



The THUMB PRINT

Thermal Thumbers Of Metro Atlanta

www.thermalthumbers.com



AMA
Charter # 1834

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NFFS

January-February 2009

HEADS UP

Welcome to the first issue of 2009. The first of many this year we hope, avoiding an untoward slip of the mortal coil. You'll find much of interest herein. This issue has much indoor news and this and my comments follow. A report of the Southeast Model Show in Perry follows, too. The annual banquet went well and a report follows as well as a bounty of photos. Other tidbits and policy bric-a-brac ensue.

We always enjoy publishing designs from club members and Bill Gowen provides the latest plan of his Nats-winning A-6 design. Very deceptive in its simplicity, the design is the result of much design development and years of contest flying. Not a stick put wrong, as the saying goes. Very elegant, really. Bill is encouraging us to build one and has suggested the use of some of Mylar covering for club flying, hence the name A-6M.

We can always use more plans and photos, y'all. This is it from here for now from me.

RENEWAL NAG

OK, too many of you are asleep at the switch or just don't care enough to do the right thing. It happens every year, and once again, we're behind in membership renewals. You missed the chance to do it at the intro discount and now you have to pay the full 26 dollars, American. A membership follows herein. If you don't renew, this'll be your last newsletter. You know who you are. Shame, shame, shame. Beware the dreaded Red X.

BEHIND CLOSED DOORS

We received some bad news from St. Lukes about their wanting to charge us serious hourly money for the use of their gym for meetings and contests. Ergo, their facility is no longer an option for us for either. Fortunately, the use of the gym, aka the Boots Ward Rec Center, at Lost Mountain Park in Cobb County will allay the short fall on the contest side. We'll put the flying site to its first club use this April 4 with the Peach State Indoor Champs (PSIC).

Given this ready option, a continuing and better relationship with the Cobb County Park Department is a priority and this effort will be in the hands of Brown family, Pete/Steph unit. A number of things are in the works there, including summer classes for kids, so be prepared to volunteer should the call be heard.

The final version of the PSIC flyer is attached and I encourage everyone to read it. You'll notice some changes, mainly in the fee structure. Given the nation's and our club's potential

financial woes and other factors, we made an executive decision and to lower adult entry fees and not offer trophies, as in years past. This is prudent at this time and we can always change it next time.

As CD, I'm also asking all adult fliers at the PSIC and visiting club members to bring a kit or something of real value for use as a prize for high point and other winners. Let's face it: all of us have stacks of this surplus sitting around and we may as well put some of this bounty to use.

ANNUAL BANQUET

Attendance was down from last year, but for those who attended encountered no ice, sleet, collapsed bridges, or tanker truck fires. The hotel did a good job, as usual. The show and tell aspect was very well pursued with many, many new items on display. The star of the review was, without a doubt, Richard's CL Spirit of St. Louis, fresh from a seventh overall from this year's Scale CL WC. This score helped cinch the USA team's third place finish on the podium. Well done, sir! More photos follow later in this rag.

The awards ceremony featured the usual suspects, but as in years past, the order of prominence offered some variety. Dohrman took the Perryman High Point Trophy with 60 points, with young Liz Brown trailing by only three points. Look out grownups! A tie for third with 36 points was produced by Karl and the even younger but taller Kayla Brown and another tie for fifth with 35 points by Al and Barfield, another absurdly close grouping. Not far behind, Jim trailed with 33 points for seventh.

The other accolades followed. Dohrman won the outdoor high point champ trophy and Liz, the indoor champ. Liz took home even more hardware with the overall scale trophy. Barfield won the Bob Baker OT Trophy and Brook, Sr., the Grayson Anderson Mass Launch Trophy. Your editor took home the Model of the Year trophy for my good work with this year's MOY, the Keil Kraft Senator. (Be forewarned: I'm building a replacement for last year's lost Senator and it'll be much lighter and I kept my trim notes. Hot out of the gate, compadres!)

I DONE SEEN THE FUTURE

Among the items on display at the banquet was a new purchase by Graham, a Bauer RDT unit. I've read about them for many months, but this was the first one I've seen in the flesh. And it does impress. The transmitter is smaller than a pack of cigarettes and not much to look at, a simple white, plastic box with a few buttons and LED's. The airborne end, a receiver, micro servo, antenna, and battery pack, is a bit more of an eyeful. It fits easily into the palm of your hand and weighs about eight grams, ready to go. It looks like it could be mounted on a 1/16th plywood plate not too much bigger than an old Tatone or KSB DT timer.

