



# The THUMB PRINT

## Thermal Thumbers Of Metro Atlanta

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



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May-June 2008

## HEADS UP

Welcome to the May/June issue, only mildly late at this juncture. The outdoor season is underway and contest reports follow, along with photos. Several news items follow, prominent among them the Linwood Cochran estate sale. This will be of interest to you. I ramble on and/or muse about this topic or that, as is my wont.

## UNDER THE CATHEDRAL OF THE BIG BLUE SKY

Mark your calendars for the remaining outdoor dates: August 17, September 20 and 21, and October 19. There's still plenty of flying opportunities left. The club's model and event of the year models are finally being seen in large numbers on the field, so we expect more competition there.

Most of us are surprised by the performance the Senator (club MOY) offers. Trimmed out and wound with some determination, the climb is very spirited and the glide, far better than imagined. Gary Baughman and I sat down one day and went through all the design's problems: bad airfoils, freewheeler, too large and underslung stab, short-coupled empennage, backward wings tips, overall ugliness, and other items. Still, this conglomeration of parts does fly well. Sandy always said aircraft design is nothing but a matter of establishing the right airfoils, areas, and moments. I guess this odd combination works. And on the esthetic front, George always advised, "air's blind", which no doubt explains some of his success.

The Club EOY is bringing some interesting designs out of the woodwork, like Gary Morton's Gordon Light Performer, my Lidgard Foo, Frank's Scientific Raven, as well as the usual suspects like the F. A. Moth and King Harry. And Don "Mr. Free Flight" Peacock has yet to debut his Miss Canada, Jr. I had feared the EOY would become a one-design, F. A. Moth parade all year, but I shouldn't have worried. The Thumbs are too clever and competitive for that.

## THE DANGERS OF VEGETABLES

Yes, you heard that right. They are evil and I've recent experience to bear it out. Heading back home from the June contest late Saturday afternoon, I stopped by the Douglasville Wal-Mart for stuff and noticed the nearby Ryan's, a hitherto popular choice of mine for good grub at reasonable prices. Having had only a snack for lunch, I was mighty hungry. I thought to myself, that's what I need, a couple of plates of wholesome vegetables. It made a great deal of sense at

the time. I duly entered, sat down, and ate two plates of tasty and nutritious food. I was full to bursting, mission accomplished.

I made it home with plenty of time to glue some shims, make some motors, repair this or that, and later I did some reading. All was well when I retired around midnight.

Around three o'clock Sunday morning, I awoke in a hurry and my brain ordered me to the bathroom, and sensing the obvious wisdom of it, I went as instructed and endured about three hours of very rapid weight loss. Suitably purged of my contents, I returned to bed and enjoyed a spat of fitful sleep until around noon and spent the rest of the day and evening on the sofa feeling like life wasn't worth living. By Monday health and vitality had returned, but the evils of the vegetable kingdom were made more evident in my mind. Forewarned is forearmed.

I only mention these personal travails to address the theory proposed by Dohrman at the flightline Sunday as to my absence, which was apparently seconded all around by my fellow Thumbs. I won't go into the details of their theory, but it involved that which only happens after midnight in the company of drunken floozies. Alas, the actual facts pale in contrast to the color and verve of this alternative. Obviously, had I the choice between the two, theirs would've been the option I would've taken. However, life seldom offers such conscious electives. Ergo, I took the road less traveled and even less joyous.

Two more items need to be addressed. I need to affirm Dohrman's use of the technical term, "floozies". I must also express thanks for his generous view of my capabilities as evidenced by his use of the term in the plural and in an atmosphere of drunkenness.

### **THUMBS IN PRINT**

The July issue of "Flying Models" carries a photo of our own Al Pardue launching his Gollywock. The background looks like Pensacola. Always nattily appointed, Al's wardrobe indicates fall temps in the area. He ain't sweating like a field hand, that's for sure, so it can't be recently. We need to say something about his sartorial inclinations; he really makes the rest of us look bad by comparison. Tobacco Road always looks shabby next to Country Club Drive.

### **THUMBS ON THE MARCH: 2008 INDOOR NATS**

Attendance was way down from last year; I heard something like 30% from last year. The handy and plausible reason is the high price of gas. Still, two Thumbs made the trip to Johnson City and flew. Big Jim Lewis won hard-fought second place in HLG, and along with everyone else, watched Stan Buddenbohm walk away from the field with a tip-launched glider. No doubt, we'll see more of these in the future behind closed doors. Jim also scored a second in the hotly contested Unlimited Catapult Glider event.

John Barker flew all week and clocked times in Dime Scale, and F1L, and scored a fourth in Bostonian with his venerable Comet Curtiss Robin. There're a lot of miles on that old campaigner. (Hey, the model, not John!)

