



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.weebly.com

David Mills Editor
 (404) 509-4209
davidmillsatl@gmail.com






Sept.-Oct., 2023

HEADS UP

Welcome to the fifth issue of the year. A look outside the window indicates that Fall has arrived, and our 2023 flying season is near an end. Two more contests await, namely the November Turkey Shoot at NG Turf Field and the indoor meet at St Lukes Presbyterian. These last contests will bring an end to an outstanding contest season for the Thumbs locally and in the far flung elsewhere. Soon we'll start it all over again for 2024 at St Lukes in January. We should all pat ourselves on the back for a job well done in 2023. We did better as could be reasonably expected, and we certainly had a very good time doing it. Congrats to all, and let's finished 2023 off with a bang and contribute to the action this November 3 and 18.

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

THINGS TO DO, PLACES TO GO, PEOPLE TO SEE

The flying season is well along, but we've an important bit left. Note our two remaining dates this year, November 3 and 18. The first is the Turkey Shoot at NG Turf field and will offer some fine competition, club high points and free groceries, and the other, two visits to our old haunt of St Lukes Presbyterian, where indoor records go to die. We happily add the date for the club's annual banquet at Lost Corners Preserve in Sandy Springs. Further information on the banquet follows. The game's afoot.

Nov. 3: Outdoor Contest. NG Turf Field, Whitesburg, GA. CD Gary Morton (see flyer)

Nov. 18: Indoor Contest. St. Lukes Presbyterian, Dunwoody, GA

Jan. 6: Indoor Contest. St. Lukes Presbyterian, Dunwoody, GA

Feb. 3: Annual Banquet. Lost Corner Preserve, Sandy Springs, GA

ANNUAL EATS

Dohrman Crawford is working on the annual banquet and has the basic arrangements to announce. We'll be reprising the venue, Lost Corner Preserve, from last year, which everyone was very pleased with. The date of February 3 is on their calendar, so put it on yours. We'll again use City BBQ as the caterer. It wasn't broken, so we didn't fix it. Nothing survives like success! Look for a flyer with all the info and signup form in the next newsletter around Christmas.

This is a must attend event for members, if all but dire circumstances allow. Not only do we members think it's fun, but it only very partially repays the patience and forbearance of our wives, mistresses, life partners, etc, for another year's worth of dust, noise, smells, honey-dos left undone, kitchen utensils used inappropriately, traffic hazards afoot, uncertain expenditures, well, you get the idea. Expect a mahogany row of trophies, some prestigious giveaways and the glamorous Show and Tell. Be there or be square.

THUMBS LOOKING BACK

This just in from David Barfield: "Went to a family reunion today and finally got to do something that I had been considering for a while. The reunion took place in Conyers at a pavilion on a field that I used to test fly on in the mid-1970s. It's not very big, and there was a lot of gliding but little powered flight back then. Most of my activity then was gas powered, so not much of that taking place. Had to go to Mansfield and brave the cattle for anything significant. But today, I flew my Sherman Gillespie "Navy Flier" there. The model must have liked the field as it flew 36 seconds on about 600 winds, higher in the air than anytime before and used only 2/3 of the field. Luckily, the wind was down the long side as well."



THUMBS IN PRINT

The latest issue of the NFFS Digest is out and features detail coverage of the 2023 Free Flight Nats in Muncie. The Thumbs not only traveled there in force, eventually comprising almost one-tenth of the total fliers, but mounted the podium in multiple events way out of proportion to our headcount. The issue also features our own Hope Finn on the cover! Rather than go into details on our Nats exploits here, your trusty editor will refer you to the previous issue of the ETP.

You don't have this latest issue of the NFFS digest?! Well, then, you must not be a member, and shame on you. The membership form is in the previous newsletter. Eyes on you!

