



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.com



AMA
Charter # 1834

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May - June 2011

HEADS UP

Hello, again. Once more, we've gotten another issue in on time, more or less. (Yo, I'll take back the pay hike!) We've the first two outdoor contests under our belts and the reports follow. The PSIC is history and a full report follows, also, along with a bevy of contest photos, courtesy of Dohrman and your trusty editor. We had a blast, enjoying a full day of flying.

The outdoor season is well under way with the April and May contests over and in the books. A full report on each follows. We're pleased to report the field is in great shape and the weather, while not perfect, has been very flyable both days. We're also pleased to report the indications at the banquet of a well-spent building season by the Thumbs materialized in a bounty of new models being built for the Cathedral of the Big Blue Sky. A photo collage follows.

A few news items came over the transom and those follow. These include electric power news and the latest rankings from the FAC. A few of you have asked about my new homemade transmitter tubes and I provide a full description on making them; their manufacture by the method given is an interesting and a bit out of the ordinary for balsa bashers like us.

It's time for me to get out of the way. This is it from me from here for now. Ciao, y'all!

RENEWAL NEWS

Trusty treasurer Diamond Don Brown reports the club memberships stand in the high forties as of the May meeting. This is down from last year, but given the economic environment, I'm not inclined to beat us up too much. He reports that a small bit of the sixty-odd totals from last year in our collective memories are actually carry-overs who didn't formally renew last year. Ergo, the bottom hasn't actually dropped out to the degree first indicated. We'll recoup some of the loss next year. Still, we can always use more members, and toward that end, the membership form follows. Sometimes the short line is the right one.

UNDER THE CATHEDRAL OF THE BIG BLUE SKY

We should be all warmed up by now. We certainly did a little "shakin' an' bakin'" during the May outdoor contest. Yes, it was a tad tepid. But, that's OK. Weather like that kills Yankees while we only find it irritating. Mark your calendars thusly for the remaining summer contests: June 25 and 26, July 10, August 14, and September 24 and 25. Make note of the two-day affairs in June and September and be aware the Saturdays are for FAC events only. This

will be a great opportunity for some kanones. A brief flyer for the June FAC contest follows. Look for the same dance card during September. Be there.

WAGONS, HO!

The Nats are approaching, so plan accordingly. Note the AMA is holding free flight week much earlier than usual. The reason is the USA is hosting the RC pattern WC on our traditional week, so we got bumped forward and the other denominations shuffled as required. If you've never been to free flight week, you should go. If nothing else, it's a cheap vacation and a great excuse to fly models all week. It can be done very inexpensively, too. Yes, the cost of gas this year we'll be frightful, but as dutiful and non-critical consumers, we'll be acclimated to the new-normal prices by then, clicking our heels in finding "cheap" gas up and down the interstate. (Please keep those multi-billion dollars worth of tax breaks for Big Oil coming, so we can continue to wallow in their beneficence!)

Despite having your shackles to Big Oil remain in place, the rest of the trip can be done cheaply. As always, Camp David is open to the hearty and thrifty. There's actually not that much roughing it involved. Real bathrooms can be multi-sourced on the property and the bright lights of Muncie are only a few minutes away. Much can be said about having 1100 acres of cushy grass for a front yard and a zero commute time. For those that still choose to sleep in a bed (and not listen to Dohrman's siren-like snore wafting across the sod) there's a variety of motels not far away, some cheap and some pricey, the usual mix.

Having settled the housing issue, the rest of the expense is left to contest fees (not much) and food and beverages, which if you live out of the nearby grocery store, can be the same as home. If you choose, dining out can be done very thriftily and heartily at numerous diners and restaurants nearby. Muncie is in the heartland and those people like to eat, and why not, they grow so much of the country's food, certainly the corn.

