



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.com

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 **NFFS**

Charter # 1834

November-December 2008

HEADS UP

Welcome to the last issue of the year. It's coming to you a little earlier than usual by a couple of weeks. Don't ask me why. Sometimes life hangs a dying slider in the middle of the strike zone. We've the usual medley of club news, photos, and items that came over this transom I deemed of merit. Throw onto this pile are the perennial membership renewal nags and annual banquet flyer. Rejoice or suffer, thereby, amigo.

RENEWAL TIME

As is our unfortunate custom, we're off to a slow start in getting in the membership renewals. This is never good, of course. The membership form follows for use by the soon to be unaffiliated. Send Don a check to the amount and address indicated. You know who you are.

LOOKING BACK: THE YEAR IN REVIEW

I think this year was a good one for the club. We retained a large membership of sixty-three (63) souls, making us one of the very largest free flight clubs in the USA. We had a hiccup with the indoor fall contest schedule, but we were very active indoors in the winter and spring. Under the Cathedral of the Big Blue Sky, we had all the fun we could handle, holding ten contests out at the sod farm. We were also very diverse in our enthusiasms, showing plenty of fervor in rubber power and gliders, with a little gas power thrown in for good measure. It's plain to see we had a modest upsurge in FAC participation, although one must admit some of this was on the duration side of the ledger, Embryo being the most prominent. We traveled in some numbers to contests out-of-state, principally to the Nats and SAM Champs. We weren't strangers down in Florida either, making a modest showing at the HOD, FFF, and GOT.

There's always more work to do, of course. We can always use a few more members. We definitely need more stability in the indoor contest schedule, but we'll continue to do the best we can. Perhaps the situation at North Cobb will work itself out. Personally, I'd like to see more of us going to the Nats. (We'll pass on an insistence on the SAM Champs this year because it'll be held in Nevada.) It wouldn't hurt to see some more kids running around at contests, although we're already doing a lot better than most clubs in this regard. The fantasy of a larger outdoor flying field remains, but our native topography and the nation's best suburban sprawl machine will remain in force.

Individually, we can all do more, but those chickens are comfortable in their roosts. I, for one, will try to build and fly more in 2009, as will many others in our merry band. I'll try to get the newsletter out on a timelier basis, but I've lied to prettier faces than you all's before. I've tons of kits, stacks of balsa, rolls of plans, reams of tissue, rolls of Mylar, stacks of CF, tubes of glues, and bundles of music wire, on hand, all I'll ever need. I've a decent enough flying field only an hour away, asphalt and concrete the entire way, all interstate and state highways. Given the way the way the economy looks right now, I should've enough free time, ferchristsakes. My goal remains humble: to show up at the Nats with trimmed models to fly in all my events.

It will not be easy. Two big items will tug and pull at this pilgrim's free time and errant energies. For one, I'll be writing a series of articles for FFQ on George Perryman's models and flying career. There's a strong possibility of the material being sufficiently large and far-ranging to be collected in a small book, typical of FFQ efforts in recent past. This could very well happen because the reception by international readers of the article of George's modern Mulvihills was very appreciative and robust. (Many had never seen these models in detail; can you image the impact?)

For the other, I've been talked into running for the NFFS's Southern region veep, a temporary lapse of judgment, for sure. I don't think I was even drunk or under medication, prescribed or otherwise, at the time. We'll see what happens there.

BANQUET INFO

Dohrman provides the following flyer on the annual banquet which will be held January 24th at our usual digs, the Crowne Plaza at Powers Ferry Rd. and I-285. The prices are the same as last year. We'll have the use of the Warwick Pre-function Room, so bring your latest projects for Show and Tell. Fill out the following form at your earliest opportunity and get it to Dohrman. Don't make him wait too long. See you there.

UNDER THE CATHEDRAL OF THE BIG BLUE SKY

Here are the outdoor dates for 2009 from Dohrman. The schedule is the same as last year, allowing for the shift of weekends. It seems like all the 2008 weekends were windy; maybe we'll be luckier in 2009. Note we added another date in November. We tried it this year and it was colder than a well digger's backside, but nobody died.