### **THUMBS ON THE MARCH—HEART OF DIXIE REPORT**

"Graham and I attended MACH's Heart of Dixie meet in Pensacola. We did pretty well with Graham coming in 2nd twice and 3rd once, both in gas events. I didn't write down which one was which, so you can check with him when he gets back into town. (He is off to see his daughter in Washington State, and then will drive back to Athens with her, whose husband will be off to Afghanistan.)

“I won HLG and came in 3rd in CLG. I placed 2nd in Tow Line, but I lost my trusty Buddenbohm Sidekick on its 3rd max. I never could find see it in the heavy brush outside the flying field, in spite of being very close to it according to my Walston RU. Graham lost his Midi Pearl after a string of maxes the day before. Bad words were said!!!!

“While hunting for Graham's model, we had to traverse three bogs, each one worst than the one before it. What followed was (in hindsight) funny, but it sure wasn't at the time. Suffice it to say, Army Rangers have nothing on us for showing up covered in mud and bleeding all over from scratches. There are areas in that swamp that a cat could not get through. I have never seen anything like it. The wind came up Sunday, and the contest was called off early. We got back from the swamp just as it ended.

“I was counting on the Sidekick for Muncie; now I will have to tap dance a little. Anyone that wants to see a great field needs to get down there for those contests. The field is great and the nearby food is great (Beulah Land BBQ is recommended w/5 stars!).

“You need to get down there and show the flag. I made it back in just a little over 5 hours, counting a fuel stop, and a food stop. T-t-t-that's all for now.”

Dohrm Crawford  
Cub Reporter

### **ONE MAN'S WARNING IS ANOTHER MAN'S SALES PITCH**

Dohrman tells the truth about the hazards of getting off the flying field in Pensacola. For all the virtues of the field itself, they disappear entirely once you get over the fence. I'm very familiar with the local terrain, flora, and fauna, having grown up in a very similar place in the sticks up the river from Savannah, adjacent to the Savannah River Wildlife Refuge.

The refuge is about 50,000 acres of Federal “land” and home to one of the major east coast flyways for migratory birds. Back in the colonial era, the district was settled as a large collection of rice plantations that didn't last much past the Revolutionary War, after which the land eventually reverted to small farms and rich hunting and fishing lands. It stayed that way until early in the last century when it began to be industrialized with saw mills, railroads, and the Dixie Crystal Sugar Refinery (which has graced the South's and the world's tables for one hundred years). Around WW I, a vast acreage west of town and upriver was set aside as a Federal duck preserve, whence the refuge.

I put parentheses around “land” because much of it is underwater a lot of the time. Basically, what you have is a vast expanse of salt marsh and fresh water swamp filled to the scuppers with gators, snakes, turtles, ducks, bugs, fish, wild boar, and whatever else God Almighty saw fit to put there. In other words, it was the perfect playground for the active, curious, and unsupervised boys of the boomer generation. (No, our mothers didn't have a clue as to what we were up to. But mothers of the era raised their boys to be masculine and this sort of thing happened.)

Danger equals excitement. Have bicycle; will travel. You know you're having fun when you're a little boy camping out with a church group and they post a grown man with a gun at night to make sure no gators get up in the camp and take away anybody for groceries.

Heck, we didn't know any better, just a bunch of blue collar crackers happy to be outside and having fun. We thought all this was normal. One benefit though, I've never felt human beings were on top of the food chain everywhere at all times. Our species' dominance is entirely dependent on time, place, and circumstance. Ergo, I never felt you could push Mother Nature around because sometimes she has fangs.

Honestly, I've never envied those who grew up in the suburbs, a place I've never lived. I've always felt like an outsider looking in, ever wondering about the odd lifestyle and peculiar values. Sometimes I just don't get it. Being able to proclaim to your buddies with some authority that you can out-pace a ten-foot gator on your bicycle does something for a boy's confidence and future way in this world. Beats the heck out of bragging about what levels you attain on an X-Box. But, what do I know?

### **WHERE CREDIT IS DUE**

The June issue of "Model Aviation" has an excellent and photo-rich article on this year's Southeastern Model Show at the Georgia State Fairgrounds down in Perry. The magazine did a great job, describing the event in great and accurate detail. They placed the emphasis where it should be: on the people that attend and who put it on. GAMA is amply described and lauded for the job they do every year. One more thing, quite often magazines take opportunities like these to make the coverage just an extension of the advertising section. Instead, the presentation is about the event, namely the buyers and sellers, and the people making the event happen. Also, the AMA potentates enjoy a good amount of face time, as is their due, mixing and mingling with the great unwashed.

