we'll do it beginning at the outdoor contest April 20 at the sod farm. This makes sense if only for purely logistical reasons; we already have a group of members present and we've gotten pretty good at keeping our meetings short and sweet. I believe the time for all the meetings is 1:00 PM.

### BEHIND CLOSED DOORS

Please peruse the flyer for the upcoming Peach State Indoor Champs this April 5 at St. Lukes. Everybody needs to attend if they can. Usually, we have about thirty contestants, half as many visitors, and do a lot of flying. Last year we had over two-hundred official flights and who knows how many trim and fun flights. There is a lot to see. We've a confirmation that Reverend

Tim and the Smyrna kids are coming and a possibility of another group of kids from Augusta showing up. I expect the room to be very busy all day. Somebody needs to bring a camera and take some pictures for the newsletter.

## **UNDER THE CATHEDRAL OF THE BIG BLUE SKY**

Dohrman has finalized the outdoor contest schedule and the sanctions are in the hands of the CD's. Basically, it's the same schedule as last year, one contest per month except for June and September which will feature two days of flying. Saturday will be Flying Aces events only and Sunday will have the remaining events. Mark your calendars thusly: April 20, May 25, June 21 and 22, July 13, Aug. 17, Sept. 20 and 21, and Oct. 19.

All the action will be held at our regular outdoor flying site, the North Georgia Turf Farm, south of Douglasville. A map can be found on our web site: <[thermalthumbers.com](http://thermalthumbers.com)>.

Aside from the customary "sturm und drang", we've a few special events this year worth your time and effort. The club's Model of the Year (MOY) is the Keil Kraft Senator and along the way we're taking a serious stab at the international Keil Kraft Senator postal. This should be frisky because there were about ten completed or nearly completed models prepared for it. The Senator has a place in the hearts of the UK free flight community approximately that the Gollywock does in ours. It's a dependable flier and capable of amazing performance when built light and true. BTW: it's also legal for Nostalgia Rubber if you feel like donning the David versus Goliath mantle.

Our Event of the Year (EOY) is the FAC's Two-Bit Rubber class. The FAC rules add some filigree, but it's basically any rubber-powered, OT cabin model with a wing span twenty-six inches or less, projected. You probably already have one in your fleet. Examples would include the FA Moth, King Harry, Lidgard Foo, Jimmie Allen Skokie, Miss Canada Jr., and others. The event should generate some serious activity, as many of us already have seasoned veterans at the ready. It'll also be a good opportunity to garner some kanones.

What else will we be flying with vigor this year at the sod farm? If past performance, meeting show-and-tells, and hot stove scuttlebutt is any indication, Catapult Glider, Hand Launch Glider, Classic Towline Glider, P-30, a bit of Nostalgia Gas, .020 Replica, SCAT Jet, Peanut Scale, and Dime Scale will be well-flown, and who knows what else will be pulled out of somebody's trunk.

## **ANNUAL BANQUET**

"We enjoyed a nice evening at the Crowne Plaza at our annual banquet. Attendance was down a little due to various factors ranging from forgetfulness to hospitalization, but those who came enjoyed a pleasant evening. We had no speaker, but actually, I think that might have been a good thing. Unless you have a rock'em, sock'em speaker, things could get pretty dull. We made do without one. If anyone has an idea for next year's banquet speaker, let me know. If we can't find an interesting one, we'll do without again.

"We had a very special Show and Tell. Not Free Flight, but our man of the tight lines, Richard Schneider showed up with his entry into the Control Line Scale World Championships, a particularly nice version of Lindberg's Spirit of St Louis. It had to be seen to be believed. The man is good! Good luck at the Scale Champs, Richard. I know you will do well. Numerous awards were handed out to applause that was so loud the police showed up. (I made that up.)

“Get to yer whittlin', boys and girls. There are some great awards to win in 2008.”