April 19	April Fools Annual
May 24	May Daze
June 06	Flying Aces Contest
June 07	June Bug Jamboree
July 12	Peach State Outdoor Champs
July 31	Free Flight Nats, Muncie, IN
Aug. 16	Pop Purdy's Contest
Sept. 19	Flying Aces Contest
Sept. 20	Summer's Swan Song
Oct. 18	Last Fling til Spring
Nov. 15	Fun Fly

THUMBS ON THE MARCH

Richard Schneider needs a PR staff. I had to read in the December *Model Aviation* that he and the two other members of the USA Scale CL Team won third at the world championships a few months ago. Richard, how about a postcard next time? Richard and his immaculate, electric-powered Spirit of St. Louis placed seventh overall and fourth in static score, while his team mates scored an eighth and tenth overall, sufficient to hold off all but the Poles and Rooskies. Well done, sir, you and your fellows. Two photos of the lovely model follow.

THUMBS IN PRINT

The January issue of *Flying Models* has a very good story on the 2008 Nats and the Thumbs figure in some prominence with four photos and a mention of two in the text. Those with their mugs presented therein are Scott Lapraick, Graham Selick, Big Jim Lewis, and Gary “Bad News” Baughman. Several friends of the club were also figured, like Jim Jennings, Jr. and Sr., Bill “Action” Jackson, and two of the Ringlien clan, Uncle Jeff and young Hannah, the second cutest six-year-old girl in the world. (The absolute cutest is my niece Ava, if you must know.)

ALL THAT ARE NUTWORTHY

The ranks of those Thumbs who’ve achieved Nutworthy status have grown to include George (d.) and Wayne (d.), Frank, Al, your editor, and lastly Dohrman. (For those outside the cognoscenti, this accolade refers to those members in good standing of the Nutworthy Society, which is affiliated with SAM, and composed of those modelers who’ve flown twin pushers in competition amongst their brethren.) The list was recently published and the Thumbs figure prominently there. It appears there’re knots of membership here and there, but it seems the Thumbs rule the roost in this regard. Good for us.

Twin pusher events seem to delight the lumpen masses, so I’m guessing we’ll be having these events on a regular basis next year. For those so enthused, the Burnham and Simmers twin pushers seem to be the best performers of the class, but there’re many others. This configuration offers unique challenges to the builder and specifically to the flier. Winding them correctly definitely furrows the brow and is of serious consequence. (Chewing gum while winding isn’t recommended.)

As an historical aside, the persistence of this configuration in competition during the 1930’s has always baffled this writer. Clearly, outclassed by the more efficient tractor configuration, the twin pusher soldiered on for many years, eventually fading from view until its nostalgic reintroduction by the minions of SAM. But what’s the harm?

For those wanting to boldly go thence, the Zaic YB’s offer many choices, the Simmers and Schmaedig can be found in the 1935-35 edition, the Clurman in the 1937, and the Kosofsky in 1938. Others can be found in the John Pond collection from the AMA. Frankly, of the preceding, the Simmers design is the star; just look at that wing and stab airfoil! (One does wonder what he and others were doing with the old Eiffel 400 and like variants when he had these lovely airfoils in his quiver way back in the mid-1930’s, but I digress . . .)

LOST AND FOUND

As a few of you may recall, I lost my Ultimate Dragmaster at the Nats and Frank lost his Senator last October. Mine to the boonies little airport adjacent to Camp David and his across the Mighty Hooch to the wilds of Coweta County. Neither had trackers on them, but both had our names, addresses, and phone numbers, a simple thing really. Well, recently we both received calls within days of each other with word they’d been found. Mine is being ferried down to the

KOI and Frank has retrieved his. A word to the wise: put your name, address, and phone number on your model. A little bit of time and effort at the front saves a ton on the back.

BTW: are any Thumbs going to the KOI? If I can't manage a roadside rendezvous with my model along I-75 a few days prior with a representative from the heartland, I can really to use your taxi service to get my old Dragmaster back. If you're going, get with me.

Were it not for an errant glide circle, I had a chance at winning Classic Tow at the Nats last year. I added a massive deflection to the rudder, but to no avail. It came out of nowhere on contest day and I had to trim as I went. The gale-force gusts that day didn't help matters any. Twas a wing warp, I think, upon reflection.

CROSS TIE WALKING

The Atlanta area's model railroading clans had their annual trade show and swap meet in November and I attended, as is my wont. I always try to make it and I'm never disappointed. This year's rendition was a little more crowded than last year's, which I found encouraging given the current economic uncertainties. For some reason the model railroad bug never bit me, considering my father's forty year career as a railroad engineer, but I've always had a mild interest nonetheless.