The 2023 NFFS Symposium is finally out and reaching our mailboxes. Why it's so late is a matter of speculation and unknown to this NFFS member. Regardless, it's out and we find a supportive and in depth review of Josh Finn's "Sunstreak" 1/2A gas model kit. Further information and how-to order-stuff is available on his and Hope's website, jhaerospace.com

THUMBS ON THE MARCH

This just in from Jim Conery: "For what it's worth, here are the details of my trip to the 2023 SAM Champs: With the threat that 2023 might be the last SAM Champs held in Muncie due to splitting off of the RC events and low Free Flight participation, I decided that I had to make the trip. Left home very early Thursday morning and arrived at the AMA facility around 3:00 pm. My first official duty was to deliver Hope Finn's Nats winning Mulvihill model to the AMA museum. Her model which was the winner of this year's 100th anniversary of the event will be displayed with the original Mulvihill trophy and a reproduction of the first winning model in the entrance to the museum. Certainly a great honor for her and something I plan to make a special trip to see at next year's Nationals.

"Got my tent up and models piled up inside, made the obligatory trip to Walmart, and settled in for the night. It's great to be here but a bit on the lonely side without the company of the usual Thumbs. Went to sleep with a funny feeling in my right ear

"Up early Friday for breakfast at the 12th Street Cafe and back to the field. Retrieved a stab for Josh Finn from Rudy Kluiber who was thrust into the CD position and paid my entry, \$20.00 for all events, all three days. Bargain! A pylon today, winds mild and from the southwest, flight line was along the road past the cemetery. I flew Mickey Walker's "Ranger" with one of my Arden .19s on it. Got two flights in with only some minor trimming issues, but both were cornfield retrievals. Good line, not far in! Third flight spit the prop nut off and disappeared into the grass. Had a spare engine on hand, so I installed it and fired up again and launched. Just as the engine was about to be shut down the prop nut again fired off to parts unknown, and the "Ranger" settled into a nice glide with the prop windmilling in the breeze. Made some flights with a Goldberg 1/2A Viking that hasn't

been flown for 10 years or more and a few flights with .020 replica models. So much for Friday! Crawled into my tent with ear still feeling a bit strange and decided that I wasn't hearing too well.

"Saturday is B pylon, and I've got two "Zippers" to fly. Back on the field after breakfast and the flight line is set up by the farmhouse. Winds are 10-12 directly from the east. A few flights are up and across the field in the corn or the trees. Pretty soon winds are gusting 18 mph plus, and flying is mostly stopped. I didn't fly at all. A few hardy souls fly B cabin late in the afternoon. I think a couple models were lost well off the field. Rudy and his wife sponsored a Bean Feed at the museum Saturday night, and it was nice to see and chat with many folks. SAM, FAC, and NFFS guys all mingling together for a couple hours. Pat Murray and Don DeLoach cornered me with a "Hayseed C" Klarich short kit that had been given to the FAC guys to get rid of for a few bucks for their treasury, and they figured I was a good future owner. I guess I am because it came home with me. By now my ear is plugged and getting rather painful, so I headed out for an all night CVS for eardrops.

"Sunday morning I'm up early with a serious earache and painful jaw. Had a soft breakfast and went back to the field, still blowing from the east but calmer. Decided that I was in no mood to chase the "Playboy Sr.", so I packed up and headed home early. At least I missed all the construction coming home and did get an appointment with the ENT doctor on Monday.

"A lot of driving for not much flying? Nope, I'll keep doing it for as long as I can! That's my sad story, but this age stuff still is the biggest opponent!"

THUMBS RUNNING THE BIG RIGS

Many in our club have been tempted lately by the allure of small sport models. Yes, they're darling, very cute and some fly very well. However, some of us aren't so stirred by their charms. Two brave renegades have gone in the opposite direction, namely the *sturm und drang* of SAM's Large Rubber Fuselage category, and two recent examples follow. The first is Jim Conery's "Super Snooper" (Modelcraft) and the other, Dick Korda's "1939 Wakefield" (Megow) from your steadfast editor.

Your eyes aren't deceiving you. Both designs are big handfuls with wing areas of 205 and 208 squinches, respectively, and weigh in the 150-160 gram range, empty. Once trimmed to full anger, they'll be thrust upwards by brawny motors of at least 24 strands of 1/8 Tan SS of some 80 or more grams, rather manly in practice and a sight to see. Awkward on land, they are angelic in the air, climbing quite smartly, gliding gracefully slow and handling turbulence very well. Light your fuses!

