



The THUMB PRINT
Thermal Thumbers Of Metro Atlanta

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AMA
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NFFS

September - October 2010

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HEADS UP

Time sure flies. The summer is over and fall is well underway, toe meeting leather several weeks ago. A little nip in the air is always a welcome change from the very hot summer we had. At least our horrid summer was a wet one. This fall looks to be drier than usual. Hopefully, the winter will follow suite and we won't have to wade through slush until the blessed spring arrives. Then, warm spring showers can bestow their bounty on the blooming dogwoods and azaleas. Hope springs eternal.

We've had an eventful outdoor flying season with much to report. We start with a report on the Thumbs at the Nats and a full week of fun and excitement it was, too. Other contest reports from the summer and fall (so far anyhow) follow. We opened our indoor flying season earlier this month with a pleasant day of flying at St. Lukes; the turnout was light and I don't think any official flights were made, so no report *per se*.

Your editor reports on some activity by members off the contest trail. Our club's presence has been felt aside from under the Cathedral of the Big Blue Sky. Dohrman and Barf provided photos, so many thanks to them. Time for me to get out of the way. Ciao!

BEHIND CLOSED DOORS

The good people at Ward Rec Center west of Marietta went through some ill-advised policy changes and therefore put themselves out of our financial market, and we had to take our business elsewhere.

Not to worry, for our man Dohrman has delivered us out the wilderness by arranging the use of the Grand Hall at St. Lukes Presbyterian in Dunwoody. We've flown there for many years, off and on. It's a very good category I site, offering a big floor and a ceiling just a few inches below the max height that's also very clean for the most part. The small portion, right down the middle, that's a bit snaggy (aka, "the slot"), is also higher than the rest and offers free ceiling for category I record runs. (Hey, don't look at us; it meets the AMA's 15 meter spec!)

We've the flying site for Nov. 20, Dec. 18, Jan. 22, Feb. 19, March 26, April 16, and May 21. All the hours are the same: 9 am until 5 pm. The location is deep in the cushy suburban confines of the Golden Ghetto, off Mt. Vernon Rd., a mile west of downtown Dunwoody, near Perimeter Mall (great food court!), and convenient to the I-285/Ashford Dunwoody Rd. and Hwy. 400/Abernathy Rd. exits. I assume that either the March or April date will serve as the Peach State Indoor Champs. We'll let you know. Stay tuned.

THE 2010 NATS

As is our habit, the Thumbs were well-represented at this year's Nats: Gary, Dohrman, Big Jim Lewis, Fearless Leader Emeritus Frank, Graham, Scott, Jim Jr., the Hardin's, the Jim Sr.'s, the Walston's, the Brown's, the Marier's, and your editor. It was a very good group and we managed to fly together and stay reasonably organized. I doubt if many clubs had this many people on the field. Bravo for us.

Camp David was a busy place, well-populated with the Marier's, Dohrman, and me. We also had our friend Rocco Ferrario's group of high school kids from Napa, CA, and a few extra campers. T'was never a dull moment. Lots of people moving about, motorcycles braying at all reasonable hours, eating, and drinking at regular intervals, it all reminded me of a more genteel version of the Road Warrior movie--with model airplanes. You can't beat stepping out of your tent at 7:00 AM and test gliding your model across an acre patch of lawn. (I sure wish that field wasn't 575 miles away!)

As is always the case, the weather played its part in the proceedings. It was never really hot, regarded by this Deep South comfort meter. Only one day seemed a true burden, getting well into the nineties. As always, it cooled off a lot at night and I slept like a baby under a blanket throughout the week. Only one day featured wind speeds and gusts of any real import. The winds were out of the south most of the time, offering the long direction of the field, and out of the west only the last two days. I don't recall any great number of off-field excursions; most of these were from well into the fly-off rounds or the result of timer problems. If memory serves, only Gary left one in the corn, despite a heroic search. As long as the sun was shining, we had nothing to complain about.

Not that there wasn't some drama with the weather. Mother Nature saved her best stuff for the nighttime and we did suffer from some excitement then. The night of the banquet we were entertained by a dandy demonstration of her power and majesty with an hour of 60-plus mph winds followed by three inches of rain in four hours. This wrecked havoc with most of the tents and drove a few to motels, and in this writer's case, into the back of his Volvo SW. Not to worry, I sized my air mattress to fit and I slept snugly in my metal and well-grounded cocoon. It rained a few more times, but never offering the excitement of this downpour. It didn't bother the field, either, as it drains remarkably well. (I'm told it's because of its high loam content. It also grows 14-foot corn.)

