





The THUMB PRINT
Thermal Thumbers Of Metro Atlanta

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May-June, 2023

HEADS UP

Welcome to the third issue of 2023! We're midway in the year's flying season and have a lot more in store. All the action since the last issue is laid out in some detail, so read up! We've been busy and doing plenty of building and flying, as the following words and photos will testify. First among equals is the recount of the recent Chattahoochee Challenge, which is book-ended by indoor and outdoor contests fore and aft. And yes, the high point totals show it, and that reckoning brings big changes, worth either a proud embracing or woeful remembrance, as your circumstances might warrant.

Time for me to get out of the way. Ciao, y'all!

RENEWAL FIERY ADMONITION

Yes, my fellow Thumbs, it's gotten a whole notch worse, gone from "nag", to "harangue", to "tirade", and now to "fiery admonition". Where, when and why did it end thusly? Unless remedied by immediate means, I suspect in the Infernal Realms, and you don't want to go there. Old Scratch ain't gonna be there with a winning smile, tray of canapés and umbrella drink. Ergo, seek out the membership form that follows, fill it out accordingly, stroke that check to TTOMA and to the amount required, sign it on the line that is dotted and mail it to the address indicated, care of James "Diamond Jim" Martin, club treasurer. Thanks in advance.

Forewarning: next time we'll be casting out Devils. You know who you are. Eyes on you! Thanks in advance, in watchful redemption.

THINGS TO DO, PLACES TO GO, PEOPLE TO SEE

As heralded previously, we're midway through our contest season, and there's much more to go. Ergo, avail yourself of the numerous opportunities provided. So, glue some sticks together, show up somewhere with a model airplane and fly with us. No excuses will be accepted, death and taxes notwithstanding.

July 12-15: Outdoor Contest. FAC Non-Nats, Geneseo, NY

July 14-16: Indoor Contest. Brainbuster Van Dover Open, ETSU, Johnson City, TN.

July 17-21: Outdoor Contest. AMA FF Nats, AMA HQ, Muncie, IN

Aug. 20: Outdoor Contest. Fizzle While You Sizzle. NG Turf, Whitesburg, GA. CD-Lee Russell

Sept. 10: Outdoor Contest. Summer Swan Song. NG Turf, Whitesburg, GA. CD-Jim Conery

Sept. 22-24: Outdoor Contest. FF SAM Champs/FAC Contest. AMA HQ, Muncie, IN

Oct. 7-8: Outdoor Contest. Phil Hartman Memorial Contest. Raeford, NC.

Oct. 15: Outdoor Contest. Last Fling Til Spring. NG Turf, Whitesburg, GA. CD-David Barfield

Nov. 5: Outdoor Contest, Annual Turkey Shoot. **Format and CD to be announced.**

Nov. 18: Indoor Contest. St Lukes Presbyterian, Dunwoody, GA. **CD needed!**

THUMBS IN PRINT

This just in from Dohrman Crawford. He contacted Don Meyer of the *Dunwoody Crier* and discussed our club and invited him to our March indoor contest. He attended and appeared to have a good time. The following article appeared in their April 13 issue:

“Opinion: Free Flying in Dunwoody

“Man has yearned to fly for centuries. Initial efforts involved hot air balloons and gliders. In fact, in the 1480s Leonardo da Vinci made more than 100 drawings of a flying machine that he never built. He just wanted to show how man could fly. According to NASA, the modern-day helicopter is based on his design.

“In 1783, the French Montgolfier brothers invented the first flying hot air balloon. The first passengers were a sheep, rooster and duck. The colorful silk balloon rose 6,000 feet and traveled more than a mile. Soon, the brothers were sending human passengers aloft. In the mid- to early 1850s, George Cayley, an English engineer, designed many gliders. Later in the century German engineer, Otto Lilienthal studied the flight of birds and wrote a book that the Wright Brothers used as a basis for their designs. Unfortunately, Lilienthal was killed when one of his designs crashed with him aboard. In 1891 Samuel Langley, who was director of the Smithsonian Institute, built a glider with a steam-powered engine. Orville and Wilbur Wright studied these and other early pioneers to develop their “Flier” that they took turns piloting four times on December 17, 1903, thus ushering in all that has come after them.

I mention these early champions of flight to highlight the fact that flying on currents of air is the basis of controlled flight. In this age of rocket ships and jet planes, it is easy to forget how much we owe to those who proved that objects could be suspended in and made to fly freely on currents of air.