Graham says it set him back around three hundred bucks, American. This charge strikes me as a value if you apply any cost to your time of construction, lost models and hardware, and retrieval miseries. I don't think it'll replace other retrieval aids like the Walston RU, but it'll augment their use. However, I can see where the double weight penalty of both might cause one to only use the RDT unit for practice or club flying on small fields. He says he's talked to some users of the Bauer unit and the back-up use of a regular DT fuse is common, a belts-and-braces insurance policy.

There'll be a problem with the eight gram weight for small models like P-30's and the like, so their use will be limited to those classes that can haul some cargo or those that carry that much demon lead for ballast or nose weight. On large models, gas, rubber or glider, this weight penalty just won't matter and Bauer has designed the electronics to be plugged into other

electronic timing systems currently in use. I suspect that in these large and sophisticated models RDT units of this type will become ubiquitous.

I predict this technology will become a subtle Godsend to our sport and offer unforeseen benefits. I, for one, would be much more inclined to fly a wider variety of models at our small flying field under a broader range of conditions. I'm talking about the Mighty Hooch and the verdant perils beyond. Also, the newcomer to the field will find comfort in being able to terminate a flight at will as drifting models approach a treeline or other peripheral unpleasantness. In the near future, the Thumbs and our brethren may be able to scoff at the Mother of all Waters and its ilk elsewhere from sea to shining sea.

THUMBS ON THE MARCH

Dohrman and Bob Thoren made MACH's Winter Coupe meet down in Pensacola and did some damage. Dohrman won HLG with his Buddenbohm Meercat TLG and Bob scored a third with his own design. He and Bob went first and second in catapult glider. Dohrman said the weather was great and he didn't further enhance his Swamp Boy credentials with any off-field adventures. A photo follows showing the TLG fliers at the contest.

THUMBS IN SERVICE

Fellow Thumb Gary Baughman has been appointed the new District V member of the AMA free flight contest board. The board is that mechanism through which free flight rules proposals are reviewed, passed, or thrown out. Gary will do a great job, being a steady hand generally and experienced in many competition classes.

It's worth noting that TTOMA offers a variety of soldiers-in-arms within the bureaucratic bric-a-brac of the AMA and pertinent SIG's. Richard represents the district on the scale board and Bill Gowen, the indoor board. Your trusty editor is the new Southern region VP for the NFFS and Bob Thoren, the district's contest coordinator. There're more notches to fill if anybody's interested.

THUMBS IN PRINT

Two very special photos by Barf can be found in Kruse's column in the March *Flying Models*. These aren't just your guy-with-a-model shot. He goes all the way with models, the human female type, and period costumes and digital backdrops to display his Herr Fokker D-7 and Smilin' Jack's Joy Racer FAC fantasy flyer. The two are worth a look. And to think of all the people that think he's a dimwit!

Elsewhere in the same issue, we find a photo of Al's neat, twin pusher winding rig. The device is clever and uses a modified winding stooze to answer one of the perennial dilemmas of flying models of this configuration. Flying a twin pusher is no longer a two or three man operation!

The April issue of *Model Aviation* carries a lovely photo of Bill Gowen's world record-setting F1M. Looking at the world's best example of a model class is a real treat and watching it fly is even better, particularly in the humble confines of a local basketball gym. No hangar queen, this. Lovely, just lovely.

I've always felt Bill is one of the most creative, trend-setting, and under-sung indoor designers currently at work. His Nats-winning A-6 (very thankfully published herein) and high-CF indoor glider designs offer further credence to this view. (And BTW, this paragraph probably makes him very uncomfortable, no horn-tooter, he.)

THUMBS CALLED TO SERVICE

Bill Gowen passes this along with a plea for assistance. The Science Olympiad Nationals are being held in Augusta, May 16. The event coordinator, Tom Sanders, is asking for help in timing and other things. I know Tom and he's a good guy and will run a tight ship. Bill says the gym is on the order of the Boots Ward Rec Center and category I. Get with Bill if you can help. Augusta isn't very far away, all interstate, and you can make a difference. Be advised, though, the azalea blooms will be off the bush by then.

THUMBS ON THE MEND

As most of you know by now, Ken Grubbs got into a big-time car crash and got banged up pretty good. He spent a few days in the Grady Trauma Center getting put back together and is now at Athens General, nearer to home, and starting a long rehab period. They say he's making good progress and will be home shortly. His doctors are talking about a full recovering, but it'll take a while. You can probably get a message to him if you try hard enough. Ken's pretty tough; he'll pull through. It would've killed a normal man. Those old Griffin boys can take a beating, that's for sure.