By this obscure set of circumstances, it was a difficult week of tactical flying and the air was very, very hard to pick all week. The conditions produced the lowest array of scores I've seen at any recent Nats. Considering how much of the weather was "fair", I've never seen fliers work harder for trophies. If you earned one, you deserved it. The thermals were the size of trashcans and you were just as likely to be tossed out as centered therein. Most of us had a hard time of it, but enjoyed short retrievals as a result. Being usually done by lunchtime, there was plenty of time for test flying in the afternoons for the events later in the week.

The local stars of the week were young Robert and Hannah Marier. They hauled home many more trophies than their adult peers by wide margins. They even did better than the rest of us at the raffle. (It's worth noting here that Dohrman and your editor came up snake eyes at the raffle again, our mojo failing us completely. Dohrman fared better at the auction, taking home a few "necessary" items for little expense. I believe he's still married.)

All the scores can be conveniently viewed at *NatsNews* on the AMA website. Don DeLoach and I worked as reporters and photogs, and once again, I've nothing but good things to say about

the crew at AMA. The *NatsNews* program has evolved into a very important part of Nats week. The hand-out of the previous day's reportage on the field is a real treat and looked forward to by the fliers, as is its posting on the website. This is so superior to having to wait months for the story to be told in the pulp press. This is one bit of IT we can all embrace.

The models and fliers are always the things you remember the best. I saw my first F1C folder in action and it did impress, a thing of beauty when everything happens the way it should. I can't imagine the trauma when it doesn't.

Likewise, a well-trimmed bunt is a thing of beauty, too. I was hoping to get a look at some of the new, high-speed F1A gliders bunting, but the flightline was more than a little thin and didn't offer any examples of the latest gear and gizmos. .

The world of electric power is in serious flux at present and we expect a better show at next year's Nats. However, the electric action on the field did impress. The F1Q class has evolved much since last year and I seemed to notice a bit more participation this year. Right now, I can't say which gets up there faster, the better of the F1C's or the F1Q's. Awesome performance, it's really a treat to watch. The B Electric class remains very impressive. (We can all look forward to the electric action next year. A Electric is fixed with a rules change and rescued from its orphan status, and hopefully, the new E-36 rules will be in effect, too. A lot more lithium will be tortured next year. Fingers crossed.)

The acceptance of the tip launch method in HLG is such that it's now universal for everyone over the age of ten. The pen on HLG day is now a crowded and busy affair; this year saw 43 fliers flailing away at it. The experts from the javelin launch era haven't been put out of business; they just changed their *modus operandi*. It's nice to see people who got their driver's licenses during the sixties on the podium.

Many have predicted the eventual demise of gas power, but there's little evidence of it at the Nats. Several gas model classes were flown every day and to a very high standard and with large entry counts. There is something majestic and awesome about a C Gas or Super D erupting out of the landscape. Everything stops when one of these beasts gets going. The gas fliers did a better job than most in catching the elusive thermals rolling through the flightline, rather more difficult for them than the glider and rubber guys, in my reckoning.

The array of expertise shown in the rubber events is always something to behold. The best Mulvihills and Moffetts are just stunning. Both remain an all day slog, requiring fly-offs well into the afternoon. These trophies are hard earned! The participation in the new Small Mulvihill class surprised me; 18 fliers took part, including your editor. Twice the rubber sure does add some pep to a Coupe-sized rubber model! I expect we'll see this fun class flown next year.

There was an increase in the number of FAC models flown and the ones I saw were very impressive. I had the good fortune to help Don DeLoach fly his Yak 3 in the WW II mass launch event. My first look at a serious FAC mass launch, it's more a bit of work than I realized. Chris Starleaf had a Twin Mustang that was just awesome. There were many more very pleasing to the eye and clock. I think a total of twenty-eight models were judged, and that total doesn't include events like Nocal, Embryo, FAC OT Rubber and others. I suspect we'll see more next year.

Many of you have never attended the Nats. This is a pity. Try to make it next year. You won't regret it. It needn't cost a lot. Factor in six-hundred miles' worth of gas, entry fees, plus food and beverages. Most Nats veterans consider it a cheap vacation.