“A small but dedicated group of enthusiasts are keeping the notion of free flying alive locally. These knowledgeable and very patient individuals, many with technical backgrounds, devote countless hours to making and flying model airplanes that depend on air currents to stay aloft and have great fun in the process. They call themselves the Thermal Thumbers of Metro Atlanta.

“Free flight model airplanes have no external controls. The goal of the sport is to achieve the longest flight duration possible by making minute adjustments to the design and trim of the airplanes. Two kinds of free flight airplanes are used, indoor and outdoor. The two types are quite different in appearance, size and weight.

“Indoor models are very light, typically weighing no more than a dollar bill or a baby aspirin and fly very slowly. They are powered by special rubber bands, twisted by a device that provides a set number of twists to help assure desired flight characteristics. Too many twists and the plane will hit the ceiling. Typically, the planes are flown in school or church gymnasiums with high ceilings. Competitions are held locally, nationally and internationally every two years. One popular location for world championship competitions is a vast salt mine in Romania noted for its still, cold air and 200-foot-high ceiling.

“In early March, members of the Thermal Thumbers gathered in the gymnasium of St. Luke’s Presbyterian Church in Dunwoody with its ultra-high ceiling for a day of practice flights and competition with their delicate balsa wood models. Doors must be kept closed and ventilation turned off to “calm air currents,” says Dohrman Crawford, Thermal Thumbers of Atlanta vice president and ex-Vietnam War forward air controller and retired Delta Airlines pilot. He says that a well-designed and adjusted model plane may occasionally fly up to one hour, although most test and practice flights are timed to last just a few minutes.

Outdoor models are usually larger and heavier. They often have engines that shut off soon after launch to help the planes catch the thermal drafts that can carry them to amazing heights. Finding

the thermal drafts is one of the challenges of this sport. Different kinds of outdoor models exist each with its own specifications and rules.

“Radio controlled model airplanes are also popular outdoors, but they are in a special category and are not considered free flight.

“In the U.S., the sport is supervised by the National Free Flight Society. The first national competition was held in 1915. This year the nationals will be held at the University of Idaho June 19-23. The World Air Sports Federation (Fédération Aéronautique Internationale) supervises international competitions.

“Newcomers of all ages are always welcome to visit or become involved with the Atlanta area group. For information, contact James Martin, jhnmartin1963@gmail.com .”

THUMBS ON THE MARCH

Several Thumbs attended major indoor contests out of state recently and did a little damage to the hopes and dreams of others, as was their wont. Nick Ray and Bill Gowen flew at the big, annual Jim Richmond Open in West Baden, IN, contest and did well. Nick won F1R and a second only seven seconds behind the winner. Bill scored thirds in A-6 and Limited Pennyplane.

Josh and Caleb Finn found their way to big indoor contests in Belton, TX, and Kent State University and set two new national records. This just in from Josh:

“On March 14, Caleb and I ran a small meet at the Garth Arena in Belton, TX. Mike Fedor ran CD duties for my record attempts while Guha Ekambaram experimented with freshly repaired F1Ds for his junior team efforts. Caleb flew his already successful Baby Shark to a Cat III record of 4:50 in Manhattan Cabin. He got about 50 feet up. The ceiling is at 90 ft. He also flew his first real F1D

all the way to the ceiling and got some steering input from me. Late in the day I put in a 30:08 with my F1R to take the Cat III record in that class. It was cold and windy and the afternoon cool down meant air was leaking through the roof vent so I had to limit the climb to around 60 ft to keep from getting blown into the catwalks. In warmer weather, 35 minutes should be possible there. Really nice flying site.



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“At St. Luke's last month, my AROG did 17:52, one minute short of the Cat I record. It only got 23' up so more is possible, and especially in warmer weather. That airplane is a 3 time Nats winner and still has more in it.

“I packed the F1R, AROG, and some other stuff for Kent State. Last minute, I grabbed my Cat's Meow (this is the kit we sell for low ceiling catapult and hand launch) and strapped it to the top of a model box. It did 58 seconds in Pontiac a few years ago so I figured it would be good for making middle of the pack at Kent.