THUMBS ON THE MARCH

The attendance for the Johnson City USIC was a little down from last year. The official results were hard to come by this year, so the damage done by the Thumbs was late in arriving. Scanning the results, it looks like only John Barker and Bill Gowen made official flights. John posted a fifth in Dime Scale and an eighth in Ministick. Bill had a busy week and posted a first in F1M, a second in Limited Pennyplane, a third in A-6, and a sixth in F1L. Well done, sirs. The results show club friends Josh Finn and Tim Lavender and his kids made the contest and flew a ton.

MAKING A LIST, CHECKING IT TWICE

Here we stand in high point at the halfway mark, kinda-sorta. We won't be seeing anymore indoor tallies until next fall, so time for the outdoor guys to grind out some points. The game's afoot.

David Mills	37
Dohrman Crawford	20
John Barker	16
Bill Gowen	13
Karl Hube	12
Bob Thoren	6
Richard Schneider	5
Al Pardue	5
Jim Altenbern	4
Sandy Downs	4
Barry Sholder	4
David Barfield	3
Graham Selick	1

TEN-HUT!

The latest *Flying Aces News* is out and gives the current rankings for those so affiliated among the Thumbs. Basically, no one got promoted and there were small increases in kanone tallies here and there. The late Wayne Brock still outranks all of us with Air Marshall fruit salad. It's worth noting there's in the neighborhood of a dozen of us toeing the FAC line thusly.

I suspect the rankings might show changes next year because there's a modest uptick in scale flying locally. We only need a few more fliers to show up to get us into kanone territory in a number of events. A few of us have stepped up recently and we need a few more. For example, I've finished a few scale models and put some air under them. I must say, it's been a fun change-of-pace. Barf hung a prop on his Zero!

Dohrman is grinding out a few scale models, too. He, like me, thinks the last 10% takes half the time. Yes, that math is goofy, but there you have it. Quoting the illustrious Dave Platt, "You never finish a scale model. At some point you just stop working on it!" How true!

ELECTRIFYING NEWS

The heading is probably an overstatement, but you can't resist something so cheesy and easy to grab out of thin air. There's been a small change in the boilerplate for A Electric, AMA event #160. There was some confusion (or perhaps over-elaboration) in the interpretation in the verbiage surrounding the "autorudder" and "lifting surface" specification in the rules changes taking effect this year.

The contest board has rendered the following clarification (or so designated as such). Henceforth, the only surface, lifting or otherwise, allowed to move during flight is for DT function. Ergo, A Electric is now a locked-down class with no autorudder allowed. As a result, this makes it nicely compatible with Classic Gas, should CD's choose to combine them at contests.

The stepwise escalator in complexity (and its alluring paramour, cost) with the NFFS and AMA electric power events, namely E-36, A Electric, B Electric, and ultimately F1Q, is still in

place. I'm still a believer and very pleased with how the rulebook(s) have addressed the sweeping changes in electric technology and the factors that actually encourage modelers to build and fly. Many expect to see a lot of E-36's flying this year, the result of a practical set of rule changes which incorporate the latest cool gear, which allows performance on the level of a hot 1/2A NosGas model at modest expense.

The sleeper in all this is, to my mind, A Electric. I'm forecasting that once fliers have gotten their legs under them in E-36, the transition to A Electric should be enticing, allowing larger models with more power with little additional cost and complexity. For example, most of the E-36 gizmology on hand can handle three cells, so thankfully the dollars aren't intensive, and electric power models in the 250-to-350 squinch range will be prove to be an easy transition.

More complexity and expenditure is out there "if in ya got ah hankerin'". If you want to get involved with autosurfaces, B Electric awaits. If you like flying in rounds and eating cheese, well, F1Q is for you. F1Q models are just plain crazy with blazingly hot performance, matching or exceeding what F1C's are currently capable of. It's going to be very interesting to see how all this plays out the next few years. (I'm predicting twenty E-36 fliers at the Nats, BTW, including mine.)