THUMBS IN PRINT

Josh Finn has published a great article in the fall issue of FFQ (#37) on his Goon, a fine FAC competitor. The article is a bit more than you usually see, giving more than just a plan and brief write-up. He's putting his graduate aeronautical studies at Clemson to good use. A very well-reasoned affair, I encourage all of you to read it. You'll learn a few things; I did.

Al Pardue gets his mug in the October *Model Aviation*, pictured with his lovely *De La Mater* twin-pusher. I presume it was shot at the 2009 SAM Champs. He knows how to build them. Al, you really need to watch that natty wardrobe; you're making us look like a pack of field hands!

Bill Gowen, Richard Schneider, and club pal, Nick Ray, got their mugs in a series of shots from the Johnson City Nats earlier this year in the same October issue. Nick and Richard's pix feature their work in the Pro-Am event. Nice to see Richard fly something without strings attached. The photo caption has Nick designated as an "Am". Please tell me, not so. Nick is a multi-year veteran of the USA WC junior indoor team!

Dohrman Crawford and your trusty editor get some pub in the November *Model Aviation*. A photo of Dohrman's Cessna Birddog is shown in Gene Smith's excellent column. (Previously published in the TP, we scoop the national media again!) The model is a very good piece of work and quite sharp in the livery of his salad days in the USAF as a forward air controller in the sunny skies over South Vietnam. Woe to be seen on the wrong side of the fence wearing black pajamas! Many bad days ensued.

In the same issue and in Louis Joyner's column, your editor is in two photos with his Joe Williams Moffett from the recent Nats and in some text elaborating on same. Louis and I talked briefly about the wing and stab structures I've been using in my medium-to-large models the last few years. Tell you one thing—those red, black, white, and silver models sure do look good in color.

(A departure from common practice, my wings and stabs use a full depth spar at the wing's maximum thickness, installed in two halves, top and bottom. I then install full diagonal ribs from the main spar to the TE and full "sawtooth" diagonals between the LE and mail spar, usually with a turbulator spar. It's fast and can be done mostly "in the air" and offers plenty of strength in tension, compression, and torsion. These wings and stabs are really stiff and light and can be built very quickly. My AE buddies tell me the sawtooth diagonals up front that do most of the work. I'll do a full presentation in the next newsletter because I've received a number of questions about it.)

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THUMBS ON THE MARCH

Al Pardue is always the one to beat at the SAM Champs Concourse. He went all the way this year, winning the Rubber and Overall category. A photo of this year's candidate, his resplendent Copland Streamliner Wakefield, sits in all regalia below. This isn't an easy build, by any means. Look at all those sticks! If this model looked any better, I'd be buying it drinks! (He also found time to fly Large and Small Rubber Stick, 4 Oz. Wake, and Jimmie Allen.)



THUMBS ON THE MARCH II: GENESCO FAC NATS

Only two from our merry band went to Genesco for the FAC Nats, Easy Dave Niedzielski and Josh Finn. Both had a very busy contest weekend, each flying in a multitude of events. That is the FAC way, rather Perryman-esque, really. Winning any FAC event really means something, as it requires both great flying and scale expertise against a large field of qualified competitors. It ain't easy. Easy Dave did very well in Golden Age Civil Scale, S.L.O.W., and Rubber Scale. Josh did well in Nocal, Greve, WW I Combat, Kit Scale, Dime Scale, and Peanut Scale.

THUMBS ON THE MARCH III: GATHERING OF TURKEYS

This just in from Karl Hube:

“Just got back from the great Gathering of Turkeys in Pensacola. The weather was great and field is outstanding. I can see why Graham once said the field just makes you want to fall down and roll around in the grass!! The winds were generally light, although the afternoons got a bit breezy.

“We went down as an exploratory trip fully expecting to get a whuppin' laid on by the regulars. The summary is that the Georgia Aero Team took second in Embryo, and firsts in both Classic Towline and P-30. We were standing second in catapult glider when we had to head for

home, but I doubt that our score held up given the number of score cards that still had to come in. The P-30 event had 19 entries and it took a triple max for us to win. The Lepp A-2 was pulled out of the box to fly in Classic Towline, and although the times weren't great, everyone else hit worse down air than I did. We had two maxes and a dud in the event. Our Embryo scored about 305 seconds and the little bird got sucked up in a monster thermal on the last flight and went toward the Gulf.....that was our only loss.