The hobby is quite large, possibly rivaling model aviation, who knows. The amount of gear you can buy is quite astonishing and the degree of collecting and hoarding puts anything we do to shame. (Frankly, anyone beyond the scale of an occasional dabbler seems to be an ardent collector.) Lionel seems to be the gear to buy, and if you happen to have any of that in your attic, you actually might be able to afford that Ukrainian Coupe or just gas to the Nats. The scale, or track gauge, of your interest seems to be a matter of great importance, rather like your religious persuasion, and is diced rather finely and with a little too much passion to this observer's eyes. I can almost see the HO scale and J scale dilantants coming to blows on occasion. Just kidding, they're a very social and dedicated bunch and very open to yammering with the public.

I'll give them credit in another regard; they don't seem to be really fussy about keeping all their stuff in boxes, unused. Much of this stuff is put to good use and the "NIB" inhibition isn't so strident, unlike in the diecast world, for example. Good for them.

Fortunately, while you can spend a small fortune on just the right and rare stuff, there's plenty of cheap stuff available so you can build a pretty good set-up in your garage or basement without too much sacrifice. Some, though, do go to extremes, as the many scrapbooks on display attest. Imagine a large backyard filled fence-to-fence with track with engines and cars the size of mailboxes. Conversely, imagine a very large suburban basement lined wall-to-wall with mountains, valleys, rivers, and small towns with miles of track and densely packed with engines and cars the size of hot dogs, all going at once. Mercifully, the bulk of the hobby seems to be made of men and their sons playing with much more modest, plywood borne set-ups in their garages and basements and they get their stuff off e-Bay and from cruising garage sales and swap meets. I'm guessing these devotees have better marriages.

The other reason I go to these affairs is the usual availability of military diecast goodies in the nooks and crannies. My haul this year: a pair of 1/72 scale models of the Legends series by Corgi, a Spitfire Mk I and F4F-4 Wildcat, a steal at \$25.00 for the pair, NIB. Sweet!

(Actually, the Spitfire is mislabeled. It sports a three-bladed prop which is indicative of both the later Mk. Ia's and Mk. Ib's. Only the original Mk.I's had wooden two-bladers with fixed pitch, which were soon upgraded in the Mk. Ia's with metal three-bladers. The Mk. Ib's were

further upgraded with the de Havilland two-pitch hub. The Mk. II's soon carried the excellent de Havilland three-blader and their constant speed hub. But, I digress . . .)

STOCKING STUFFERS

Dohrman has built and flown Stan Buddenbohm's Side Kick glider kits to much fame and glory in Classic Towline. Just ask him, he's lost quite a few over the years! We've lamented the sad news that it was no longer in production by Stan, the world master at free flight kitting.

The word is the design was purchased by Larry Bagalini at Starlink-Flitotech and kits are now available. I don't have a clue as to price and any changes in the kit from Stan's rendition, but you can contact Larry at info@starlink-flitotech.com for the details. A photo of Dohrman's current brace of Side Kick's can be found in the last rag. The Side Kick is the quickest way to have a very competitive Classic Towline glider in your hangar. I'm sure if you built one, he'd help you trim it. Maybe yours will fly away, too!

OUR MAN STAN

Stan has a new address: P. O. Box 2381/Costa Mesa, CA 92628-2381. Send him a buck (folding money, no checks) and a SASE and he'll send you his latest catalog. He sells the best HLG, TLG, and catapult glider kits in the world. There's no better place to buy a glider kit, period. No one puts better wood in their kits and they've won so many Nats and big regional meets it ain't funny.

If you follow the "Big Wing" school in P-30, there's no better kit on the market than his. It is a beast! I've flown my version of it for years.

MERRY CHRISTMAS

Every so often John Federico goes through his cache of goodies and does a bit of housecleaning. Afterwards, he calls me and I go over to his place and grab an armload of booty and make an effort to distribute it to the club. Well, he recently moved to Alpharetta from Sandy Springs and he did his periodic housekeeping with a little more vigor than usual. What follows is a list of very good scale plans and other stuff that I can get to you. Contact me and I'll mail them to you. Just reimburse me for the particulars. Please limit yourselves to what you might envision as a current or near future project. So, everybody can help themselves, but no hoarding. There're a few kits and other things not listed that I'm keeping for contest prizes for the 2009 PSIC.