“The weather in Ohio was crap. Cold, wet, and at times snow flurries. I carried the glider through the rain (Box? What's a box?) into the field house and got myself set up with the \$50 helium tank we got at Walmart. I enjoyed tossing the glider around a bit. Despite the wetness, it dried out and flew fine with only the tiniest tweaks to account for the local conditions. This plane was designed for newbies to get 35-40 second flights in big gyms. The fact that I was doing about a minute with it felt really good. Don Slusarczyk told me to get it together and put up a 67 second flight, to which I laughed. Nick Ray who had carpooled with me (ok he drove the entire way, did all the reservations, etc) said to add some power and if the plane explodes, at least it was exciting. Fine. I added a loop of 1/16 to my loop of 1/8 and the plane did 65 seconds. "Pull it back farther." Fine, 67 seconds, 68 seconds. Well that's a record. I got the plane processed and was encouraged to fly more. "You're almost 10 feet below the rafters." OK, I shortened the loop of rubber and got a pair of 69 second

flights. Write that series down . . . at this point I'd put up four flights in a row of 69 seconds and decided to use up some of that 5 feet of altitude cushion to launch even higher by shortening the loop of rubber some more. And then it began, 71 seconds, 71 seconds, 72.4 seconds, 73.4 seconds . . . and that's how it ended. Plane had no damage outside the missing chunk of wingtip from when we got it out of the car. I was mentally exhausted and had some lunch and flew rubber the rest of the event save for getting video of a few practice launches the next day. I could probably get 76-77 seconds in there with that plane, but that'll wait until another day. It was a good contest. I won Limited Pennyplane by less than 10 seconds with a flight launched 2 minutes before the close of the contest. Another kit plane. Feels good."

THUMBS ON THE MARCH II

Josh and Caleb made the long drive to the Kibbie Dome in Idaho.. Josh reports: "Kibbie was quite an adventure. It's a very expensive site to get to, so only Caleb and I were able to go. We shipped (via UPS) all of our gliders plus two braced indoor models to Don DeLoach, who generously volunteered to then drive them to Moscow. They all arrived unscathed.

"Caleb took first in Junior F1N, a nice medal for the inaugural indoor world cup. Temps were cool so the building did weird stuff, and the usual Kibbie thermals were somewhat enhanced as a result, so that planes got moved around the building quite a bit. I was fortunate to get the site record in F1R with two flights that went pretty close to the ceiling. My student Guha Ekambaram rounded out the Team Finn grand championship sweep with his senior class flying.

"Gliders were a bit of a bust for me; mine flew well but have been rendered hopelessly obsolete by the So-Cal high aspect ratio designs which have vastly improved glide performance without any sacrifice of launch height. Lessons learned!

"Indoor glider icon Ron Wittman was back, making his entry into the FAC S-H club via the first ever indoor Jet Cat flights over 1 minute (bumping up on 70 seconds). History is being made!"

(Editor's note: Josh failed to mention the High Point Triumvirate that he, Caleb and Guha won against some righteous competition. But, as we all know, Josh is unfailingly modest. Say what?!)



THUMBS AT THE BENCH

Our man Jim Conery was cleaning out his garage recently and uncovered a bygone project. If the following photo is any indication, it appears he's dabbled in the model railroading persuasion many years ago. He says the last time he tried to crank up this moose, it ran. Needless to say, it's a fine example of the metalworker's art and practice. This writer doesn't know about y'all, but my daddy rode the rails for over four decades, and I'm thoroughly impressed. Well done, sir!

Your trusty editor just finished his Chambermaid R-1 for Dime Scale, and it's a real cutie. The model is a kit-bash of Volare's short kit, based on Bernard Guest's original plan. The overall engineering looked pretty sound, but a little frail for serious outdoor work. A little lumber was added here and there to avert my paranoia, and I'm happy with it overall. The Chambermaid in its various sizes enjoys a solid reputation for fine flying characteristics, so no worries there. It's a huge model

for the category with 67 squinches and 19 inches length! Empty weight is around 26 grams, pending final trim, still a rather light wing loading considering the big wing area. It'll be in final trim by the Muncie Nats, and we'll see what she'll do. Once more into the breach!



The Chambermaid is seeing a lot more use locally, too. Gary Morton and James Martin brought 24-inch examples to the Chattahoochee Challenge and flung up theirs at the Racer Mass Launch. Dohrman Crawford had his almost finished but couldn't make that bell and toe that line. Get your kits from Easy Built Models in the 24-inch variety and from Volare/ Shorty's Basement in Dime Scale. No doubt, we'll be seeing all in the near future. The game's afoot.

THUMBS IN PRINT

The March issue of the NFFS digest has a good article and very fine plan of Josh Finn's record-setting Unlimited Catapult Glider. He goes into some detail in the design's development and the experiments on that day in adjusting the length of his loop of Tan SS for inching up higher times. There's a word for such things: tactics. It's a good story, well told.

Don't have access to the article and plan? Well, I guess that means you're not a NFFS member. You know who you are. The membership form follows in this issue. Eyes on you!