“A couple of photos are attached including Al “War Eagle” Pardue mounted on his bright green, four-wheeled chase machine.....a rolling terror. The other is me and my Lepp classic tow-liner. Other Thumbs on scene were Bill Brown, Ken Grubbs, and Ed Hardin. I don't know how things worked out for them, but it was good to see Ken walking and flying.

That's my story. Old Guys Can Still Get It Done.”



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THUMBS AT THE BENCH: OLD DOGS, NEW TRICKS

Sometimes, you just can't put down that North Avenue Trade School diploma. Our man Karl Hube is a real fan of the Stan Buddenbohm *oeuvre*. He waxes poetic whenever something new from Stan comes down that pike. The sparse economy of parts and lightness of Stan's viscous timers has long been a target of Karl's admiration, the recalcitrant prejudices of a retired engineer knowing no rest.

Karl keeps busy with a number of things, as is his wont. Let's give him credit, though. He's actually "retired" and doesn't actually "work" anymore. The proud, the brave, the few.

Karl set out to do his own rendition of the Buddenbohm timer and a picture of same follows. And a dandy little piece of work it is, too. I don't think he plans on selling copies, but what the heck, give him a nod for a job well done. That little widget is neat!



THUMBS AT THE BENCH II: ONE MORE INDOOR GIZMO

Bill Gowen sneaks up on you. Several times a year, clear out of the blue, you hear of him setting a world record, winning events at the Johnson City Nats or Lakehurst or Kent State, or having one of his designs getting named a NFFS Sympo MOY. Not that you'd hear any of this in the course of a regular conversation with him. No horn-tooter, he.

Bill hasn't made the headlines in a couple of months, so I guess he figured it was time to do something really neat. He's introduced an electronic torque meter for indoor winding. Who knew such a thing was possible? (Or even necessary, but that's another story!) Anywho, a picture of same follows and they're for sale. You can have yours for only \$65.00, plus \$6.60 priority postage. Contact Bill for the details: wdgowen@gmail.com



THIS JUST IN: INDOOR WORLD CHAMPS RESULTS

This just in. You can take out Old Glory and wave it in the front yard, for the USA just kicked some international bootie at the Serbian World Indoor Champs. It pays to be a superpower. John Kagan took second among the adults and Parker Tyson took third among the youths. The rest of the USA adults did well enough to garner the USA the first place team trophy. Well done, y'all! The full results can be found at the following address: http://www.modelar.org.rs/index_3.html

WHAT A RELIEF

I finally dipped a toe into the tip launch glider world with the construction of my Buddenbohm Dynamo Hum kit. I completed it BEFORE I left for Muncie and flew it during the calm evenings a few days before the event. I had an easy time of it during those lovely, dead calm evenings. After about six flailing attempts at a good launch, I had it going up quite well and transitioning smartly into a flat, wide turn. I was very pleased with myself.

Contest day was another matter, of course. The conditions were difficult and the winds choppy and turbulent. My results weren't quite so lovely. My first official flight resulted in my glider coming apart after launch and a "0" score. I didn't take it personally. I think only two fliers maxed out, something unheard of amongst the upper reaches of the TLG glitterati.

I had worries about my TLG before I left for Muncie. I thought I'd given the plans a good look and I started sanding some raised entry into the LE at bottom of the leading edge. Measure, mark, measure, cut, right? I should've doubled checked. Stan's contest proven airfoil doesn't

have any raised entry at all. Oh, well. I was already committed at one wing inner panel, so I went ahead and carried it through the rest of the wing. No worries, as it turned out. Fortunately, the model flew just fine, raised entry and all. Go figure, or so I thought.

Upon returning home, I received the 2010 sympo and I read the paper on new airfoils for HLG and CLG wings. Imagine my surprise when I saw the well-known Buddenbohm airfoil being tested in computer simulations along another companion section with a raised entry identical to my accidental one! The L/D graphs looked really cool but rather opaque to this history major. Regardless, the results seemed to indicate my airfoil was OK after all. It even has a name: "BE5017VN". Now I feel better.

Next time I'll read the plans a bit more carefully. Measure, mark, measure, cut.