It's first come, first served on the plans. Per my brief, the first request is free, only postage on your dime. Second and subsequent orders and shipments will be five bucks, plus postage, which is about the cost of the few I copied for myself. I prefer notification by e-mail (easier list making).

P-51B	Earl Stahl	23 in. ws.
Barracuda	Earl Stahl	22
Rearwin Speedster	Earl Stahl	28
Rearwin Speedster	John Bell	24
P-40D	John Bell	28
P-40	Doug Griggs (mod. Guillows)	16
Laird Solution	Tom Nallen	14
GB QED	Tom Nallen	21

RE-2000/1/2/5	David Smith	23
Wendell-Williams	George Wanner	24
Laird Super Solution	Mike Midkiff	21
Curtiss-Robin	Scientific, 1939	23
Phantom Fury	Comet	32

(The Phantom Fury might be of special interest because I read a blurb somewhere that it'll be a featured mass launch event at the 2009 SAM Champs way out in Nevada. The 2009 SAM Champs will also feature a number of other Comet events. The Fury is a very streamlined and nicely proportioned OT rubber cabin design. It's a looker and a flyer, for sure, and very lightly constructed with 1/16th longerons and 1/8th X 1/16th wing TE and LE, 1/16th square all around for the stab and fin, and other like sparseness throughout. It might be a sneaker for our club's Spirit of Comet Trophy, only lightly smaller than the Sparky and much lighter, for example. Campbell sells a short kit and plan that might be a better deal for you, though. FYI: he's the best source for a quick Sparky project, using his plan and short kit. He also sells a Senator short kit and plan, too. They're all part of his X-Brand line. I've build several over the years and the wood is good and the price is right. Always support your neighborhood cottage industrialist!)

I've a group of vacuformed canopies from Small Scale Custom Services (imported!) to give away. Note, unless author or manufacturer is given, no scale is known:

Stahl Hurricane (total 2, incl. 1 big, 1 small)
 Stahl Airacobra (total 2, incl. 1 big, 1 small)
 MiG-15, Keil Kraft
 Il-10, Golden Age Repro.
 Me-109, A thru E (scale?)
 P-51D (scale?)

I've four, 1/32 scale, Williams Brothers plastic kits that have good three-views and decal sheets that I can scan and get to you, again digital communication preferred:

Wendell-Williams Racer
 Hall's Bulldog
 Caudron C.460
 Laird Super Solution

ARCHIVING THE HANGAR PILOT

Carl Bakay and Jeffrey Hood of *Indoor News and Views* are going to collect, scan, and archive all of MIAMA's *Hangar Pilot* issues and put them on CD for sale. Old Doc Martin's rag was one of the best to ever grace a free flighter's mailbox. The presentation was deceptive. Self-heralded as "still shabby", it was in fact an elegant newsletter with a clearly written and informative text, sprinkled throughout with wonderful graphics and plans. In his years at the helm, Doc Martin probably published more indoor plans than anyone else before or since. He never shied away from political commentary, either, and never suffered fools gladly. His passing many years ago deprived us that delightful newsletter and the south Florida indoor scene took a hard hit, too.

I'd like everyone within eyeshot of this missive to go through their closets and basements and see if you've any issues of the *Hangar Pilot* sitting around. If so, contact Carl (Carl.bakay@scientificdrilling.com) and let him know what you have. The boys at *INAV* will reimburse you all of your postage expense. This is a very worthwhile project that deserves the free flight community's support. So, do the right thing and get with Carl if you've anything to offer.

A MERCIFUL STAB FROM THE PAST

This writer watched the speed racer efforts of our merry band last month with the cold eye of reason. I would term our efforts as "valiant". I would also use "valiant" to describe Pickett's Charge, the 7th Cavalry at Little Big Horn, and the HMS Titanic rescue.

At the time I recalled a speed racer by Big Jim Lewis called the Quail, reputed to fly at an average speed of 50 mph, razor straight, for 200 ft. It won the Nats a few times, set a national record(s), and was selected as a NFFS MOY. He flew variants of the design for many years, going through several iterations along the way. I believe he stills flies an indoor version at the USIC.