WEATHER FORECASTING, DIGITALLY OR OTHERWISE

While resting in the shade at the sod farm recently, we discussed our various sources of weather foretelling information, like temperature, chance of rain and wind direction and velocity. Naturally, a common topic late in the day is how accurate the various forecasts were..

I've always been happy with mine because they get it right most of the time. I can refer you to the Weather Channel and the weather.com website. Get out your dumb phone or tablet and type "Whitesburg GA ten day weather forecast" on the Google machine, and hopefully, you'll be put into the loving arms of the Weather Channel's best source. Typing in "Atlanta" is a mistake because it tickles the urban heat sink algorithm that adds temps. Conversely, though, our flying field heats up more than "downtown" Whitesburg, so maybe it evens out. Who knows?

We need to give the Weather Channel some love. They're usually pretty close with likelihood of rain, heat range during the day and wind direction but less so with wind velocity. Still, it's better than nothing. Did you know they're based right here in Atlanta, and their headquarters is at the NE corner of I-75 and I-285? They do a pretty good job, considering, even if a little too much drama is added upon occasion, especially during hurricane season. We can forgive that.

ONCE MORE INTO THE BREACH: SKYBATTLE 2023

Readers might recall the original Skybattle from Spring, 2021, the Guillow Javelin and Lancer International Postal. You might also recall that TTOMA took first, second, third and fourth in that one. Needless to say, we considered it a real hoot at the time for obvious reasons.

Well, another Skybattle challenge has been issued, and that flyer follows. We first saw it in the May issue of *Model Aviation*, page 52, and has been since scattered profligately across the

interwebs. This postal features the “Puzzle Plane” rubber model in a one-design format, apparently offering both indoor and outdoor competition, but a rather narrow, two-week flight window, July 26 to August 6. A digital link for the plan and the source for a laser cut kit can be found numerous places, including the aforementioned article. The Puzzle Plane looks like a good indoor flier and very reminiscent of current indoor designs, so no worries. Outdoors? Well, I’d bet it’d fly OK in calm air, and would look a lot better covered in red and black. The “Skybattle.org” website should have all you need.

Unfortunately, we’ve no scheduled contests within that window, so some initiative on our part will be required. Outdoors, we can always pick a nice weather day and have a go at NG Turf then. However, “Behind Closed Doors” will require access to a flying site somewhere. The game’s afoot.

THE PRESENT RECKONING

The update on the club’s high point tourney follows, and a quick look indicates a lot of additional points are carried on the list thanks to the several contests since the last issue, particularly the bounty of points earned at our recent Chattahoochee Challenge FAC contest. (You might take that as a sound, tactical suggestion.) Never let it be said TTOMA doesn’t give you plenty of things to do on the weekends! The game’s afoot.

David Mills	34	Ed Hardin	19	Bill Gowen	4
Caleb Finn	26	Paul Finn	16	Richard Schneider	4
Jim Conery	24	Gary Morton	13	Joe Ryan	3
Doug Demasie	23	Hope Finn	8	Jim Altenbern	2
James Martin	23	David Barfield	5	Lee Russell	1
Dohrman Crawford	23	Jimmy Jordan	5	Shawn Lee	1
Josh Finn	22	Nick Ray	5		

ONCE MORE TO MUNCIE FOR FAME AND GLORY

A number of us are making our annual trek to the Muncie Outdoor Nats, so wish us a pair of long, boring drives there and back and much excitement in between. It’s something we always look forward to and darn pleased to go as often as we can. All of y’all need to make the trip at least once; it’s a real hoot. You can follow our daily exploits on the AMA website via the “NatsNews” clickables, hot off the presses the morning after. “Dame Fortune favors the bold”, so wish us luck.

NEXT ISSUE

Look for something in early August. We’ll present an in depth report of the club’s Path to Fame and Glory in Muncie. Any worthy news items that come over the transom will be put forward, as is our wont. Hopefully, we’ll have the next concept for the November Turkey Shoot in place by then.

Once again, I beseech the multitudes to send along to these humble offices anything in the way of articles, plans, photos, hints, raves or rants. Don’t make me work too hard! Ciao, y’all.