This article can only encourage people from outside our immediate area to attend next year. Also, we should see a major jump in the commercial presence. The proximity of the world's busiest largest airport at two hours away can only help, as well the ample number of hotel rooms on the southside of Atlanta, and those in Macon, Perry, and Warner Robins. It's already the world's largest model swap meet and trade show and we've filled every suitable building at the fairgrounds, save the Goat, Sheep, and Swine Pavilion. My decades-long dream of using that room may be on the verge of being fulfilled. The photo opportunities underneath that sign just make the mind boggle. Sweet Dame Destiny, be mine!

### **YOU CAN'T TAKE IT WITH YOU (NOR SHOULD YOU)**

Linwood's estate sale went without a hitch and about ten Thumbs walked out with the deal of the century. All of us had forgotten just how much stuff Linwood had in his basement. We were soon refreshed in our appreciation of just what sort of packrat he was. No ordinary stockpiler, he.

We had vague memories of the inventory of his old cottage business, Free Flight Unlimited, which included the entirety of the Campbell and Easy Built line. Then there was the matter of his engine and kit collection. There were even surprises, including his large cache of old control line kits. And of course, then there was the usual detritus of the lifelong free flyer's larder. In short, there was a basement full of stuff, rather neatly arranged by the family with Fearless Leader Emeritus Redux Frank's help.

Try as we might, we made only a dent in the mountain of stuff that day. All of us probably doubled or tripled the amount of kits in our possession that we'll never build, and at darn cheap prices, too. After the dust had settled, Frank made an offer on the remainder and the family accepted. Later he managed to cram all of it into a 5 X 8 U-Haul trailer and the back of his pickup. He said everything was stuffed like sardines, boxes in boxes. I'm talking several hundred kits, literally, plus assorted, other bits. Good grief.

Frank and I spoke briefly as to his plans, such as they were at the time. Most of it will be put up for sale at a later time, the how and why to be determined later. No doubt, most of the truly collectible stuff will find its way on E-bay and some to the Perry model show next year. Some

may be offered to club members in a round two event, who knows. To be frank, the task is rather daunting—pardon the pun. Stay tuned for the details of how Frank wants to proceed.

We should all be relieved Linwood's estate won't wind up in the dumpster or left to mold away somewhere. The right thing got done and several of us have a lot more really cool stuff. We've had those concerns in the years since his passing. The episode wasn't without loss, however. Frank says all of Linwood's magazines, including his complete "Model Builder" collection and maybe the entirety of the Grayson Anderson collection, were tossed into the trash in Alabama by his heirs! Sometimes people just don't realize what they have. It could've been much worse.

Lessons for the living: Prepare a will and deal specifically with your modeling estate. Make sure some of your club buddies know about the details regarding your model stuff, particularly if your loving descendents are a little sketchy or prone to squabbling with each other. You want a list of the times the right thing didn't get done? Plan accordingly; otherwise, it could and probably will happen to you, or rather your stuff, if you don't plan for it in advance.

### **MUNCIE, HO!**

No, we're not talking about some heartland love connection, but rather the annual trek up to Muncie for the free flight Nats. I hope many can and will make it. Some are concerned about the turnout, as the indoor Nats in Johnson City saw a one-third decline in attendance, generally credited to the high gas prices. Fingers crossed, amigos. This pilgrim is attending, along with all the usual suspects, hopefully.

If you camp out on the field at Camp David, gas outlay is the bulk of the pain. I'm budgeting about two hundred dollars, American, for four tanks this year. The hotels in Muncie charge about what everybody else does, I hear, so make your choices there. From metro Atlanta it's about 550-to-600 miles and takes all day to get there. (Dohrman "Throttle to the Firewall" Crawford makes it in eight hours. It takes me about ten.)

The drive is quite scenic and without much traffic if you take the Chattanooga/ /Knoxville/ Lexington/Cincinnati route. The Chattanooga/Nashville/Louisville/ Indianapolis route isn't advised, lacking both these two attributes, but you've the all the distillery tours, Mammoth Cave, and the Corvette plant and museum. Horses for courses.

### **NERDS, AHOY!**

My visit to the annual plastic model contest held by Atlanta's IPMS club didn't disappoint. They did a pretty good job of filling the Cobb Convention Center. I ran into Barry and we enjoyed the accompanying trade show. Our browsing was extensive, but our purchases were modest. I bought a few die-cast goodies and he bought a few kits. He, like me, was very impressed with the craftsmanship shown by the club members, particularly by the armor entries. The level of craftsmanship never fails to amaze; these guys are the best. The only problem is their stuff just sits there. It doesn't move and you can't play with it.