Respectfully submitted,

Dohrman Crawford  
Cub Reporter

**AND THE WINNER IS . . . . .**

I saved Dohrman from the burden of reporting who won what during the awards ceremony. Every year our forest of mahogany and brass gets scattered among the worthy. This year was no exception. The roster of the best and the brightest (?) follows:

George Perryman Perpetual High Point Award      Gary Baughman

Indoor High Point Champ      Gary Baughman

Outdoor High Point Champ      Jim Altenbern

Bob Baker Old Timer Perpetual Award      Al Pardue

Grayson Anderson Memorial Mass Launch Award      Brook Dixon, Sr.

TTOMA Model Of The Year Award      Al Pardue—Cat-A-Piglet

TTOMA Scale Champion      Gary Baughman

**THE 2008 SOUTHEAST MODEL SHOW**

This year's rendition didn't disappoint and the trip down to Perry was worthwhile to all who went. I saw several thumbs while there on Friday: Clarence and Yvonne, Whit, Don “Mr. Free Flight” Peacock, Big Jim Lewis (with Kelly, fortunately), Jim Walston (sans Wanda, unfortunately), and Al Pardue. Pardon me if I missed anybody; at times it was very hectic and I was only there on Friday. The Perry show may've set an attendance record; it was the largest Friday crowd I've ever seen and they had three arenas filled with tables. I'm talking filled. They had to move the indoor RC and free flight action to a fourth building, a first. I'm guessing there were at least 1000 tables rented. Needless to say, there was plenty to see and do.

As in years past, I volunteer to chauffeur down NFFS potentates in Atlanta for their Board of Directors weekend. As is our custom, I had VP Hanford riding shotgun and he managed to buy all or most of Whit's Cox engines and other incidentals. What can you say about of man that flies in from Oklahoma with an empty cardboard box to haul booty back? I spent some time with Treasurer Hidingier and he managed to keep a tighter grip on his money than Hanford, just what you would expect from a financial guy. We three caravanned back to Atlanta and had supper at OB's in McDonough where we dined heartily on ribs, pulled port, Brunswick stew, and cornbread. (I think my ear of corn-on-the-cob was the only vegetable in-residence.) While stuffing ourselves with trans-fats, we solved all the world's problems, but will they listen?

My haul this year was more modest than in years past. I think I only spent fifty dollars, a merciful reduction in my meager net worth. Accompanying me back to Atlanta was some dirt-cheap plastic kits (why I continue to stockpile these things, I don't know), some E-36 props (but still no actual model, yet), some books (documentation for future scale projects, you understand), two military die-cast items (at least they were cheap, being out-of-the-box), and some plans (you never can have too many plans).

### **THUMBS ON THE MARCH**

Two Thumbs have made their mark on the national and world stage recently. Bill Gowen has had his F1M world record confirmed by the FAI. The winning flight happened last year, but their wheels turn slowly, I guess. Bill resumed flying indoors not too many years ago and such an achievement is no mean feat. Congratulations, Bill.

Richard Schneider was recently seated on the USA FAI Control Line Team. He'll be flying his electric-power Spirit of St. Louis at the CL World Champs later this year. He brought the model to the annual banquet and it's breathtaking. Not bad for an old asphalt kicker. You might not know it, but this is Richard's second trip to the CL WC. I hope the locale is more exotic than his first venue, which was Muncie, IN. He managed a chuckle over it, nonetheless.

### **A BUCKHEAD REFUGEE**

I recently changed post office boxes, so if you need to mail me anything, please take note. My new mailing address is: David Mills/P. O. Box 19872/Atlanta, GA 30325.

Why the move you ask? For many years I lived in Peachtree Hills and my box was at the post office at Pharr and Piedmont, a pleasant five minute drive through a lovely, tree-shaded neighborhood. Sometimes I would ride my bike or walk, depending on how The Force was with me that day.