You can join the fun and build one yourselves. Don't like the looks of these two? Well, plenty of other designs will tempt the adventurous few, and some come easily to mind, like Earl Stahl "Gypsy", Heeb's "Blunder-Bus", the "Burd Korda", Linn's "Kansas Wakefield", Nelder's "Moffett Winner", and when eagles dare, the mighty 300 squinch "Lanzo Cabin". (One man's opinion: the Stahl "Gypsy" is probably best looker and flier, while the Heeb "Blunder-Bus" is clearly the simplest and probably the lightest build, and likewise, should really get after it.)



THUMBS BECALMED

The Wednesday before the October contest Dohrman Crawford and your trusty editor went to the sod farm for some testing before that contest and some general fresh air and sunshine therapy. The weather forecast promised winds in the low single digits, a good enough rationale. (As with most of you, I'm always skeptical of rosy tidings from the weatherman.)

Long story, short, we had the best day of flying either of us could remember at NG Turf field. We had dead calm all day long with partly cloudy skies, shirt sleeve temps and the retrievals were about 100 feet from all directions, said distance in Freedom Units. Well, we took full advantage of it and flew up a storm.

Photos by Dohrman follow, alas none of him, ever modest, only of his Piper Super Cruiser. However, spotlight on me!



TREASURE TROVE

We haven't done the old Treasure Trove in a long time, but this one fell out of the wrong folder while researching an article for FFQ. Anywho, happenstance resurrected this nugget from the past, and I thought it might stir the heart strings of our many fans of the small, cute and charming designs. Y'all's special kind of itch, a full page of the plans and photos follow for a good scratch. It's from the August, 1948 issue of *Model Airplane News*, and named the High Performance Sportster by C. R. Johnson. I'm calling it the Johnson Sportster for brevity's sake. A plan and photos follows. If your desires can't be resisted, use the scaler under the fin to blow it up to full size. Happily, it fits neatly into the 11X17 inch format (Several full size plans will be made available at the Turkey Shoot.—DM)

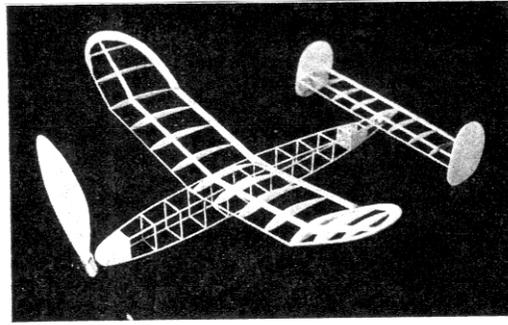
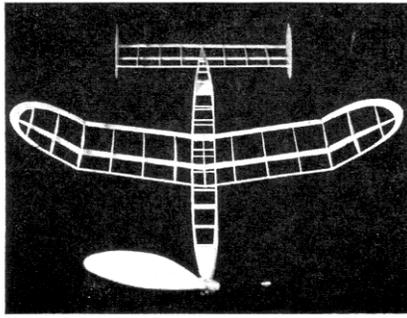
The *Sportster* looks like a flier, but the plan warrants close scrutiny. First of all, the publication date slots it squarely into SAM's Small Rubber Stick and NFFS's Small NosRub categories, a two-fer. FAC-wise, the article's text notes previous versions flying much earlier, so those of the legalistic persuasion might finagle a pre-1945 flown date. Ergo, the Old Time Rubber Stick category might be eligible, but bring an attorney.

The overall dimensions are very agreeable, but the center joint dihedral looks a little generous. The projected wingspan is around 17 inches, and Lord knows, you've got the chord. The wing airfoil is too thick, but nothing can be done about that, and very light 1/16 inch sheet is recommended for the ribs. Rough estimation gives a projected wing area is 62 squinches with a 25 squinch stab. This 40% lifting stab indicates a rearward CG, so start with 50%. The plan suggests a two-bladed folder, while the photos show a one-bladed folder. I'd go with the latter because a two-legged folder would be a trimming nightmare at this diameter. No thrust pre-adjustments are given, so start off with 2 degrees down and right. Try a long, braided motor of 2 loops of 1/8 Tan SS. The construction is conventional and lightly drawn, but do beef up the wing LE to stiff 3/32 inch square stock. The 1/16 inch square longerons look iffy with the amount of rubber it might handle. (Wood sizes can always be increased, per the rules.) Otherwise, stick to the plan. Add a DT!