MAY INDOOR CONTEST REPORT

Christ Chapel, Macon, GA

We had good turnout with a dozen fliers. All but the emergency lights were off, lending a romantic atmosphere to the proceedings, whatever that means. No PDA was recorded, although people were seen sleeping together. Not distracted by such derring-do, young Caleb Finn set a new national record in Manhattan Cabin*. Newcomer Shawn Li and his mother from the Columbia, SC, area made an appearance. He's a high schooler who's active in Science Olympiad and recently made contact with the club. It was good to see him, and let's hope he's no stranger. Lee Russell's son just moved back from Oregon, and says he'll be coming to club contests, building models and otherwise participating—good deal! CD Doug Demasie provides the scores:

Manhattan Cabin-Junior

Caleb Finn 10:54*

F1D

Nick Ray 8:36

Limited Pennyplane

Josh Finn 17:16

Hope Finn 16:38

Doug Demasie 3:03

A-6

Lee Russell 5:01

Ministick

Nick Ray 6:51

No-Cal Scale

David Mills Lacey M-10 237

Doug Demasie Lacey M-10 108

P-18

Dohrman Crawford 116

Limited Pennyplane-Junior

Paul Finn 19:26

Sport Flyer-Indoor BRS

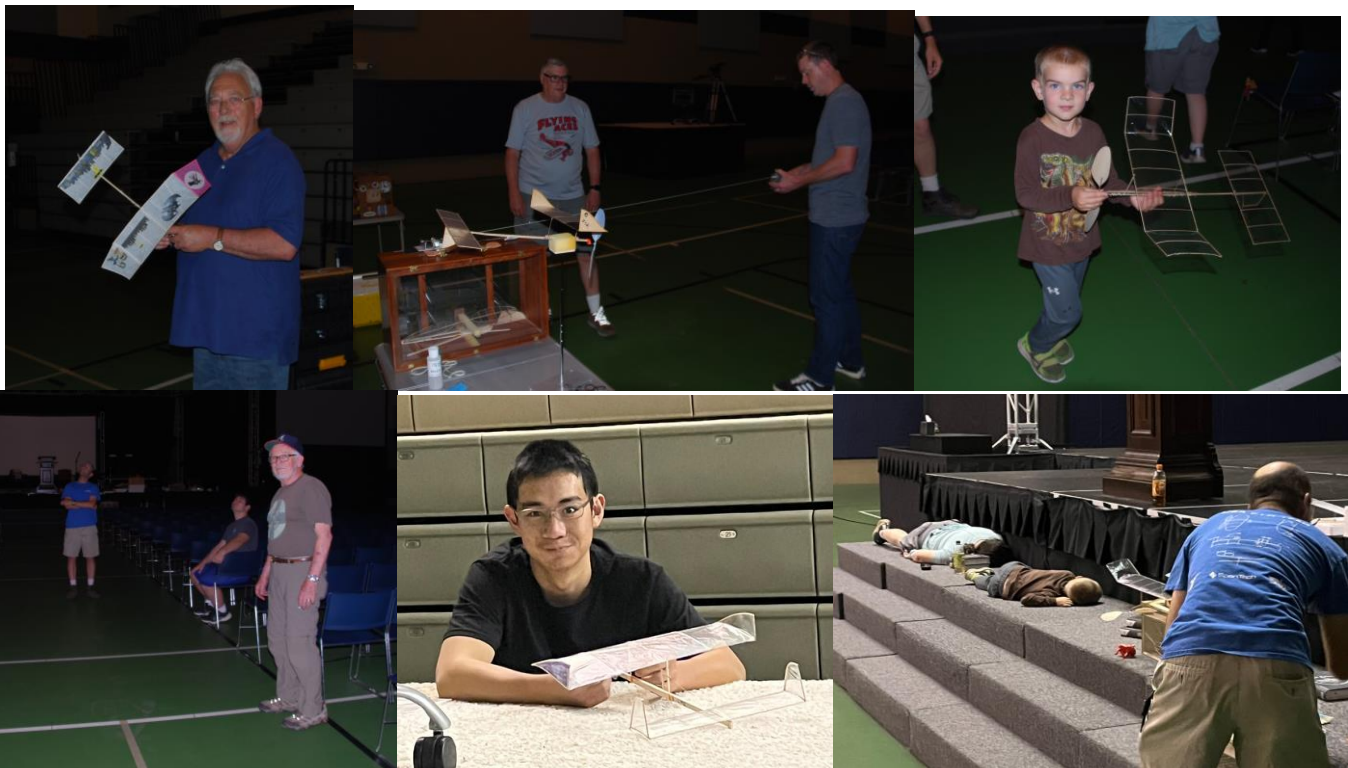
Doug Demasie 154

Limited Pennyplane-Senior

Shawn Li 6:54

Hangar Rat

Dohrman Crawford 8:11



MAY OUTDOOR CONTEST REPORT

NG Turf, Whitesburg, GA

Threats of rain proved just that, as a very nice day greeted us at the field. In contrast to last month, the ground was much drier than it was when one of our heroes got mired too deep in the mud to get free by himself. Eight fliers put in official flights. The flight line was moved once, due to a major wind shift. Results are below, but I would like to add a plea for more official flights. I saw many great flights that were never logged. In several cases, this could have changed the winners of events!