NOT SO GONE AND NOT SO FORGOTTEN

The late Doc Martin from MIAMA is fondly remembered and well-missed. He was a mainstay of the South Florida indoor scene for decades. He made many things happen "down Miami way" in the way of contests and all things social. He was the go-to guy for everything.

The Hangar Pilot was his club's newsletter, and under his editorship, quite a newsletter it was, too. Always lively and informative, it was done in true cut-and-paste style. He deemed it "still elegantly shabby" on the cover and it was always a delight. Despite its casual air, it retained a high technical standard in all aspects. Perhaps no modeling publication in history published more indoor plans and obscure three-views. Perhaps no other enjoyed livelier editorial content. No shrinking violet, old Doc Martin. He had quite a run, over 216 issues spanning over three decades, I'm guessing.

Nostalgic fans of *The Hangar Pilot* can now rejoice because of the efforts of Carl Bakay and Jeffrey Hood. They've collected all but four issues (?) and scanned them, putting them into individual Acrobat files and onto one CD for sale. It took them two years! You can have your CD for 15 dollars, American, postpaid from Carl Bakay at: 118 Gentry Circle/Lafayette, LA 70508/ carl.bakay@yahoo.com

Thank you, Carl and Jeffrey. (I bet Doc would think the whole presentation was a little too slick. Do CD's work with staples in them?)

RIGHT WAGON, WRONG MULE

Lee Campbell was giving away a few boxes of old NFFS digests at the Nats, and never being able to resist an addition to the old archives, I took advantage. What's a little more stuff, and by the time everything's sorted out and filed away, my digest collection should be darn near complete.

Some may call this obsessive, but true to our shirking times, I can and do beg forgiveness, as it's not my fault and not even a life choice, for I carry the librarian gene, being predestined for such behavior and nothing for which to apologize. (I just wish there was a government program for the affliction of same, so I could siphon off some of your tax dollars. (Maybe in Obama's second term . . .))

While thumbing through the high stack after I returned home, I ran across the following photo from 1999. Remember that awful day? Had Barf and Dohrman actually read the national postal's rules correctly, it might've turned out a better and fonder memory. Such did not transpire, and the aftermath, sordid to watch. .

Little did we realize that a decade hence much larger hand launch gliders would be a reality, and launching much easier via the nouveau tip launch method. Unfortunately, prescient were not

we. On the brighter side, that day Dohrman learned what a rotator cuff was. The painful truths are always the best remembered.



THE THINGS THEY'RE DOING WITH ELECTRICITY THESE DAYS

The proposed new rules set for E-36 is out of subcommittee and in the review and comment period. Many of you are already familiar with the rules because you were in on their formulation, but some not. For the latter, here they are:

1. 36 in. maximum projected wingspan allowed
2. Any type electric motor allowed
3. Nickel or lithium batteries allowed, 2-cell lithium limit or 6-cell nickel limit
4. 120 gm. minimum weight, ready-to-fly, required
5. No autosurfaces allowed
6. Gearing and folding props allowed
7. Two minute maxes required for all flights
8. First three official flights to be made with a 15 sec. motor run each. If all maxes, a fourth flight to be made with 10 sec. motor run, and if maxed, then all later flights to be made with 5 sec. motor runs until drops.
9. Six attempts for three official flights allowed, immediate declaration required and 20 sec. maximum for attempts, overruns being automatic attempts for the first three official flights and overruns after the third official flight to be automatically awarded a "0" score

Send your comments to me at <davidmillsatl@gmail.com>. Be aware the rules will be voted on by the NFFS BOD at or around Dec. 1, 2010, and if approved, will take effect Jan. 1, 2011. The new rules, plus the beneficial changes to A Electric also taking effect, could make 2011 a great one for electric-powered free flight. Hopefully, we'll see a lot more electric models in the air. I hope to have two, new E-36's in the air my own baddself. That's the plan anyway; I

promise to give it my best shot. However, I must confess—I've lied to prettier faces than yours before.

A DOCUMENTATION OPPORTUNITY

This just in from Richard Schneider: the P-40 (C?) that's been under restoration for the past few years down in Butler is now finished. Absolutely gorgeous it is, too, in all its AVG livery. Richard has some pix and that's one good looking airplane, my friends. The good news is the P-40 is stationed at the little airport up in Ball Ground, just up I-575, and Richard has a computer file of all the markings. Sweet! I suspect Richard can be cajoled for a download for decals, but that's between you and him.