Free flighters should feel a bit better about themselves in our levels of kit hoarding. We're mere pikers compared to this crowd. We've shelves filled with kits; they've rooms of them. There's some sort of mania among them; seriously, they've got it bad. One hint, never go to a store and buy a plastic kit. Go to their trade shows and swap meets and buy armloads of them for one-quarter the price. Another hint, anything in a beat-up box will be practically given away if you push the issue. Seriously, a torn plastic wrapping or a worn cardboard corner is the mark of Cain to these guys. One more hint, die-cast models go for good prices because they're held in

distain by the kit-builders and one man's trash is another man's treasure. There're pickings aplenty. At regional contests like these, there're many thousands of kits and carloads of aftermarket goodies for sale. Barry was amazed by the whole thing; I'm used to it.

I make a point of talking to my fellow hobbyists because I'm curious as to their habits and inclinations. The plastic crowd has their turmoil, too. There's a big stir about the soaring costs of kits, supposedly based on the price of oil, but the plastic guys are having none of it. The specter of price-gouging is in the air. Also, there's the perennial despair of the loss of the young from the hobby. Instant gratification, video games, you've heard it all before. A familiar refrain to us, it's a little different for them. They've tens and tens of millions of active, plastic model builders around the world and they can afford to slip a tad. Still, they fret.

### **THE PEOPLE HAVE SPOKEN (OH, THE COMMITTEE, ANYWAY)**

The AMA has posted the votes for the latest batch of outdoor rules change proposals. Summing them up briefly, they are as follows:

1. The BOM will be retained
2. Classic Gas won't dropped
3. Proxy flying won't be allowed.
4. 1/8<sup>th</sup> inch rubber will be allowed in catapult glider.
5. Wingspans of HLG's will be limited to one meter, applied specifically to tip-launched gliders.
6. 1/2A, A, B, C, and D Gas will again be separated.

The votes to re-separate the gas categories and allow the use of other than ¼ inch rubber passed by large majorities. The other votes were either ties, or passed and failed by narrow margins.

These changes will remain in effect for the contest seasons of 2009 and 2010, I think. After which a new batch of proposals will be voted upon and the process continues. I'd have to say our hobby's democracy worked again in a fashion; the clearly no-brainers passed easily and the issues that you could make a decent argument for or against didn't. Personally, the BOM and HLG wingspan and proxy votes didn't go my way, but we'll see next time.

I'm accustomed to rejection; I vote Libertarian most times. Being fifty-fives years old and single merely reinforces this sorted tableau. What can you say about a lifestyle that only really needs 900 square feet of condo?

### **GET YOURS TODAY**

The third printing of Ron Williams's book, "Building and Flying Indoor Model Airplanes" is out and for sale. The first printing has long been a collector's item and for good reason. Easily the best book on indoor model design and construction, the large volume (272 pages!) has over 200 drawings and many full-sized plans. The text is a marvel of clear and direct writing and offers much succinct instruction and advice. It's one of the best model airplane books, ever.

The third printing is selling for a very reasonable \$24.95, plus shipping I assume. Contact AerocraftRC at 631-369-9319 and <aerocraftrc.com>. It will soon be sold through the Book Hangar at "Flying Models" magazine. Seriously, you won't find a better value for your education or entertainment dollar.

## **A LITTLE HELP, PLEASE**

As most of you know, I'm an associate editor at Free Flight Quarterly (FFQ) and doing this or that article for publication, among other duties. This current July issue begins a thematic pair of volumes on the British Open Rubber (OR) and American Mulvihill classes. The upcoming October issue will focus on Mulvihill and will feature an article by me on George Perryman's Mulvihill models.

I'd like to formally request a search of everyone's photos, magazine cut-outs, and plans collections for material relating to George's Mulvihills. I already have a good bit on this history, including photos and drawings of the Great Speckled Bird (GSB) of the late seventies and eighties. I also have plans of the Little Daddy and Super Maxer Speckled Bird (SMSB). I've photos of the Fat Speckled Bird, Big Daddy, Big Mama, and SMSB.

There're gaps in the coverage, particularly from the fifties and sixties. I know that George flew Wakefield and Mulvihill (then called Unlimited Rubber) throughout the fifties and sixties, but dropped Wakefield sometime in the sixties. I've only Zaic Year Book drawings of the mighty Kluge (Zaic YB 1957-58) and the Practically Nothing (Zaic 1959-61 YB) from this period, but I'm sure there were numerous other designs along the way because he flew Mulvihill thirty-six years before winning it in 1977 with the GSB. He was so enthused about winning it finally that he had a T-shirt made proclaiming the achievement for the inevitable and probably self-promoted magazine photos and articles. (George never avoided the spotlight, if you get my drift.)