Mea Culpa! I failed to notice the top two scores in P-30. There should've been a flyoff! Gary and Jim won Kanones! CD Dohrman reporting. See you at the Chattahoochee Challenge next month! Here are the results.

Dime Scale

David Mills Chambermaid 46

Catapult Glider

Doug Demasie 115

Simplified Scale

David Mills Waterman Gosling 21+3BP

SCat Jet

Jim Conery Vampire 58+14 BP**

Doug Demasie Canberra 62 +9 BP

Dohrman Crawford Vampire 56 +13 BP

Rubber Scale

David Mills Heinkel 100-D 116

Blue Ridge Special

Gary Morton 278**

Jim Conery 196

Dohrman Crawford 193

Joe Ryan 178

P-30

Frank Perkins EPzaze 330*

Joe Ryan BMJR Speckled Bird 330*

David Mills wwt.P-30.max 203

*tied settled by editor. Frank had 1 more max

** Kanones won!



JUNE INDOOR CONTEST REPORT

Christ Chapel, Macon, GA

We had four adult fliers and several kids. It was a bit hot, but we had fun. The lights were on! CD Doug DeMasie, reporting.

Limited Pennyplane

Josh Finn 8:40+10:39=19:19

Hope Finn (no flights recorded)

P-18

Priscilla Hill 2:23 (1 flight)

No Cal Scale

Doug DeMasie Chambermaid 158

Hangar Rat

Doug DeMasie 53+63+51=67

Sport Flyer

Doug DeMasie 37+58+58=153

A-ROG-Junior

Caleb Finn 6:19 (1 flight)

Limited Pennyplane-Junior

Paul Finn 7:47+6:68=14:45

2023 CHATTAHOOCHEE CHALLENGE

NG Turf, Whitesburg, GA

We had a good contest. The field looked great, and for the most part, the weather cooperated. Temperatures were in the upper-80s to the mid-90s, genuinely hot by midday, but we keep up with the liquids and brought plenty of shade. Saturday's skies were bright and shiny with no rain. Winds were OK until noon, but turned blustery, blowing toward the Mighty Hooch. Sunday was better, a little hotter and blustery again in the afternoon, again, with no rain. Happily, the winds went the long way, a welcome change. We had about a dozen fliers, but missed a few regulars (and the cookies) due to the Kibbie Dome, a granddaughter on the way and viruses. Although down in the head count a tad, we flew up a storm. Ten kanones were won and well distributed. The trophies ceremony was a breezy affair, and we had a few chuckles. All of us brought home some much needed kit prizes. Hopefully, room can be found for this additional and gracious plenty. You can't have too many kits, right? We'll do it again next year. Come see us.

<u>NBM Simplified Scale</u>	Total Flight Time	Bonus Points	Total
James Martin	93	5	98
Ed Hardin	63	0	63

<u>P-30</u>	Total Flight Time
Frank Perkins	347
Ed Hardin	319

<u>Embryo</u>	Total Flight Time	Bonus Points	Total
David Mills	209	9	218
Ed Hardin	154	9	163
Jim Conery	153	8	161
James Martin	98	9	107
Dohrman Crawford	62	9	71
Jimmy Jordan	57	9	66

Modern Civilian/Military Combined Total Flight Time
James Martin 157

Jimmy Allen/2 Bit + 1 Combined Total Flight Time
Ed Hardin 262
Gary Morton 202
David Mills 184
James Martin 136

<u>FAC Rubber Scale</u>	Best Flight Factored	Scale Points	Bonus Points	Total Points
David Mills	46	58	3	107
Ed Hardin	12	57	15	84
James Martin	45	37	0	82

<u>Golden Age Mass Launch</u>	Round 1	Round 2
Jim Conery	9	16
James Martin	20	5
David Barfield	8	3

<u>WW I Mass Launch</u>	Round 1	Round 2
Jim Conery	33	10
Dohrman Crawford	29	6
David Barfield	12	

<u>Fiction Flyer Mass Launch</u>	Round 1
James Martin	24
David Barfield	12

<u>Simplified Scale</u>	Total Flight Time	Bonus Points
Ed Hardin	218	0
Gary Morton	54	0