NEW GLUE

I'm trying to limit the amount of CYA glue I use, and as a consequence, I use Ambroid/Sig-Ment and Titebond wherever possible. However, Titebond is a bear to sand and slow as granddaddy's bowels to dry. Recently, I cruised the glue aisle at Home Depot and saw something called Stainable Wood Glue by Elmer's. I used it to laminate the tips on my new Senator and I'm impressed. It dries almost clear and sands very well. It has, so the label says, very small wood bits in it and appears to dry faster than Titebond and has a bit more initial tack strength, too. The label says it's "interior/exterior", so maybe it won't dissolve in the rain or fog, who knows.

A few years ago I praised another Elmer's product called Carpenter's Wood Filler, essentially a lightweight spackle coming in a tube in a variety of colors. Fortunately for us, the "natural" color matches balsa very closely. The other benefits are quite drying, easy sanding, and it's cheap. The only drawback to the product was the push-cap wasn't designed well and the innards dried up in spite of your best and most earnest efforts. No longer, the whole line has been re-designed and the present screw-cap works much better now. I use this stuff all the time. Thank you, Elmer's.

HELLO AGAIN, OLD FRIEND!

Readers were regaled in the last issue with the news my Dragmaster was found in the farmland south of the Muncie flying site. Word is some farmer spotted it right before it was digested by a combine. No doubt, the vivid red/black/silver/white color scheme did its job, alerting the sharp-eyed yeoman to its presence. (Not only does this delightful palate of color make a very attractive college football uniform, but serves equally well as anti-camo against the verdant glory of the heartland's harvest hues.)

NFFS President Phil Sullivan retrieved it from the clutches of the AMA, where it was turned in, and shipped it back to me, very well packaged. It arrived in good shape, considering its three month vacation, *al fresco*. The wings can be saved. The grasshoppers (I presume) nibbled at the edges of the leading and trailing edges here and there, but this can be fixed. I've had

reservations as to how well floral spray holds up to UV rays and resists bleaching in the sun, but no more worries, my friends. The colors look as vivid as the day it flew away. The Polyspan held up OK, but the holes and tears are pretty extensive, so I'll probably just strip it all off and re-cover the whole thing.

The fuselage is trashed, busted in two, well-nibbled and will be written off, but the Tatone DT still works like a charm. Thank you, analog technology.

Someone else's stab was shipped to me, so a new one will be built. (Some good American is in despair over the loss of their Mulvihill, a Bienenstein Avenger, I believe. Steady, lad, your stab still lives!)

BACK 'N BIDNESS

Many of us lamented the sudden and spectacular end of the Lone Star Balsa Co. Not to worry. News is out that they've re-opened. That's good news because, hey, who has enough good balsa out there? Check out their new operation: <lonestar-balsa.com>.

A GOOD DOPE DEALER

I received a newsletter with a blurb about this web site for buying the excellent Randolph brand nitrate dope and thinner: <www.aircraftspruce.com>. The Randolph brand is very high quality and offers a full line of dopes, plasticizers, and other related products. The text states the cost of nitrate dope and thinner, plus shipping, runs to about one-quarter of your corner hobby shop, if you can find one.

A few years ago, Fearless Leader Emeritus Redux Frank bought a big batch of Randolph from the Griffin airport and I loved using my cut from it. I've only a trickle of thinner left. Is anybody out there up for a bulk purchase, local or otherwise?

FOURTEEN GRAMS OF FUN

There was some chatter in a recent meeting about getting some interest going in the fourteen (14) gram Bostonian class for indoor flying in 2009. (For the record, the AMA's outdoor Bostonian (#129) rules share this 14 gram minimum, while AMA's indoor spec (#215) requires only a 7 gram minimum.)

These rubber-powered cabin jobs are easier to build and offer good performance for the effort involved. Plans are plentiful and all you need is Jap tissue, garden-variety lumber, and some music wire. The fourteen gram limit is a cinch to meet and results in a fairly strong model that's not too warp-prone. (FYI: the best of these indoor Bostonians, under very high ceilings and expertly flown, are regularly clocked at over five minutes. Such won't be the case for the hefty 14-grammers, where a couple of minutes is probably good.)

I made a quick count of my Bostonian plan collection and found several dozen examples. Yours probably offer as much. Frankly, if you can't make one of these to fly "behind closed doors", you need to find another hobby. Beware: the Brown girls have theirs flying, so don't take the class too likely. Otherwise, it'll just be another golden opportunity for you to be beaten by a girl(s).

THE RULES THEY ARE A-CHANGIN'

The January, 2009 issue of *SAM Speaks* is out and contains, among other things, a list of the rules changes up for vote by the minions of SAM. Most are of no interest to this pilgrim, having to do with rules on the RC side of the ledger.