Several years ago I moved to my little condo, home sweet hovel, at Collier and Defoors Ferry Roads, a few miles to the southwest. The longer drive to Buckhead proper had gotten horrendous because of the ever-increasing traffic and construction. The old joke about how the symbol of Atlanta should be the orange traffic cone is no joke, Kemosabi. That nice drive of five minutes had become an aggravating stop-and-go of thirty minutes or more. I finally had enough and rented a box at my neighborhood post office at Howell Mill and Collier, ½ mile down Collier from my humble digs, a mere two minute drive away. I plan to spend the time I'm saving sleeping later on my days off and mindlessly browsing free flight and military diecast web sites after that.

### **NEW OWNERS**

Len Surtees put his Sting Aero company, a global HLG and DLG kit business, up for sale a few months ago and it was bought by Tim Goldstein of CO, who recently acquired Peck Polymers, too. Len says he needs to spend more time on his engineering services away from home and more time on his other business of building competition yachts. His business is in good hands. Tim is highly regarded and is now one of the premier sellers of indoor quality balsa, among other things. Good luck to the both of them.

### **CAPTAIN, SHE CAN'T TAKE THAT MUCH POWER!**

The header above should be rendered in Dohrman's passable imitation of Scottie's accent from the original Star Trek episodes. (Frankly, I don't think that big Scot ever gave that galactic

dreadnaught enough credit. That old bucket of bolts got put through all manner of hard-G gyrations, warps in the space-time continuum, and end-of-days scenarios, and she always came through in the end, a little wobbly but always intact. Interesting to note, all the following and prior space-traveling Enterprises met sadder ends. As far as I remember, the Kirk-era Enterprise will be in a museum somewhere. All her heirs and forebears crashed or were blasted to ions. (Trekkies should feel free to correct me on this, if I'm wrong.)

What was I going to talk about? Oh, yes. The battery specs for E-36 have been changed due to the unavailability of the Sanyo 190 mah NiCad cells. As of right now, any pack with a rating of 4.8 volts is OK, except Li-Poly packs which aren't allowed. The various on-line forums seem to indicate the new pack of choice is the KAN400 NiMH 4-cell and that the change is positive, bringing an upgrade is thrust. Also, the KAN 400's are cheaper by a ton.

Not so positive among the cognoscenti is the remaining minimum weight of 150 grams, which deprives this lovely class of nouveau model with some much needed zip in the climb. Many feel the minimum weight should be reduced by as much as twenty-to- thirty grams, thereby putting some boot in the ascent. (I'll let the experts quarrel over this; I've yet to build my first one.)

## **TROUBLED WATERS**

There was a note in the latest "Brainbusters" newsletter that Nats ROW impresario Abram Van Dover will run a rubber-powered ROW event at the Nats alongside the gas-powered events. I see nothing but goodness in any of this. Actually, rubber power is better suited to an aquatic-based ascent because the take-off run is much shorter, particularly if one follows the "damp" float techniques long practiced by the gone-but-not-forgotten George Perryman. Frankly, ROW events have been absent too long at the Nats and it's high time they were made part of the regular Nats dance card. Also, the part-times humorous, part-times tragic floorshow at the Big X is well worth a visit when flights are being made. Old Man Murphy is usually in the house.

I ran into Abram Van Dover, Nats ROW impresario, at the Perry swap meet and he verified ROW Rubber is a go at the Nats. He expects a good bit of participation, on par with the gas fliers. More details will be forthcoming in future issues of this and other rags. I'll pass along pertinent details.

I voiced my plan to put floats on a Lanzo Stick to Abram and he seconded the notion, adding "that's what old George would do." Indeed. Anybody ever put floats on a Lanzo Stick? Several years ago, we proved the big Lanzo could haul 3 ounces of the cremated remains of the departed Ray Cudworth. Surely, the weight of the any reasonably designed floats couldn't weight that much and the profile drag of the floats couldn't be much more than the O.F.B.D.U. (Old Flying Buddy Dispersal Unit).