The P-40, along with the redoubtable P-51, has long been a favorite of FAC minions for their long nose and tail moments, low wing aspect ratios, and modest inline profile drag. Plenty of plans in all sizes abound.

BAND OF BROTHERS

Contrary to popular belief and practice, I still bother to read *Model Aviation*. In the September issue there's an ad showing Burt Rutan and crew at Scale Composites with the models they fly during break. Most are shown holding park fliers and stand-off scale RC jobs. No free flight models are depicted, but Burt's background in free flight is well-known. I assume other employees share a bit of it.

Burt's a very interesting fellow and an arch iconoclast. If you ever get a chance, you should hear him rant about the current role of NASA in holding back civilian space travel and the effect this has on our remaining prominent in space travel in the future. If you really want to hear some sharp barbs, you should listen to him go on about NASA being the lapdog of the intelligence agencies, the Pentagon, and defense contractors. Rather vitriolic and extreme at times, he always intrigues. And I suspect he's right about some of it, too, BTW.

Thank you, Burt, for putting a high school dropout into space! I'm sure more than one NASA employee wondered what they were doing with their lives the day you did.

NEXT ISSUE

Look for something right before Christmas. We should have a bevy of indoor contest reports ready and news of the annual banquet. The final shakeout of the E-36 business should be ready for release by then. I continue to beseech the multitude for contributions in the way of articles, photos, plans, policy rants, whatever. I ain't picky, as long as it's informative or funny or entertaining. Don't make me work too hard.

Ciao, y'all!

AUGUST CONTEST REPORT

Our August contest was a day that started out very cloudy, then stayed mostly cloudy and the wind came up. Foiled again! The wind direction was one of the least liked, as it put us in a position to be in the range of the wind-rotor coming off the trees by the river. This caused some unusual flight patterns. I wrecked at least 3 CLGs due to the violent turbulence from the trees. In addition, thermals were hard to find. It was a tough day. This windy condition dampened the competitive spirits of the fliers and we had few official flights. Hopefully, we will have better conditions for the rest of the year. Keep your fingers crossed!! Dohrman Crawford, CD, reporting.

CLG

1. Jim Altenbern	Boweevil	217
2. Dohrman Crawford	Pathfinder	157
3. Karl Hube	Bo-cephus	115
4. David Mills	Straight Up	106

HLG

1. Dohrman Crawford	Who Dat	103
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Embryo

1. Karl Hube	Voodoo	310
2. David Barfield	Sparky	70
3. Don Peacock	Debut	69

P30

1. Don Peacock	?	150
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Rubber Scale

1. David Barfield	Comet Taylorcraft	93
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SEPTEMBER OUTDOOR CONTEST

We came, we saw, we got wet. The sunny and dry conditions from Saturday weren't repeated on Sunday. The day began cool and overcast and soon it began to rain and it didn't stop. We hung around until lunchtime and then left. No point standing around getting rained on. (I'm not complaining. We really needed the rain.) Many did do some trimming early on and Al managed one official so as to vex Barf in his quest for the Spirit of Comet trophy. Karl managed a max in P-30 in the rain.

Small OT Rubber Cabin

Al Pardue	Comet Sparky	67
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P-30

Karl Hube	Scorpion L	120
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SEPTEMBER FAC CONTEST REPORT

The September FAC contest was yet another case of a good contest spoiled by the weather. In this case, it was the wind. We had a nice turnout of 7 fliers, which is well above some of the turnouts we have had for this event previous years. The day began cloudy, but as the skies cleared, the wind blew more than fliers liked. In addition, the usual trimming flights took precedence over officials. Here are the results, respectfully submitted, Dohrman Crawford, cub reporter.

CLG

David Mills	182
Robert Marier	120 (I think it was OOS]

Embryo

Karl Hube	Voodoo	270
Dohrman Crawford	Jabberwock	246
Al Pardue	Cruiser	178

Scat Jet

Karl Hube	Hawker Hunter	72
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Old Timer Cabin

Al Pardue	Sparky	51	. . . qualifies for Comet trophy contention
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THUMBS AT THE 2010 NATS





AUGUST MEETING MINUTES

The August meeting of TTOMA was held at the North Georgia Turf Farm during the regular monthly club contest on Sunday, August 29, 2010. David Barfield called the meeting to order at 1:00PM with 10 members in attendance.