NEXT ISSUE

Look for something a couple of weeks after the Nats, say early August. Hopefully, there'll be much to relay there in the way of news from the Nats and the June two-day contest and other amusements. Look for a blurb on the two-day September contest, too. Not many of us will go to the SAM Champs in NV this year, but I'll make an effort to pimp that. Maybe we'll have some indoor dates for the fall by then at St. Lukes.

I continue to beseech the multitudes for contributions in the form of articles, photos, plans, rants, lies, and innuendoes. Don't make me work too hard! Ciao, y'all!

2011 PEACH STATE INDOOR CHAMPS

Once again, we lived up to the bold moniker for our state indoor champs, “America’s flyingest indoor contest”. Who knows many flights were made, but the gym was full of models at all times, not too shabby for a club contest in a one court gym. Attendance was a little down from last year, and we had only twenty-one contestants. We had plenty of kids, though, because Tim Lavender brought a bus full, plus several adults. A number of local notables didn’t make it, a couple because of schedule conflicts. The rest, who knows? Regardless, we had fun. The St. Lukes gym did its part, offering drift-free air, cushioned walls, and enough space to give the models room to perform. Something new, very nice blinds now cover the windows, so there’re even fewer hazards now. A few state records were broken, so the room’s reputation as a state and national record magnet continues.

The sudden death mass launch events produced the usual thrills. Always a crowd pleaser, they never disappoint. We can thank the impressive headcount for the FAC No-Cal class, no doubt the easiest and most rewarding class FAC scale gives underneath a ceiling. Because we don’t run multiple rounds and we allow No-Cals, no kanones are in the offing, but who cares. We’ve a ton of fun in the process.

Josh Finn galloped away with High Point, as is oft his wont. He dominated the mass launches, with Bill Gowen dominating the duration classes. Your editor and CD had a great day. I showed up with a brand new and untested Lacey M-10 No-Cal and almost won the event with it, not making a single adjustment of any sort all day, just adding winds after each flight. How often does that happen? That’s one design I can recommend. (Even at a chunky 9 gm., with a slight tweak or two and some lucky bounces, it should be good for 2 minutes at St. Lukes. Knock on balsa wood!)

Two other indoor designs I’d recommend, as evidenced by the examples flown by Tim’s kids, are the Bean Machine Bostonian and the Pussycat. Both offer a lot of performance with simplicity and ease of construction to spare.

I would’ve liked to see a few more adults, but I think we can chalk up this year’s rendition as a success, nonetheless. We’ll do it again next year. The scores follow. David Mills, CD, reporting.

Civilian Mass Launch

Josh Finn Lacey M-10
Joe Traughber Cessna 210
David Mills Lacey M-10
Tim Lavender Cessna 210
Rich Davidson Fokker 11
Wayne Anderson Cessna 210
Cole Daniel Cessna 210
Robert Stevens Cessna Ironsides
Bob Boyd Cessna 210
Seth Haynes Cessna AW

WW I Mass Launch

Josh Finn Bristol Scout
Tim Lavender SE5A

Racer Mass Launch

Josh Finn Mr. Smoothie
Carson Daniel Me 209
Tim Lavender Chambermaid
Cole Daniel Bonzo
Joe Morris Rare Bear
Bob Plunket Sweet Pea

WW II Mass Launch

Josh Finn Spitfire
David Mills Wildcat
Robert Stevens P-47
Tim Lavender Corsair

Rubber Scale

Robert Stevens SPAD
Joe Traugher DeHavilland D-6

Josh Finn Bristol Brownie
Tim Lavender Lloyd CV

No Cal

Josh Finn Lacey M-10 4:50
David Mills Lacey M-10 4:39
Wayne Anderson Cessna 210 3:48
Bob Boyd Cessna 210 3:15