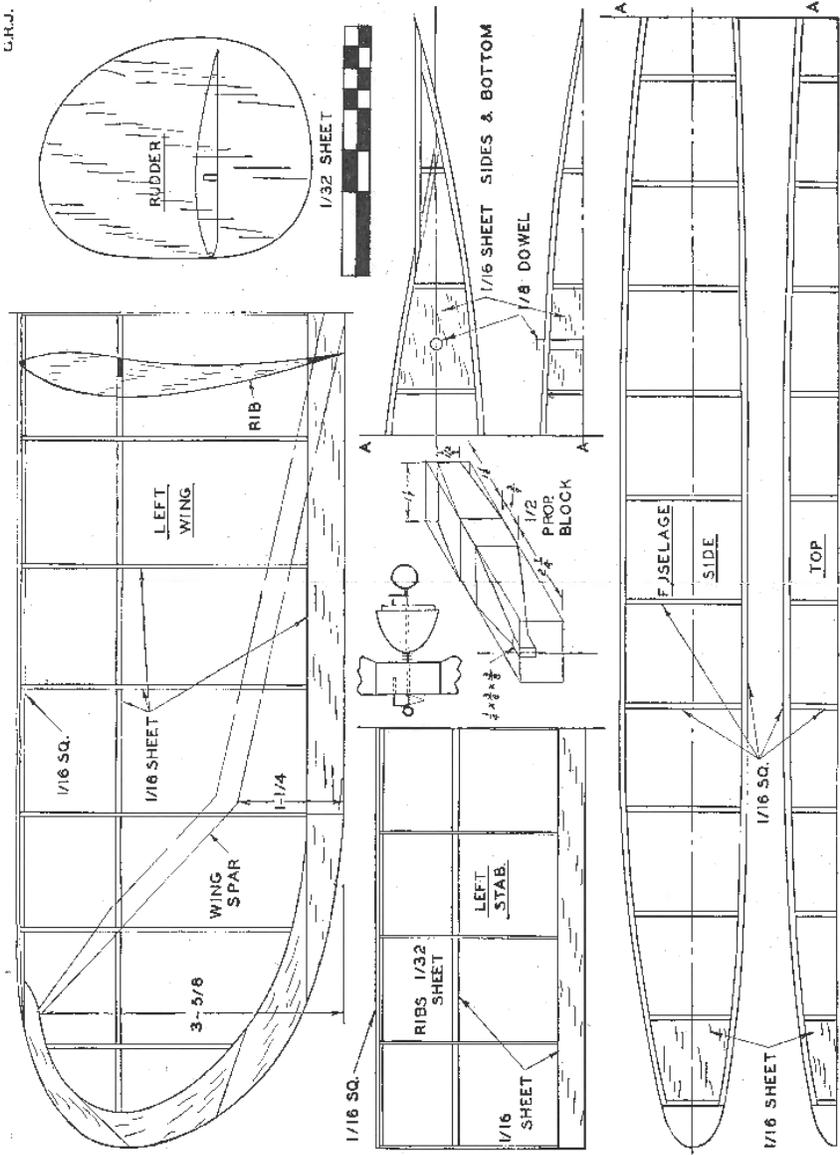
OK, let's see: twin fins, one-bladed prop, kinda cute, look out! Yo, Jim Conery, both hands atop the workbench!

HIGH Performance Sportster

by C. R. JOHNSON



C.R.J.



23

MODEL AIRPLANE NEWS • AUGUST, 1948

OLD RUBBER FOR NEW?