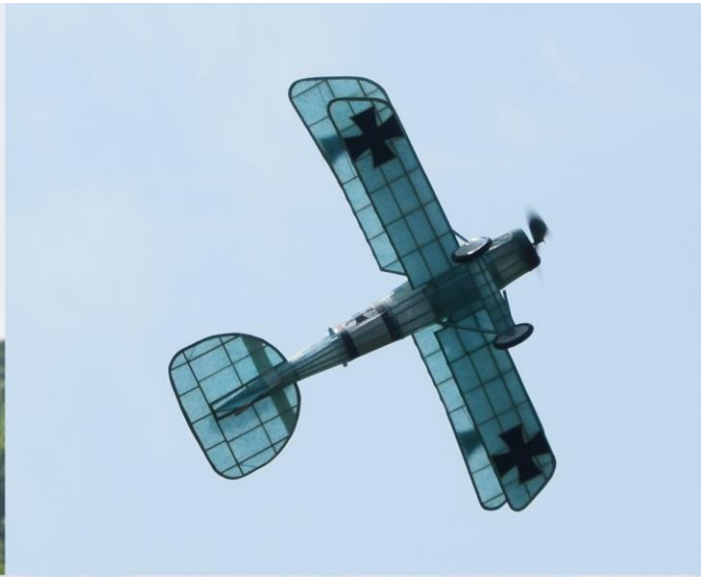
<u>NBM Blue Ridge Special</u>	Total Flight Time
James Martin	288
Jimmy Jordan	249
Jim Altenbern	142

<u>Dime Scale</u>	Total Flight Time	Bonus Points	Total
James Martin	250	0	250
Gary Morton	160	10	170
Dohrman Crawford	63	5	68

<u>FAC Peanut Scale</u>	Factored Average Flight Time	Scale Points	Bonus Points	Total
David Mills	60	54	0	114
James Martin	72	44	0	110

<u>NBM Embryo</u>	Total Flight Time	Bonus Points	Total
Jimmy Jordan	257	9	266
Jim Conery	210	8	218







<u>WW II Mass Launch</u>	Round 1	Round 2	Round 3
David Mills	111	96	128
Ed Hardin	59	61	30
Jim Conery	24	30	
David Barfield	16		
Dohrman Crawford	15		

<u>Combined Racer Mass Launch</u>	Round 1	Round 2
Gary Morton	51	176
James Martin	53	81
Dohrman Crawford	41	3

<u>No-Cal Scale</u>	Total Flight Time
David Mills	226
James Martin	171
David Barfield	38

<u>Phantom Flash</u>	Total Flight Time
Jimmy Jordan	171

JULY OUTDOOR CONTEST REPORT

NG Turf, Whitesburg, GA

Let's call it sweating with the oldies. Yes, it was hot, but not unbearably so. The projected temps might've deterred a few from attending. We only had four adult fliers, plus the Finn boys. Aside from the raging of Ra, the weather mostly cooperated with moderate winds going the long way. It was occasionally blustery, but if you wait a bit and it would be fine, as long as you short-fused. Regardless, we flew up a storm.

Unfortunately, Josh coached young Paul to launch E-36 into a boomer without resetting the timer for a shorter flight. Said Top Banana sleeps with the fishes. Your CD was able to put serious trimming on five models, shamefully listed for high points below. The Finn boys had a huge day, flying numerous classes and are taking a run at the NFFS National Cup. From what I saw their fellow Junior competitors are likely doomed.

The results follow. CD David Mills, reporting

<u>Blue Ridge Special</u>	
Jim Altenbern	203

<u>Moffett</u>	
David Mills	Mof-It Mk II bis 270

<u>Small Mulvihill</u>	
David Mills	Last Resort 90

<u>HLG Jr</u>	
Caleb Finn	48
Paul Finn	36

<u>F1G/Coupe</u>	
David Mills	Coupe de Brie 270

<u>Catapult Glider Jr</u>	
Caleb Finn	46
Paul Finn	28

<u>Dime Scale</u>	
David Mills	Chambermaid 60

<u>Mulvihill</u>	
David Mills	Kudzu Mk VI 270

<u>Mulvihill Jr</u>	
Caleb Finn	148
Paul Finn	122

P-30 Jr
 Caleb Finn 277
 Paul Finn 154

E-36 Jr
 Caleb Finn 279
 Paul Finn 271

Towline Glider Jr
 Caleb Finn 120

2023 TTOMA MEMBERSHIP FORM

Name _____ AMA# _____

Address _____ State and Zip Code _____

Other Family Members and AMA # _____

Telephone _____ Email _____

\$20.00/year for adults and other adult family members in same household. No charge all aged 18 yrs. or younger. Send check, payable to TTOMA, to James Martin/3901 Bays Ferry Trail/Marietta, GA 30062/404-632-7226/jhnmartin1963@gmail.com