As sometimes happens, Dame Fortune, smiles on the Unsuspecting. I was going through some old magazines, wasting time, on a recent evening when I picked up the May, 1976 *Model Aviation* and spied the lovely drawing of the Quail of the time by Bob Meuser. Several aspects are worth pondering and repeating: symmetrical airfoils, very minimal or no decalage, extreme rubber cross section, small low-pitched prop, ample dihedral, generous rear lateral area, and a shock-absorbing landing gear. (To this writer's eye, no draftsman ever drew a more elegant plan than Bob Meuser. He had many peers, like Phil Bernhardt and Bob Jones, but no betters.)

You'll find it later in some nook and cranny of this newsletter. 'Tis a lesson for the living, amigos.

NEXT ISSUE

Look for the first issue of 2009 sometime after the banquet and before the Southeast Model Show. Karma willing, we'll have the report of the banquet and the official flyer on the big Perry soiree. Hopefully, we'll have some local indoor flying site and contest news. Look for a major membership renewal nag. You'll really deserve it at that point. You know who you are.

NOVEMBER MEETING MINUTES

TTOMA President Frank Hodson called the November 11, 2008 meeting to order at 1:15PM. The meeting was held at the North Georgia Sod Farm during a special fun-fly gathering. Eleven members attended.

Treasurer's Report

Don Brown presented the status of the club treasury. On October 10, 2008 the balance was \$X,XXX.XX. The following income was received during the reporting period:

Dues	\$21.00
September Contest Fees	\$15.00
October Contest Fees	\$90.00
Decal Sales	<u>\$6.50</u>
Total =	\$132.50

Expense for the period was \$25.00 for Junior High Point award for the October contest. The balance at the end of the reporting period on November 15, 2008 was \$X,XXX.XX. David Mills made a motion to accept report as read and the membership agreed.

Meeting Minutes

Because the September meeting minutes were not available at the October meeting, these notes were reviewed and all items from the September notes had been discussed or action taken as required. Next, the minutes from the October meeting were presented. No changes were offered and Don Brown made a motion to accept the minutes as read. The motion was carried.

Old Business

Frank reported that arrangements had been made for Liz Brown to work on the TTOMA web site. Peter Brown suggested that the web site should have a Members Only login section, which would contain all personal information such as addresses and telephone numbers. The attendees supported this idea.

No progress was reported regarding the indoor winter flying schedule. The primary problem has been that North Cobb High School has been experiencing some internal administrative problems and getting any definitive answer about facility usage will be difficult.

The officer slate presented at the October meeting was put forth for a vote. The officer slate was accepted unanimously as follows:

President	Peter Brown
Vice President	David Barfield
Treasurer	Don Brown
Secretary	Karl Hube

David Mills will continue his work on the newsletter and Dohrman Crawford agreed to manage the outdoor contest schedule.

New Business

Dohrman requested that anyone who qualifies should make the effort to become a Contest Director (CD) to help support the competition flying. The AMA CD rating is acquired through an open book test.

One additional benefit to being a CD is that the yearly AMA dues are reduced!

No specific schedule for the 2009 outdoor season has been established. Any plans will have to be cleared by the sod farm owner to be certain that there is no conflict with sod planting, harvesting or dove hunting season.

Frank will oversee getting a holiday gift basket to the sod farm owner to show our appreciation for use of the field.

David Mills offered many magazines and model plans from George Perryman's collection. Some magazines were left at the end of the day and James Martin volunteered to sell the magazines on E-bay.

David Barfield made a motion to adjourn the meeting as all business had been considered. At 1:40 PM the meeting adjourned and everyone returned to a cool, breezy day of flying.

Submitted By: Karl Hube, Secretary

2009 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. Note \$26.00/yr. after Feb. 15. Send check, payable to TTOMA, to Don Brown/477 Safari Cir./Stone Mountain, GA 30083.