## **A NEW WEB SITE**

Here's another web site to add to your regular targets of time wastage: <[faifreeflight.org](http://faifreeflight.org)>. For many years the SCAT club in SoCal has been hosting SEN on its web site. SEN, or the "SCAT Electronic News" to those not prone to acronyms, has been the international message board and news organ of the USA FAI free flight community and of our friends across the pond(s). It's been regularly perused by me and others religiously for this and other content. However, unless you were a subscriber and were able to receive SEN via e-mail, and I never could figure out how, you had to get on the NFFS web site and navigate through it to get the

SCAT web site, and thence to SEN, a minor pain but nothing serious. The content was always well worth the trouble, BTW.

Just recently, the boys at SCAT launched the new web site and added a bounty of new content and features. They've wisely chosen to archive a year's worth of newsletters, which are readily clickable. Very user friendly and easy on the eyes, they've done their job well. I'll encourage all of you to give it a look. You won't be disappointed.

### **BARFIELD HAS A HANKERIN'**

Barf asked me to pass this along. He's looking for any useable VL Products HY-70 electric power units, buy or trade. If you'll remember, this power unit is what we used in the models of our old E-30 event. With its built-in freewheeler and geardrive, these power units worked well. They could be pushed with more powerful batteries than the limiting three (3) 50 mah cells we specified at the time. What's Barf up to anyway? Contact him at: 770-977- 5517 or via [gollywock@yahoo.com](mailto:gollywock@yahoo.com) .

### **NEXT ISSUE**

Look for something in late April. We should include the report of the PSIC and the first outdoor meet. Needless to say, the humble offices welcome any contributions you may shoot down the cable in terms of photos, plans, cartoons, and treatises on the intriguing. Heck, we welcome the mundane, if it's entertaining enough.

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

## **TTOMA Meeting Minutes**

**February 16, 2008**

The February 16, 2008 TTOMA meeting was held during the February indoor competition at the North Cobb High School gymnasium. Treasurer Don brown called the meeting to order at 1:10 PM with eight members and five guests present.

### **Minutes**

Minutes from the last meeting held in November 2007, were read. No requests for additions or corrections were offered and Dohrman Crawford motioned for the minutes to be accepted as read. The motion carried.

### **Treasurer's Report**

Treasurer Brown reported that at the time of the club banquet on January 26, 2008, the cash on hand was \$#,###.##. From then until February 15, a total of \$152 was collected through membership dues, one donation, and \$20 from the last indoor contest. During the same period,

banquet fees of \$111.76 were paid which left a balance on hand of \$#,###.##. Dohrman Crawford made a motion to accept the report as read and the motion was supported unanimously.

## **Old Business**

During the club banquet in January, President Hodson stated that he would like to see some cash prizes offered during the 2008 competition-flying season and the matter was left to be discussed at a later date. The subject was renewed at the February meeting to the extent that members made comments on the idea. The first comment was whether the concept would include all indoor activity as well as outdoor or would some combined approach be used?

General discussion was centered on whether or not such a prize would give incentive for more official competition flights to be posted during regular club competitions. Guest Joshua Finn stated that such an award would help cover the travel cost of out-of-town competitors.

Treasurer Brown expressed concern about the cost of such a program as the club membership has only had a fifty percent renewal for 2008 in spite of a reduction in the individual dues.

This matter was not acted on and was left for more consideration when we have a final membership renewal report that will have an impact on the club cash flow.

Treasurer Brown asked for opinions about how the club should contact members about membership renewal. Gary Baughman recommended that direct e-mail be used to contact each past member to remind them that their membership has expired. The Treasurer and Secretary will have to work on the contact list.

## **New Business**

Member Richard Schneider reported that he has been selected as a member of the United States 2008 Control Line Scale Team scheduled to compete in the World Championships in Poland later this year. Richard pointed out that the Academy of Model Aeronautics (AMA) pays some of the cost of the trip, but the team has to raise any additional funds needed. Toward that end, Richard asked that the club consider contributing to the effort. Further, the team is holding a raffle to aid the fund raising program as shown on the raffle flyer included herein.