Treasurer's Report

Don Brown presented the Treasurer's report for the period from July 9 to August 28, 2010. The beginning balance for the period was \$X,XXX.XX. The only activity during the period was a \$71.00 deposit of entry fees collected at the July 11 contest. As a result, the closing balance was \$X,XXX.XX. David Mills made a motion to accept the report as read and Jim Altenbern gave a second to the motion. Members accepted the report unanimously.

Meeting Minutes

Karl Hube read the minutes from the July meeting. No comments or changes were presented and David Mills made a motion to accept the minutes as read. Don Peacock gave a second to the motion and the members gave a unanimous vote of support to the motion.

Old Business

David Barfield asked if there had been any response to the TTOMA newsletter notes asking for ideas on how to boost interest in club competition flying. To date, there have been no suggestions or comments regarding ideas such as the Scramble concept. Karl Hube volunteered to score the Scramble work during the 2011 outdoor season as a provisional experiment. Don Brown stated that there was a stray indoor contest still on the books that none of our members knew about. Early in the year, a contest date at the Ward Center in Cobb County had to be changed and that gave the club a delayed date of September 11. This was one of the bargain-priced dates left over from negotiations that took place late last year. Because the situation was discovered too late for a sanction to be obtained, the gathering will be a club contest, but there will be no option for record attempts. Don reopened the issue of the 2010 banquet location by suggesting that the Colonnade be added to the list of possible sites. He said that this was the preferred site years ago and that the limitation had become the available space. Hotel accommodations for the out-of-town attendees are available nearby. Today's banquets are smaller and may fit into the site again. Don will call to see what the available space and cost would be for our gathering. Dohrman Crawford said that the menu for the Petite Auberge as a banquet site ranged from the high \$20's to the mid \$30's, which is similar to the prices we paid for years at the Crown Plaza. The banquet menu for Petite Auberge is available online. The reopened 57th Fighter Group restaurant at the Peachtree-DeKalb Airport has been mentioned as a possible site, too. Karl Hube will call the 57th to determine what banquet space and pricing structure they can offer. Dohrman indicated that the club needs to make a site commitment by the end of October.

New Business

The club needs to make plans for the coming 2010-2011 indoor season. As a part of that process, Dohrman will check with St Luke's Church regarding the availability of the gymnasium for winter contests. As always, scheduling for Saturday gym usage during winter basketball season can be difficult.

Demonstration

David Mills showed John Oldencamp's prototype E-36 model, which featured an arrow shaft fuselage and beautiful film covering. The craftsmanship was excellent, but the model was said to be heavy by current standards. The model should definitely give our members some ideas about how to build a lean, effective competition electric model.

There being no further business, David Barfield adjourned the meeting at 1:35PM. Karl Hube, secretary, reporting.

SEPTEMBER MEETING MINUTES

The September meeting of TTOMA was held at the North Georgia Turf Farm during the fall two-day club contest on Sunday, September 26, 2010. David Barfield called the meeting to order at 12:00PM with 8 members in attendance. The meeting was held with attendees standing under the protection of umbrellas and the tailgate of an SUV as rain came to the area.

Treasurer's Report

Don Brown presented the Treasurer's report for the period from August 28 to September 24, 2010. The beginning balance for the period was \$X,XXX.XX. The only activity during the period was a \$91.00 deposit of entry fees collected at the August 29 contest. There was a \$20.00 correction for an earlier double entry and as a result, the closing balance was \$X,XXX.XX.

Meeting Minutes

Karl Hube read the minutes from the August meeting. No comments or changes were presented.

Old Business

Don Brown presented the banquet pricing information for the Colonnade. Data have not been received from the 57th Fighter Group as yet. Comparing the prices from the Colonnade with the information from Petit Auberge, the cost looks very similar to the TTOMA history over the last few years. Don pointed out that all the places being considered have a gratuity and tax charge, which adds about twenty-five percent to the total bill. He suggested that the club pay that fee and keep the cost per person in the \$25 to \$35 range. No motion was made on this point, but it will be considered when a location is selected.

New Business

David Barfield reminded everyone that the October 24 meeting will be the time to select candidates for club officers for 2011. The election will take place in November. The club does not have provision for electronic, mail, or proxy votes, so be at the September meeting!

Because the rain was increasing and no further business was offered, David Barfield closed the meeting and the day's flying. Karl Hube, secretary, reporting.