THE 2009 TTOMA BANQUET
SATURDAY, JANUARY 24, 2009

THE CROWNE PLAZA POWERS FERRY, ATLANTA
6345 POWERS FERRY, NW, ATLANTA, GA, 30339
770-955-1700

RECEPTION---6:00-7:00PM IN THE WARWICK PREFUNCTION ROOM WITH CASH
BAR

DINNER---7:00-11:00 PM IN THE WARWICK BALLROOM

****MENU****

TOSSED GARDEN SALAD WITH ROMA TOMATOES AND SLICED CUCUMBER
WITH CHOICE OF TWO DRESSINGS

ENTREE

ROASTED PORK LOIN ROULADE- \$35.00/PERSON

OR

BREAST OF CHICKEN CHAMPIGNON-\$32.00/PERSON

INCLUDING

CHEF'S CHOICE OF RICE OR POTATO

CHEF'S CHOICE OF SEASONAL VEGETABLES

WARM ROLLS AND BUTTER

CHEF'S CHOICE OF DESSERT

FRESHLY BREWED REGULAR COFFEE, DECAFF COFFEE AND ICED TEA

*****TAX AND GRATUITY INCLUDED*****

____ CUT HERE _____

TTOMA BANQUET RESERVATIONS, SATURDAY, JANUARY 24,2009

NAME[S]_____	CIRCLE ENTRÉE CHOICE
_____	ROAST PORK CHICKEN
ADDRESS_____	ROAST PORK CHICKEN
_____	\$35/PERSON \$32/PERSON
TELEPHONE_____	Total:_____ Total:_____
	TOTAL ENCLOSED_____

Return this form by Saturday, Jan 10, 2009, with check or money order made payable to Dohrman Crawford
Mail to: TTOMA BANQUET RESERVATIONS, c/o Dohrman Crawford, 1400 Mile Post Drive, Dunwoody, GA, 30338

SPEED THRILLS IN NOVEMBER



**Jim Martin's Speed Racer
(clipped wing Embryo)**



**Frank's and Al's Speed Racers.
Beauty and the Beast. You decide.
Two brief careers.**



**Dohrman's Speed Racer.
A brief flying career.**

TROUBLE ON THE HOOCH

**Dohrman and Al
launching twin pushers**



**Al's twin pusher
attacking Dohrman's**

**Al's twin pusher leaves
the scene of the crime**



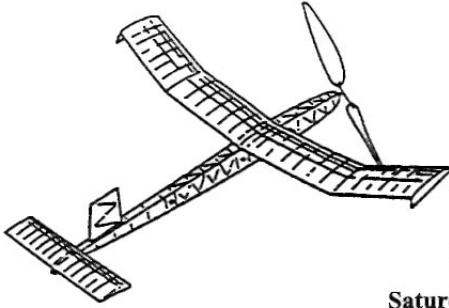
RICHARD SCHNEIDER AT THE WORLD CHAMPS



Richard's lovely Spirit of St Louis at the WC



Baby got back! Seventh overall. fourth in static



MODEL AIRPLANE CLUB
OF HUNTSVILLE, ALABAMA
MACH WINTERCOUPE EVENT

Sanction Class A # 09-0031

Pensacola, Florida Navy Helicopter Field Site 8A

Saturday, February 7 and Sunday February 8, 2009

Directions to Site: Take I10 West from Pensacola. Take Exit 5 to Alt 90 and continue west approximately 2 miles to the field

Enter the 20th annual MACH Wintercoupe Event to be held in Pensacola, Florida at Navy Site 8A. The glider events (HLG, CLG and Classic Towline Glider) will be flown on Saturday. Coupe d'Hiver will be flown on Sunday. Sunday's events will also include P-30 and Commercial Rubber. Contest start-stop times are 0800-1600 on Saturday and 0800 -1500 on Sunday.

This is a National Cup event for HLG,CLG,TLG and P-30
\$15 Entry Fee. Fly any or all events. Plaques to third place

Saturday Events:

ENTRY FORM

- Hand Launch Glider
- Catapult Launch Glider
- Classic Towline Glider — Any glider 750 sq inches max total area projected; No weight requirements; BOM applies; No circle tow; fixed surfaces except for glide rudder; zoom launch OK; No tow time limit

Sunday Events:

- Coupe d'Hiver — 70 gm airframe; 10gm rubber; 5 rounds, 2 minute max — No rounds
First Prize is an ARF Burdov Honey G Coupe (a \$400 Value)
- P-30 Rubber — 40 gm airframe; 10 gm rubber; 3 flights, 2 minute max
- Commercial Rubber — 36" max wing, freewheel prop; 3 flights, 2 minute max

Signature _____ Email Address: _____

Name _____ AMA #. _____

Address _____

CD — Bob Thoren, 10002 Bluff Drive, Huntsville, AL 35803, Tel 256-880-8099 email dthoren3@comcast.net
or bob.thoren@tdytsi.com