A-6

Bill Gowen 4:48
Tim Lavender 3:02

Hangar Rat

Josh Finn 4:28
Dohrman Crawford 4:13
Bob Plunket 1:20

Ltd. Pennyplane

Bill Gowen 9:33
Tim Lavender 5:30
Karl Hube 1:45

Helicopter

Josh Finn 2:47
Karl Hube 2:37
Tim Lavender 1:06

Jr. Bostonian

Savannah Tucker 1:28
Bob Plunket 1:08
Rich Davidson 0:49
Mary Morris 0:48

Std. Catapult Glider

Bill Gowen 75.8
Josh Finn 51.6

Ministick

Nick Ray 6:31
Josh Finn 4:11

35M

Nick Ray 5:11

Intermediate Stick

Nick Ray 5:11

Easy B

Bill Gowen 8:54

F1D

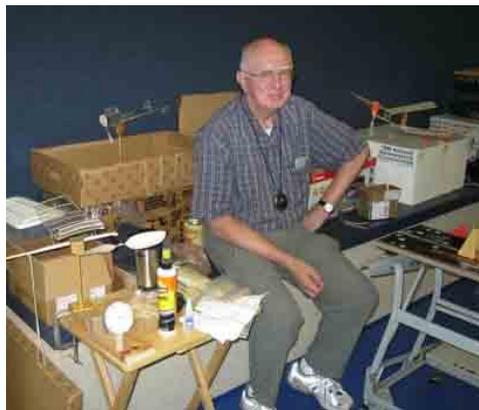
Josh Finn

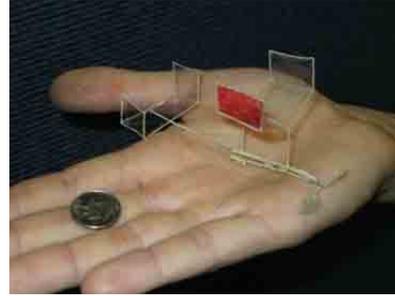
IHLG

Josh Finn 46.8

Embryo

Joe Morris 1:34





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campbellcustomkits.com

Tail Spin is a commercial friend of TTOMA

tailspinaviation.com

APRIL INDOOR CONTEST REPORT

The April indoor contest was sparsely attended, but a good time was had by all. I am as guilty as the rest of you for not participating more in the indoor flying, but it's a lot of fun. Build something for indoor! Maybe a Hangar Rat, as they fly well, and can be built in an evening. Several fliers were out of town, but the rest did some excellent flying. No-Cal was the hotly contested event. I need to get a couple of these made and trimmed out as they are very good airplanes. I have lots of plans if you need one. The results follow, respectively submitted by Dohrman Crawford, your CD and humble cub reporter.

No-Cal

Richard Schneider P-40E 3:35
David Mills Wildcat 2:16
Dohrman Crawford O1 Birddog 0:31

Mini Stick

John Barker 2:31

Chattahoochie Challenge

Richard Schneider 2:57

Dime Scale

John Barker Comet G L Trainer 1:02

FIL

John Barker 12:10

Peanut Scale

Richard Schneider Cougar 2:04

Legal Eagle

John Barker 2:20

MAY OUTDOOR CONTEST REPORT

It was a pretty hot day at the field, very hot compared with the cooler weather we have enjoyed lately and precautions were necessary. Big hats and lots of water! The heat usually does not bother me, but I felt it Sunday. Until about 1:30-2:00 pm, the conditions were great with little wind and that was swinging around the compass which made for short retrievals. Around 2 pm, the wind came up very strongly, and we threw in the towel at 5 pm. Most fliers had left by then and the rest of us were tired.

Several models flirted with disaster, but the drift brought them all back to safety save one. Al Pardue's Sparrow Hawk P-30 now sleeps with the fishes. The DT went off very late, and it just missed the field, landing on the back of a 15-pound brown trout, which promptly ate it. A fusillade of shots and invective were hurled at the Devil Fish, but he just smiled and swam away with the prop sticking out of his mouth. Some fisherman is going to be amazed!