David Mills reported that the annual Perry, Georgia big model-selling event would take place on February 29.

Dohrman Crawford reported that St Luke's gymnasium would be available for indoor flying on some Saturdays this spring. No specific dates and/or times were discussed at this time.

There being no further business, Gary Baughman made a motion to adjourn the meeting. The motion was carried and everyone returned to competition flying.

Submitted By: Karl Hube

Date: March 5, 2008

## **MARCH MEETING MINUTES**

Meeting called to order. Fearless Leader Emeritus Redux Frank, presiding. Ten members present. Treasurer's report read and accepted by vote. Previous meeting minutes read and accepted by vote.

Old Business: Update of membership renewal status by Don. Discussion ensued and Frank volunteered to do e-mail to non-renewals. Long discussion of awarding cash prizes to high point

winner at indoor and outdoor month contests, PSIC and June and September outdoor contests excepted. Motion made, seconded, and accepted by vote to award monthly cash prize of \$30 to high point winner and \$20 to second place at monthly outdoor contests. Similar motion made, seconded, and accepted to cash award of \$25 to high point winner at each indoor contest's high point winners. Discussion of incentives to increase attendance and competition of next season's indoor contests; motion made, seconded, and vote passed to use monthly event of the month; Peter Brown volunteered to coordinate events every month. Announcement of Peach State Indoor Champs by David, CD, April 5 at St. Lukes.

New Business: Long discussion of indoor flying sites for upcoming 2008-09 season. Given uncertainties of other flying sites, decision made to designate St. Lukes as club's primary indoor site; efforts to continue to develop new sites and maintain existing other ones; Dohrman to asked to firm up dates at St. Lukes for next season as soon as possible and report back. Notice made of prize raffle for USA FAI CL WC Team, of which Richard Schneider is a member; decision made to send membership an e-mail with flyer as attachment with encouragement to participate.

Show and Tell: Frank's Jaguar OT Wakefield fuselage. David's electric ARF's bought at Perry.

Meeting adjourned. David Mills reporting for Karl "Dances With Relatives" Hube.

---

### 2008 TTOMA MEMBERSHIP FORM

Name \_\_\_\_\_ AMA # \_\_\_\_\_

Street \_\_\_\_\_

State and ZIP Code \_\_\_\_\_

Telephone \_\_\_\_\_

E-Mail \_\_\_\_\_

Other Family Members \_\_\_\_\_

\$20.00/yr. for adults, plus \$1.00/additional family member(s). Juniors and seniors- \$1.00.

Send your check payable to TTOMA to: Don Brown/477 Safari Cir./Stone Mountain, GA 30083

## PEACH STATE INDOOR CHAMPIONSHIPS

A National Indoor Cup Event  
“America’s Flyingest Indoor Contest”  
April 5, 2008  
Grand Hall, St. Lukes Presbyterian Church  
Dunwoody, GA

The Thermal Thumbers of Metro Atlanta are hosting our seventeenth annual state indoor free flight championship. We invite club members, family, and friends to come and join the fun. The public is invited, but only AMA members can fly, so bring your AMA card. However, kids can fly for free because we=ll provide a complimentary AMA membership. Bring your TSA and SO models. Be advised: Although having only category I height, the Grand Hall is a big flying site.

The contest is sanctioned by the AMA and all events, except as noted, will be flown per the AMA rule book as class AAA and category I. Registration begins at 8:30 am and flying begins immediately thereafter, continuing throughout the day, and ending at 4:30 pm. Lightweights will be segregated from the heavyweights. Mass launch events will be sudden death with no kanones.