The 2023 NFFS Sympo includes an interesting paper on rubber testing, discussing the relative merits of recent Tan SS and the old Tan II. It comes to the surprising conclusion that the torque and turns of some Tan II is competitive with the newer Tan SS! No doubt, we'll hear more from this study in the future, and in the interim, many of us with the old Tan II in storage might be using it for trimming and other purposes. Personally, this writer is skeptical but open-minded enough to give it a shot, like using Tan II for trimming and other less anxious uses, having several partial boxes of same in hand. Go figure and search me!

HARD TO BELIEVE

Another interesting article was in this sympo on wind conditions and what how it impacts our hobby's activities. Within it, a short blurb was given on the relative strengths of the wind across the expanse of the lower forty-eight states. The presented facts on this point did surprise this writer, but in fairness, no previous formal statement on this topic was ever seen, as opposed to outright yarns and/or vague generalizations. (No references are given in the sympo, a pity, FYI.)

Would you believe that among the five calmest states Georgia is listed as being fourth most calm? So sayeth the paper along with FL, AL, MS and KY filling out the group, basically the Deep South. The five windiest states, the other end of the scale, are listed as ND, SD, IA, NE and KS, basically the Northern Plains.

Questions arise. Regarding the Deep South, are our cursed hurricanes included? Also, regarding the Deep South vis-à-vis the Northern Plains, is the volume of hot air blowing around taken into account? Inquiring minds want to know. Go figure and search me.

THE FINAL TALLY COMING DUE

Here's where we stand with just two contests to go, one outdoor and one indoor. Ergo, opportunism and diversity may reign in the final push for Fame and Glory. Yes, next month's Turkey Shoot and the meet at St. Lukes will decide the issue. Do you want to gloat from the podium heights or stare up in wonder from the depths below? The game's afoot.

Doug DeMasie	47	Ed Hardin	19	Jimmy Jordan	5
David Mills	43	Gary Morton	18	Nick Ray	5
James Martin	42	Frank Perkins	10	Bill Gowen	4
Jim Conery	35	Jim Altenbern	9	Richard Schneider	4
Caleb Finn	35	David Barfield	8	Shawn Li	1
Dohrman Crawford	27	Hope Finn	8	Lee Russell	1
Josh Finn	22	Joe Ryan	7		
Paul Finn	20	Dan Crews	5		

NEXT ISSUE

Look for something around Christmas. It'll be a good one. We'll have coverage of the final two November contests, a registration form for the annual banquet, plus a loving nag to renew your 2024 club membership dues, all rainbows and unicorns.

As always, I beseech the multitudes for contributions in the way of articles, plans, photos, rants and/or raves. Don't make me work too hard. Ciao, y'all!

SUMMER SWAN SONG OUTDOOR CONTEST REPORT

NG Turf Field, Whitesburg, GA

September 10 dawned as a beautiful day. Our Summer Swan Song had the very best of conditions all through the hours. Not that hot, either! Light winds prevailed, and a good turnout made it one of our best contest days of the year. If you could not make it to the field, you missed a very

good day. And, of course, we had the added pleasure of munching on 5-star cookies all day long! Thank you, Debbie DeMasie!

Hoot Owl Fever had infected many of the fliers, and the results were amazing. I will let the results speak for themselves. These little guys fly very well. Especially if powered by something more robust than 1/16 inch rubber. Wink, wink, nudge, nudge!

Several airplanes were lost, my best Blue Ridge Special on a test flight, and David Mills's beautiful Coupe De Brie. Two more outdoor contests to go! Come on out and fly! Here are the results. CD Dohrm Crawford, cub reporter and winner of cookie eating by a large margin. (On this last point, I think not—ed.)

Hoot Owl (flown as FAC 2 Bit + 1)

James Martin 593
Doug Demasie 315
Gary Morton 119
David Barfield 83
Dohrm Crawford 76

Catapult Glider

Jim Altenbern Cat-a-piglet 146
Dohrm Crawford Rambler 2 137
Doug Demasie Corn Dog 70

P-30

Frank Perkins CPzaz 317
David Mills wwt.P-30.max 120
Doug Demasie Dragster 50

Blue Ridge Special

Jim Altenbern 161
Doug Demasie 146

SCat Jet

Doug Demasie Canberra 39

Embryo

James Martin Embryomatic 24

FAC Old Time Rubber Cabin

James Martin Sparky 33

FAC Golden Age

James Martin Aeronca Chief 43

FAC Rubber Scale

James Martin Mr. Smoothie 135

F1G/COUPE

David Mills Coupe de Brie 120

FAC Dime Scale

David Mills Chambermaid 50

FAC Peanut Scale

David Mills Lacey M-10 35

SAM Large Rubber Cabin.