NFFS MEMBERSHIP & RENEWAL APPLICATION	
Mail to: NFFS Membership Office 51 Julia Circle Middle Island, NY 11953	Make checks payable to National Free Flight Society
Dues include a mandatory \$0.50 per year for NFFS membership.	
U.S. memberships (Age 19 & over)	<input type="checkbox"/> 2 years \$58.00 (\$18.00 Youth) <input type="checkbox"/> 1 year \$30.00 (\$10.00 Youth)
Youth: Age 18 & under as of July 1 of the current year <input type="checkbox"/> Check here if you desire <i>Digest</i> delivery via email. This saves valuable funds on printing/ mailing, and you receive your <i>Digest</i> about 3 weeks sooner. As a bonus, the <i>eDigest</i> contains exclusive additional content in each issue.	
Canadian Memberships (all ages)	<input type="checkbox"/> 2 years \$98.00 (printed <i>Digest</i>) <input type="checkbox"/> 1 year \$50.00 (printed <i>Digest</i>) <input type="checkbox"/> 2 years \$58.00 (<i>eDigest</i>) <input type="checkbox"/> 2 years \$30.00 (<i>eDigest</i>)
Non-US/Non-Canadian Residents (all ages)	<input type="checkbox"/> 2 years \$58.00 (<i>eDigest</i>) <input type="checkbox"/> 1 year \$30.00 (<i>eDigest</i>)
Life Membership	<input type="checkbox"/> \$500.00
To help reduce expenses maintaining NFFS records, PLEASE renew for at least two years. Thank you!	
Check appropriate boxes below: New Member <input type="checkbox"/> Renewal <input type="checkbox"/> Address Change <input type="checkbox"/> Donation <input type="checkbox"/> Amount: \$ _____ Current expiration date: Mo./Yr.: _____	
PLEASE PRINT VERY CLEARLY	
Name: _____	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> Date of Birth M / D / Y </div>
Address: _____	AMA#: _____
City, State: _____	Zip: _____
Telephone: _____	Email: _____
Send all renewals, address changes, applications, and membership questions to the Membership Office, email: <membership@freeflight.org>.	
Please go to www.freeflight.org for credit card renewals.	

FLYING ACES CLUB

The premier organization dedicated to traditional stick-and-tissue Free Flight. \$25 per year (\$35 to Canada; \$50 to rest of the world; Paypal now accepted) gets you six issues of *Flying Aces News*, invitations to large FAC contests, opportunities to join your local FAC squadron, and much more!

Name _____

Address _____

City _____ State/Prov. _____

Code/Zip _____ Email _____

Country _____ Phone _____

Checks payable to FAC, 997 Woodcliff Drive,
 Franklin Square, NY 11010. Or, join online:
www.flyingacesclub.com

CAFFA

Carolina Area Free Flight
Association



**Kudzu Flying
Corps**

FAC Squadron 13

**October Hurricane 2023
Phil Hartman Memorial
Raeford, N. C. October 7 - 8, 2023**

Saturday, October 7

Square Eagle P-30 Mass Launch #
FAC Combined Racers Mass Launch
FAC WW 1 Mass Launch
FAC Embryo (ROG)
FAC Peanut
FAC Phantom Flash (ROG)
FAC 2 Bit+1 (ROG)
AMA E-36
AMA Hand Held Catapult
AMA P-30

Sunday, October 8

SAM Twin Pusher Mass Launch
Flying Horde Mass Launch ##
FAC WW 2 Mass Launch
FAC Blue Ridge Special
FAC Dime Scale
FAC Jet Catapult
FAC No-Cat
FAC Simplified Scale
NFFS E-20

Launch time for all mass launch events will be announced by the CD

Phil Hartman (1938-2023) Memorial Flight. Phil founded Blue Ridge Models and designed the Square Eagle P-30, the Blue Ridge Special and a number of other spectacular rubber powered models and gliders.

Flying Hoard Mass Launch

Any rubber powered model airplane of 26 inch wing span or less. Last one down wins. This is a "for fun" event. No FAC kanone.

Motorized chase vehicles allowed on roadways only

**Water and soft drinks provided
On field comfort facility**

Contacts: Contest Director: **John Diebolt** jdiebolt@mindspring.com 919 467-1025
CAFFA Secretary: **Jimmy Jordan** jjordan18@ec.rr.com

Entry Fee: \$10.00 (Juniors Free) Covers 2 days of flying

Field location: **MapQuest/Google Maps/GPS:** 2014 Rattle St, Raeford, NC 28376