I don't have any photos and plans from the nineties and I therefore lack material on the resplendent Big Red, The Thoroughbred. I've many memories of Big Red, having served as stooge many times, but typical of me, I've no photos.

(Big Red also serves as one of my modest achievements in free flight modeling, having spent the better part of two decades trying to get George to stop using orange tissue on his models, it being a lifelong habit of his. The problem is/was that too many of the wrong college football teams in the South use orange as part of their martial colors, and therefore are unattractive as a result. He finally flipped, probably to the constant pressure and the empirical evidence showing red to offer better contrast against the South's verdant background, as well as the observation of the inevitable fading of the offending orange into very effective camouflage in the fall. A flying buddy or two may've made the occasional observation in this regard along the way. He wasn't always the slick one in the room.)

We're also looking for material on his Dawn Unlimited designs, a lifelong mania of his. "When the going gets weird, the weird turn pro", thus spoke Hunter S. Thompson in an entirely different context, but it's nonetheless fitting here. I've photos and plans of the Small Giant Speckled Bird (SGSB), but I'd really like something on the Giant Speckled Bird (GSB), his 1000 sq. in. plus behemoth. Anything provided in this or related veins would be appreciated. Those Brits and their allied Colonials think they push the envelope with the 400 or 500 sq. in. OR efforts, but I beg to differ.

Seriously, though, any help would be appreciated greatly. I'll return all your stuff and repay any postage expense. Before sending me anything, contact me at [davidmillsatl@comcast.net](mailto:davidmillsatl@comcast.net) and I'll let you know if I have it on file already.

## **HEARD IT THROUGH THE GRAPEVINE**

A newsletter recently crossed the threshold that carried an announcement that Sal Taibi is back at home, doing well, trailing an oxen tank around, and starting to get active again. No other details are given.

I presume he had some respiratory ailment and was hospitalized for a time. Like many of our well-tenured brethren, it takes a lot to cause the surly bonds to be slipped. Good for him. Keep your ears peeled and pass along anything you might hear that's reputedly sourced. Hopefully, old Sal has more building and flying left in him; icons can't be replaced.

## **NEXT ISSUE**

Don't look for anything before late August. We'll have a full report on the Thumbs at the Nats, certainly, and word of the upcoming indoor schedule, hopefully. Once again, I'll issue a call for articles, plans and photos. Don't make me work too hard.

Ciao, y'all!

## **May Meeting Minutes**

Date: May 25, 2008. President Frank Hodson called the meeting of TTOMA to order at 12:45PM at the North Georgia Sod Farm flying field. Twelve members were in attendance as well as two guests.

### **Minutes**

Minutes from the last meeting held in April 2008 were read. No requests for additions or corrections were offered and the minutes were accepted as read.

### **Treasurer's Report**

Treasurer Don Brown reported that on April 4, 2008, the start of the reporting period, the balance on-hand was \$XXXX.XX. Over the period ending May 24, 2008, deposits were \$170.00 derived from membership dues (\$80.00) and entry fees for the April outdoor contest (\$90.00). Expenses were \$12.21 for the printing of contest score sheets and \$79.93 related to two indoor contests. The Treasurer's report was accepted unanimously.

### **Old Business**

President Hodson reported that a project to detail all the club trophies and the requirements to win them is ongoing. The results of the project will be placed on the TTOMA web site and it is estimated ninety percent of the work is completed.

### **New Business**

Don Brown reported that club member Clarence Purdy has encountered another bout with cancer. Clarence is scheduled to start chemotherapy soon. For those who wish to send Clarence a note of support, his mailing address is:

Clarence Purdy  
Rt. #1, Box 32C Hwy 90  
Rupert, GA 31081

Don also indicated that an inquiry had been made about the availability of a club membership without AMA membership. This is not possible under the club guidelines, but the inquirer wanted to know if copies of the newsletter could be made available. No full resolution was made.

President Hodson asked if the membership was interested in decals with the TTOMA logo. These decals would be suitable for model surfaces, toolboxes, etc. There was some discussion as to what the logo should be and no resolution was made.

Hodson also recommended that we have a "Best Crash Award." Guidelines for the award will have to be discussed although there seemed to be some interest in such an award.

There being no addition business to transact, President Hodson adjourned the meeting at 1:00PM and everyone returned to a busy flying day.

Submitted by: Karl Hube

Date: June 20, 2008

## **JUNE MEETING MINUTES**

At 1:00 PM on Sunday, June 21, 2008, Frank Hodson called the meeting of TTOMA to order. The meeting was held at the North Georgia Turf Farm during the club monthly contest. Fifteen members attended.