AMA: Easy B

Ltd. Pennyplane(J, SO)

Mini Stick

IHLG(J,SO)

Catapult Glider(218/219)

Bostonian(J,SO)

F1L

F1D

TTOMA: Chattahoochee Challenge

Science Olympiad

TSA

FAC: Dime Scale

Peanut Scale

Rubber Scale

Embryo

No Cal

A-6

Mass Launch: WW I Combat-10 am

Racer-11 am

WW II Combat-high noon

Civilian-1 pm

Hangar Rat-2:30 pm

Management: Contest Director-David Mills/P. O. Box 19872/Atlanta, GA 30325/ 404-509-4209/davidmillsatl@comcast.net. Assistant CD-John Barker/770-636-3451.

Fees and Awards: The basic fee will be seven dollars for the first event, three dollars for each additional event, and a twenty dollar maximum. Kids fly for free. Test and fun fliers will be charged five dollars. Trophies will be given down the three places, but only to the winners of the mass launches. The CD will give a High Point, Junior High Point, Best Crash, and CD=s Award. We=ll have some merchandise and swag for the worthy.

Directions: From I-285, get onto I-400 and head north. Turn right (east) at the first exit (Abernathy Rd.). Proceed east on Abernathy and turn left (east) at the second light onto Mt. Vernon Rd. Continue east a few miles and cross Chamblee-Dunwoody Rd. After crossing, proceed one mile further and turn left into the St. Lukes parking lot. Loop around the parking lot to the opposite (NE) corner of the property. Look for the parked cars and double-door entrance.

## Banquet Photos



A Well-Laden Al and MC Barf



A Bemused Bill



Al's New Corben Super Ace



A Charming Don Flirts With A Coquettish Graham



Frank's Big Amazoom  
with McCoy 60 Motivation

## Banquet Photos



John And Tina Enjoying  
A Laugh



Frank's Pietenpol Aircamper



Susan And Some Drifter



Al's Echo P-30



Al's New Coupe, A Fine Piece Of Work

## SAGE MILITARY ADVISE RELAYED BY FRANK

“If something hasn't broken on your helicopter, it's about to.”

“If the enemy is in range, so are you.”- Infantry Journal

“It is generally inadvisable to eject directly over the area you just bombed”-U.S. Air Force Manual

“Whoever said the pen is mightier than the sword obviously never encountered automatic weapons.”- General MacArthur

“You, you, and you ... Panic. The rest of you, come with me.”-U.S. Marine Corp Gunnery Sgt.

“Tracers work both ways.”- U.S. Army Ordnance

“Five second fuses only last three seconds.”- Infantry Journal

“Any ship can be a minesweeper. Once.”

“Never tell the Platoon Sergeant you have nothing to do.”- Unknown Marine Recruit

“If you see a bomb technician running, follow him.”- USAF Ammo Troop

“Though I Fly Through the Valley of Death, I Shall Fear No Evil. For I am at 80,000 Feet and Climbing.”

“You've never been lost until you've been lost at Mach 3.”- Paul F. Crickmore (test pilot)

“The only time you have too much fuel is when you're on fire.”

“If the wings are traveling faster than the fuselage, it's probably a helicopter, and therefore, unsafe.”

“When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.”

“Even with ammunition, the USAF is just another expensive flying club.”

“What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.”

“Never trade luck for skill.”

The three most common expressions (or famous last words) in aviation are: “Why is it doing that?”, “Where are we?” and “Oh S...!”

“Airspeed, altitude and brains. Two are always needed to successfully complete the flight.”

“Mankind has a perfect record in aviation; we never left one up there!”

“Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.”

“The Piper Cub is the safest airplane in the world; it can just barely kill you.”-Attributed to Max Stanley (Northrop test pilot)

“There is no reason to fly through a thunderstorm in peacetime.”-Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970

“You know that your landing gear is up and locked when it takes full power to taxi to the terminal.”

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives; the rescuer sees a bloodied pilot and asks “What happened?” The pilot replied, “I don't know, I just got here myself!” - Attributed to Ray Crandell (Lockheed test pilot)



Richards CL Spirit of St. Louis, WC Bound