David Mills Korda Wakefield 26





photos by darn near everybody

LAST FLING TIL SPRING OUTDOOR CONTEST REPORT NG Turf Field, Whitesburg, GA

Outdoor 15 dawned a cold and windy day. The streamers with threatening swirls pointed eerily towards the river. Yet, we flew. It was the day of the Old Goat Smackdown, and seven intrepid modelers stepped up to the challenge. Flight times were respectable but not spectacular. As far as I am aware only one Blue Ridge Special was lost, and it belonged to this writer. Even so, considering my lackadaisical attitude to competition in general, it was about time I won a first place in an event. That I did in the Smackdown, bringing home the screaming goat. A few other flights were made with models spanning the far reaches of Free Flight, but none overlapping, and some not registering scores except as noted next.

Of particular interest, Drake Hooke and Maria Noldy from Pennsylvania graced our humble sod farm. They both flew B Electric in pursuit of a national cup title. A very few hours flying and visiting and they were off to complete their trek back home by Monday morning, so they could go to work! But, we will look forward to their return next month at the Turkey Shoot. CD Barf reporting.

BRS Old Goat Smackdown

David Barfield	225
Doug DeMasie	177
Ed Crawford	169
Jim Conery	168
Jake Tedder	151
James Martin	115
Dohrman Crawford	115

B Electric

Drake Hooke	275
Maria Noldy	106

Catapult Glider

Doug DeMasie	39
--------------	----

SCat Jet

Doug DeMasie 48

Rubber Scale

David Mills Heinkel 100D 32

Dime Scale

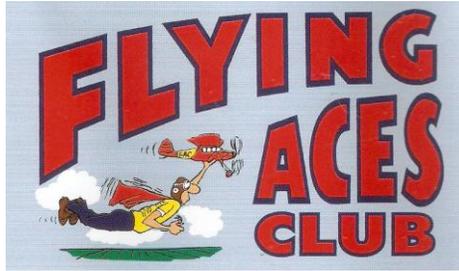
David Mills Chambermaid 85

A Electric

Jake Tedder 228



October photos and collage by David Barfield



Twelfth Annual TTOMA Turkey Shoot
Nov. 5, 2023 from 9:00am to 3:30 PM
NGTF

Schedule

ALL FLIGHTS ARE HAND LAUNCHED. FOUR EVENTS ARE KANONE WORTHY.

MASS LAUNCHES - One round, last one down wins or flown in rounds according to FAC rules.

10:00 - P-30 - one round, last one down or out of sight wins. How brave will you be?

11:00 - Golden Age - FAC rules, two or three rounds.

1:00 - Combined Racers - FAC rules, two or three rounds.

2:30 - Scale Flying Horde - For any scale plane except for the winners of 11:00 or 1:00 mass launches and No-Cals. FAC rules.

The following are flown anytime.

TOTAL FLIGHT SCORE (three flights)

Blue Ridge Special

BEST SINGLE FLIGHT

Catapult/Hand launched glider/Scale Catapult glider

Using only one plane, longest flight wins - no max. Unlimited attempts. If plane is lost or damaged beyond repair a new plane cannot be substituted.

TWO TARGET TIMES - Record time of every flight. Two target times (one short, one long) will be pulled from a hat. To win one of the target times you need to have the flight time closest to it. You have two chances to win.

Winners will be awarded a \$25 gift Card and a Kanone if applicable.

EVERYONE NEEDS TO HAVE A STOPWATCH. If the mass launches do not have enough mechanics, the flights will be self-timed.

Questions or complaints contact

Benevolent Dictator
Gary Morton
gmorton1@comcast.net