### **Minutes**

Minutes from the May 25, 2008 meeting were read. No additions or changes were offered and the minutes were approved as read.

### **Treasurer's Report**

Don Brown presented the Treasurer's report, which showed a balance on hand as of May 24, 2008 of \$X,XXX.XX. From that date until June 17, 2008 there was a fee for one membership (\$20) and income from the May outdoor contest (\$110.00). There were no expenses, which produced a balance at the end of the reporting period of \$X,XXX.XX. The Treasurer's report was accepted unanimously.

### **Old Business**

There had been an inquiry about an inactive member receiving a written copy of the newsletter. The response to this query will be that David Mills will determine the cost to provide a newsletter to the individual and notify the fellow as to what payment is needed.

At the last meeting, it was suggested that the club have available decals with the club logo to use on models. The conclusion was that the decals were a good idea and that the existing logo should be retained. Frank will contact Barry Shoulder about the cost to produce the decals.

At the May meeting, it was suggested that TTOMA have a "Best Crash" award. However, it was concluded that we have too many "quality" crashes to choose the "best" and the idea was dropped!

Dohrman Crawford has been reserving the gym at St Luke's church for Monday night indoor flying. He asked what the level of interest was in continuing the practice and there was no interest expressed. Most of the regular indoor fliers were not present, so this is still an open issue. Further, Dohrman is checking into the availability of St Luke's for fall and winter flying on Saturdays to cover the usual indoor season contests. This may be problematic as the gym is in heavy use during basketball season.

A project is underway to list all the club trophies and the requirements to win them on the club web site. One of the last items is the preparation of the trophy detail for the Comet trophy. The project is very near completion.

### **New Business**

Frank Hodson asked that all Contest Directors collect and report all required contest details so a rolling record of the total points accumulating for the club high point award can be tracked. Frank also emphasized that all details need to be supplied on models competing for the Comet Trophy. Finally, he indicated that anyone flying the Senator rubber model be sure to log official flights so times can be filed in the current Senator Postal Contest under way.

There being no further business presented, Graham Selick made a motion to adjourn at 1:17 PM. The motion carried and the members returned to competition flying.

Submitted: Karl Hube

Date: June 22, 2008

## **MAY OUTDOOR CONTEST**

"Sunday, May 25th dawned sunny and bright with very light winds out of no particular area. We set up but were forced to move to the SE corner of the field as the wind shifted shortly after 9 am. Technical difficulties with our patented Balloon Launcher apparatus made the choice of location more difficult for our hard working, honest and trustworthy CD.

"We enjoyed a very good turnout, with 15 official flyers, a number of spectators, and one dog, Tilly. A reputable 116 official flights were turned in, and at least that many unofficial test and fun flights were made. Some of the test flights were not fun, as several airplanes sleep with the fishes in the Mighty Hootch, or in the wolf-infested forests that surround our sod farm flying site.

"We originally set up a 9 am start time, as people were slow to show up for the traditional earlier flight time of 8 am. I believe we should consider going back to an earlier start time, as we are wasting valuable still air flying in the morning. With all the trouble we have had with wind, we might gain a little better flying by starting earlier.

"Here are the official results. Note: the flying produced a record four (4) fliers tied for hi-point. As most of the people had left, an executive decision was made to forgo the cash award and turn the money back to the club treasury for next time."

Respectfully submitted,

Dohrman Crawford, Cub Reporter

### **CLG**

1. Jim Altenbern	Bo-Weevil 16	173
2. Al Pardue	Vee 17	141
3. Karl Hube	Drifter 2	117
4. Bob Thoren	Straight Up	93
5. Dohrman Crawford	Vee 15/ Phu-cat	78

### **HLG**

1. Dohrman Crawford	Meerkat 38	208
2. Bob Thoren	Twirly Bird	180

### **P-30**

1. Jim Altenbern	Majestyk	189
2. Alex Krumb	Champion	171

### **Senator**

1. Al Pardue		264
2. David Mills		241

### **Tow Line Glider**

1. David Mills	Jetstream	219
2. Barry Sholder	Torrey Pines	26

### **Embryo**

1. Karl Hube	VooDoo	197
2. Jim Altenbern	Cruiser	176

### **Scat Jet**

1. Dohrman Crawford	F-84 Thunderjet	57
2. David Barfield	P-59 Airacobra	49
3. Liz Brown	F-111 Aardvark	40
4. Frank Hodson	Saab 37 Viggen	36
5. Frank Hodson	F84 Thunderjet	36