A suggestion to people trying to find an event: the E-36 class bears checking out. Components are cheap. Yeah, you have to buy a charger, but so what? Just give up those latte's for a period of time. The performance is quite good; they glide very well; and they get way up there. Your reporter's modified Sparks was bearing a new, more powerful 9 buck motor, and needed more trimming. I had charger issues, and put it back into the box. It is a promising plane. Seriously give this event a try; you'll be happy at how your plane flies.

All in all, we had a great day at the field, with some great flights. If you did not make it, shame on you. You missed a nice day committing aviation. Here are the results, respectively submitted by Dohrman, your CD and humble cub reporter:

CLG

Dohrman Crawford 257
Jim Altenbern 231
David Mills 169
Bob Thoren 116
Al Pardue 101

HLG

Dohrman Crawford 127
David Mills 97

No-Cal Scale

David Mills Wildcat 34

E-36

Graham Selick 338

Scat Jet

David Mills Yak 15 48

P-30

David Mills 347
Bob Thoren 315
Al Pardue 220

Stahl Hi-Climber MOY

Bob Thoren 127
David Mills 6 (blowed up)

Embryo

Dohrman Crawford Jabberwocky Jr 203
David Barfield Sparky 161

B NosGas

Graham Selick Spacer 218

Rubber Scale

David Barfield Zero 5

BUSY HANDS



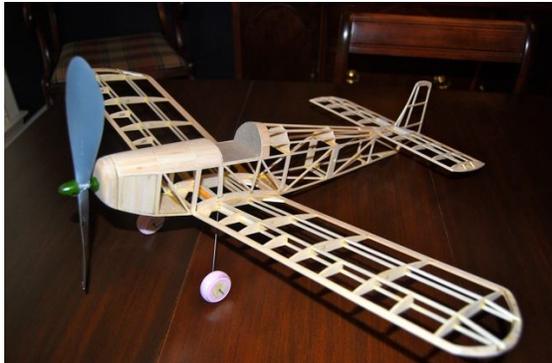
Gary's new gas jobs



Robert's new Shaboom and Wake Up



Your editor's new Lacey M-10, a real cutie



Dohrman's barebones Druine Turbulent

MAKING HOMEMADE TRANSMITTER TUBES

David Mills

Building balsa boxes for my Walston retrieval unit was always a chore, and finding suitable cut-outs in commercial packaging, a random process. I always wanted something better and knew I'd have to build it myself, but a quick and easy means of fabricating a suitable tube always escaped me. I knew a tube at least 7/16 in. ID was needed for a mold of some sort. As fate would have it, I had a bit of inspiration over at Wal-Mart the other day.

While taking a shortcut down the school supplies aisle, I spotted the small box of large crayons for sale. The term "lost wax process" popped into my head and I knew I had the solution. I borrowed a ruler on sale nearby and checked their diameter—perfect! I bought the crayons, went home, and set up a workstation with a small sheet of window glass, some ¾ oz. fiberglass cloth, a new razor blade, a can of spray lacquer, and some generic 20-minute epoxy. It took a couple of tries, but the method that follows works like a charm. The tubes come out only ½ gram per inch, plenty light enough, and very strong.



Interested? Let's get busy then. Remove the paper wrapper off a crayon. Spray some lacquer onto some fiberglass cloth can to set the weave, and after it dries, cut a swatch about one foot long, on a 45-degree bias, a little wider than the crayon is long. Mix a small portion of epoxy and stir well, as always. Set the fiberglass on the glass and coat the crayon with a good smear of epoxy. Very carefully, start rolling the crayon down the cloth, being very careful to get a good, square start. The glass makes an ideal surface because its smooth surface doesn't snag the cloth and gives a very flat and hard surface to compress the cloth as you roll. As you roll, keep an eye on the cloth for dryness and voids. Add epoxy as required. After the cloth is all rolled, dab the tube very carefully with a paper towel to absorb any extra epoxy. Eyeball everything and then set it aside to cure completely, as in overnight.