### **2 Bit Rubber**

1. David Barfield	F.A.Moth	216
2. David Mills	Lidgard Foo	176
3. Dohrman Crawford	King Harry	2

### **Rubber Scale**

1. David Barfield	Comet Taylorcraft	5
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### Chattahoochee Challenge

1. Jessica Brown 42

### No Cal

1. Liz Brown Heinkel? 5

### Jr CLG

1. Jessica Brown 135  
2. Liz Brown 93

### Jr HLG

1. Liz Brown 47  
2. Jessica Brown 14

## SPRING FAC FOR 2008

Frank Hodson CD

The 2008 FAC Contest had mixed results. We only had nine (9) contestants, but there was a lot of flying and the competition keen. The weather and the wind direction was the best this year. We had nine (9) contestants, with two (2) contestants were from out of state, Gary Morton from Tennessee and Al Pardue from Alabama. Jim Altenbern from South Carolina, was a MIA!! The nine (9) contestants with nineteen (19) entries in four (4) events for a grand total of seventy-nine (79) "Official Flights". A total of thirty-six (36) High Points were earned. Al Pardue won \$100 in prize money for wins in Embryo and 2 Bit plus One, Richard Schneider \$50 in Jet Catapult Scale, and Gary Baughman \$50 in Combined Scale. I hope Gary Morton will come back to fly with us as he did some great flying, only to lose by one (1) second in Embryo and two (2) points in Combined Scale. This contest had the tightest scores I've ever seen at a TTOMA contest.

We had two (2) spectators on Saturday, a new Junior prospect, Chaz ? and his mom.

### JET CATAPULT SCALE

1<sup>ST</sup> Richard Schneider F-89 Scorpion 82 Sec  
2<sup>ND</sup> Barry Souder Baka Bomb 77 sec  
3<sup>RD</sup> Karl Hube Hawker Hunter 76 sec  
4<sup>TH</sup> Dohrm Crawford F-84 Thunderjet 72 sec  
5<sup>TH</sup> Frank Hodson SAAB Viggen 33 sec  
6<sup>TH</sup> Al Pardue Baka Bomb 25 sec

### EMBRYO ENDURANCE

1<sup>ST</sup> Al Pardue Cruzier 320 sec  
2<sup>ND</sup> Gary Morton Prarie Bird 319 sec  
3<sup>RD</sup> Karl Hube VooDoo 307 sec  
4<sup>TH</sup> Barry Shouder ?? 163 sec  
5<sup>TH</sup> David Mills Megalon III 85 sec  
6<sup>TH</sup> Dohrm Crawford Debut 62 sec

### 2 BIT PLUS ONE

1<sup>ST</sup> Al Pardue Flying Aces Moth 263 sec  
2<sup>ND</sup> David Mills Lidgard Foo 196 sec  
3<sup>RD</sup> Dohrm Crawford Flying Aces Moth 60 sec

### COMBINED SCALE

1<sup>ST</sup> Gary Baughman SE-5 99 Pts  
2<sup>ND</sup> Gary Mortom Interstate Cadet 97 Pts  
3<sup>RD</sup> Barry Shouder Bristol Brownie 86 Pts

**SUNDAY OF THE JUNE CONTEST**  
**David Barfield**

Some of the best weather we've seen in a while. Pretty good turn out and lots of exciting flights. No real crash carnage but there was a fly away and one model stuck in a tree narrowly missing the river. All in all everyone had a good time especially Alex who experienced his very first max.

Just so everyone can know there were many more contestants at the June 22, 2008 than shown in the results. There were many flights, most of which were never posted by the contestants. A lot of testing takes place along with the events. So lest you think only a few people show up, below is a list of the people who signed in. There was also a few who just observed so come out next time and enjoy the day:

Dohrman Crawford, Karl Hube, Gary Baughman, Frank Hodson, Scott Lapraik, Al Pardue, Bob Thoren, Alex Kramb, Whit Russell, James Martin, Don Peacock, Graham Selick and CD David Barfield

Now here are the results:

**E-36**     Graham Selick            273

**HLG**     Bob Thoren                    170  
           Dohrman Crawford            11

**Catapult Jet Catapult**

           Karl Hube                    261  
           Al Pardue                    169  
           Bob Thoren                   155

**Gas**     Graham Selick            162  
           Gary Baughman            117

**P-30**     Scott Lapraik                338  
           Gary Baughman            335  
           Karl Hube                    332

**Nostalgia. Rubber (Senator, MOY)**

           David Barfield               201  
           James Martin               174

**2-Bit**     David Barfield            156  
           Don Peacock                58

## JULY CONTEST REPORT

We had threatening weather most of the morning, up to early afternoon. The skies to the west looked like the end of the world most of the day and the bottom fell out finally about mid-afternoon. We hung around for a while, but we left a little early, forecasting how the rest of the day was going to be. The winds coming out of the SE put most of the models into a very large plot of five-foot sunflowers north of the hangar. Much time was spent in the midst of them and a few models were lost, all catapult gliders, I think. For once, no models slept with the fishes.