Now it's just a matter of getting rid of the crayon. Make an aluminum foil liner for a small pan and place it and the pan onto a stove set on VERY LOW heat. Put the crayon onto the pan and it will begin to melt and run out. Clean up as you go because it's very messy. Go slowly and keep everything moving. Don't start a fire. After the tube is reasonably empty, remove and soak the tube in some solvent in a screw-top container. Lacquer thinner works OK. Shake the container every once in a while. A little scrubbing doesn't hurt, like with an old toothbrush. Q-tips work well on the inside. When clean enough, set it aside to dry. The tube may soften a little if you soak it too long, but that's only temporary

The tube is now finished and ready to put into your model. Cut to the length required for your transmitter's new cozy domicile. My large crayons are good for two tubes for my Walston 2-cell unit. Roughen up the outside with a little 320 grit sandpaper for better glue adhesion. Be advised: some of the original color of the crayon will stay in the epoxy, so pick a nice color. You've a nice selection, after all.

This process can be used to make other size tubes, too. All you need to do is vary the size of the crayon or candle. They come in all sizes, so go shopping. There's nothing new or very creative about doing it this way, but it only requires items you've already on hand or at your neighborhood hardware store. You can save some time by doing several all at once, assembly line style. Good luck.

JUNE FAC CONTEST

Saturday, June 25, 2011
NG Turf Farm, Whitesburg, GA

Rubber Scale
Peanut Scale
Jimmie Allen
No-Cal Scale

Embryo
Jet Catapult Scale
FAC OT Rubber
Two Bit Plus One

Contest Director: Dohrman Crawford/770 -337-7819/ tum25@bellsouth.net

A map to the sod farm and other info can be found on TTOMA's website:
<thermalthumbers.com>

Don't forget this is a two-day contest with AMA and NFFS duration events on Sunday, the 26th. Make a weekend of it and warm up for the Nats! Win some kanones! Flying will start both days at 9 am and end at 5 pm.

TTOMA 2011 CONTESTS

June 25 2011 June FAC NG Turf, Whitesburg, GA

Dohrman Crawford 770-698-8737 tum25@bellsouth.net

26 June 2011 June Bug Jamboree AMA NG Turf, Whitesburg, GA

David Barfield 770-977-5517 gollywock@yahoo.com

10 July 2011 Peach State Outdoor Champs NG Turf, Whitesburg, GA

Whit Russell 404-444-9796 chasrussell@peoplepc.com

18-22 July 2011 AMA Nats Muncie, IN <modelaircraft.org>

14 Aug 2011 Pop Purdy's Contest NG Turf, Whitesburg, GA

Graham Selick 706-548-2873 gselcik@bellsouth.net

24 Sept 2011 Sept FAC NG Turf, Whitesburg, GA

Dohrman Crawford 770-698-8737 tum25@bellsouth.net

25 Sept 2011 Summer's Swan Song Sept AMA NG Turf, Whitesburg, GA

David Mills 404-509-4209 davidmillstal@gmail.com

23 Oct 2011 Last Fling til Spring NG Turf, Whitesburg, GA

David Barfield 770-977-5517 gollwock@yahoo.com

06 Nov 2011 Turkey Shoot Fun Fly NG Turf, Whitesburg, GA

Gary Baughman 770-422-8489 gjbman@bellsouth.net

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2011 TTOMA MEMBERSHIP FORM

Name _____ AMA # _____

Address _____

State and Zip Code _____

Other Family Members and AMA # _____

Telephone _____ E-Mail _____

\$20.00/yr. adults, plus \$1.00/yr. for all juniors and for additional family members in same household. Send check, payable to TTOMA, to Don Brown/477 Safari Cir./Stone Mountain, GA 30083/404-292-0379. **\$25.00/yr. after 2/15/2011.**