Barfield saw fit to cover his electric Sniffer in yellow and green tissue which proved to be very effective camo in the sunflowers, but he eventually found it. Mature sunflowers aren't as bad as corn, but close. The deer certainly love them; there were tracks aplenty and I ran into a doe while looking for my Embryo. (Tan and white don't work as camo in the sunflowers and render them bullet-bait, pretty much. Look out, Bambi!)

Your editor brought his Super Talon II wing and stab and it drew a crowd of gawkers. Gary offered this ingenious comment, "Wow, that sure is big." (Now I know why the USAF trusted him to fly multi-engine aircraft.) Dohrman showed his freshly framed Top Kick A-1 and Karl flew his new AL-29. The Thumbs will make their presence felt in Classic Towline in Muncie.

Scott, Dohrman, and Barfield had electric models to show-and-tell, which were of much interest to the group. If you're not aware of it, Scott and fellow Thumb Jim Jennings are doing some of the advanced work nationally in developing hot power combinations in Electric Class A and B. (Scott says he has a Class B, 450 sq. in. Maverick that pushes 0.8 Watts/gms. The best F1C's "only" push 1.0 Watts/gms. Ouch!).

Many thanks go to Whit, CD, for manning the pumps. The weather was his fault.

### 140 HLG (SO)

1. Dohrman Crawford	163	Meercat 38
2. Bob Thoren	126	Twirly Bird
3. Scott Lapraik	108	Sweepette 19

### AMA 142 Catapult Glider (SO)

1. Jim Altenbern	132	Cat-a-piglet
2. Bob Thoren	130	Straight Up
3. Dohrman Crawford	113	Alley Cat
4. Al Pardue	98	Copper Cat
5. Scott Lapraik	93	Unknown

### AMA 142 Catapult Glider (Jr)

1. Alex Kramb	72	Cat-a-piglet
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### FAC Embryo

1. Don Peacock	193	Debut
2. David Mills	91	Megalon III

### AMA 124 P-30 (JSO)

1. Jim Altenbern	142	Majestyk
2. Al Pardue	120	Echo
3. Scott Lapraik	88	Souper 30
4. Alex Kramb	42	Champion P-30



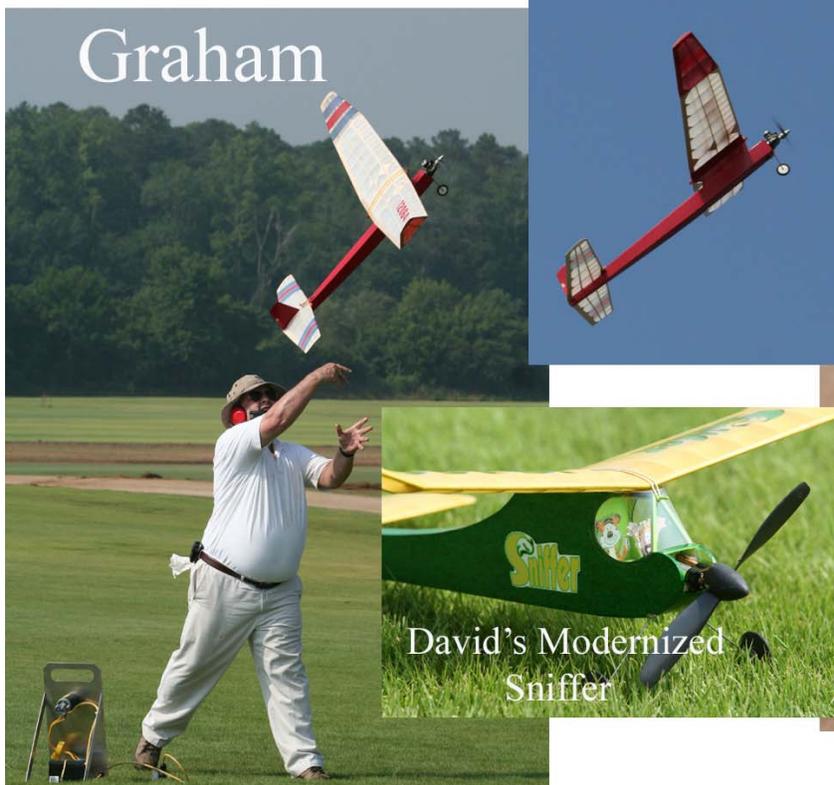
Karl Hube's new straight tow AL-29



# Dohrman's Dilemma



# Graham



David's Modernized Sniffer

# Scott