A few are near and dear. Commercial Rubber would be bumped up into an official Basic Event, bringing this number to seven and even with the gas events, disallowing the hitherto easier waltz of the gassers to SAM Champs high points. (Why not?-DM)

The flying of the models of deceased fliers would be allowed with proper wing notation and contest form filigree. This parallels a similar change a year ago by the NFFS in their allowing the flying of deceased members' models in their events. (This is only good and right.-DM)

The language in the rubber allowed in catapult glider would be cleaned up, making it compatible with the AMA's catapult glider event. (Why wasn't this done sooner?-DM)

The rules for OT Rubber Scale would be broadened and liberalized significantly to increase participation, which has shrunk to near nil at the present time. Some of the basics: no scale judging, no minimum weights or maximum areas, ROG or land-launch, plans from any source of any aircraft designed before 12/21/42, and several other sweeping changes. (You might want to look at this one closely.-DM)

Discus launching would be allowed for HLG. Now geezers can damage their arms in tension. (Why not?-DM)

Radio DT would be allowed in SAM competition, as long as the FF flier's use of same doesn't interfere with the RC fliers on the field. Again, the change would parallel a recent decision by the NFFS. ((If you're opposed to this, you're a truly miserable human being.-DM)

The compressed air event would be reinstated along the lines of the description contained in the 2003 rule book. Fearless Leader Emeritus Redux Frank would thereby have an excuse for the recent purchase of the antique tank and motor he brought to the annual banquet. (I'm all for Frank.-DM)

ALL STORM AND FURY

The same issue of *SAM Speaks* has some info on the upcoming SAM Champs events and several changes will be allowed on the Comet Phantom Fury, which is a special, mass-launch event. Longerons can be increased up to 3/32 square in cross section, a wise change. A free-wheeling prop up to 10.6 inches is OK, wood or plastic. A one-piece fuselage is permitted, along with the usual blast tube considerations. The wing spars can be changed from the original along the lines of those allowed for Commercial Rubber. (Those bottom-only spars just don't make it.) For my time and effort, I'd look seriously at laminating the stab, fin, and wing tips, which wasn't mentioned specifically but is allowed under general SAM rules.

My old friend Rufus Carswell built one many years ago and it really flew. It would serve quite well in the club's Spirit of Comet tourney. As would the Comet Pepper, another comely rubber-powered cabin job of similar proportions. Frankly, the Comet Sparky is a beast if built light and wound with vigor and would clean both their clocks.

(Ed Lidgard knew what he was doing, but why on earth didn't he design the Sparky up to the 150 sq. in., Class C spec? At 120 sq. in., the Sparky doesn't give the Jabberwock's, Wren's, Chieftain's, and Miss Canada Sr.'s the run for their money they deserve. He was a fine stylist, without peer, but one wonders why so many of his designs weren't drawn up to the class-limit maximums of their eras. The stunning Eugene III is another agonizing example, but I digress . . .)

WE CAME, SAW, AND BOUGHT

The Perry swap meet was another smashing success. All four arenas were full to bursting with vendors and visitors. We should all be proud that our fair state can be so apt at throwing the world's largest swap meet with 1000 tables.

The club was well-represented. I saw Jim Walston, Big Jim Lewis, the Purdy's, Al, Whit, Richard, and Howard and there were probably that attended later after I left late Friday. All of us managed to spend of few dollars on nuggets here and there. We free flighters were in the minority, as in years past, considering the vast majority were RC'ers and buying stuff by the armload.

The swap meet does provide a useful window onto the larger model aviation world that we seldom see. The electric-powered park flier movement continues apace and unabated. Many of the previous year's really cool park fliers can be bought at giveaway prices and many take advantage. The number of civilians who get involved in model aviation from these and like sources is stunning and seldom appreciated by us. (The BOM just isn't a strong argument here, buddreau.)

An oddity (to me at least) I like to track is the world of the ultra large scales, as exhibited by the quarter-scale models and larger. Yes, larger. Some guy had a ONE-HALF scale acrobatic model for sale and you had to stand next to it to fathom its size. He used sleeping bags for protection in transport. The engine was a 300 cc two-cylinder boxer and the prop was about four foot in diameter. This was the biggest one I saw, but there were many of a more modest one-quarter scale and at what appeared to be very reasonable prices, if you consider a few thousand dollars reasonable. (The next time I hear some RC'er scoff at a thousand dollar Wakefield, I'll have a handy retort. Thanks you, one-half scaler dude!)

Your editor did OK with the booty. I bought a couple of spare trim irons at \$5 per. I bought Bob Hatschek's old and thoroughly machined towline glider wench, very cool, very over-engineered, and just the thing for the Super Talon II, a steal at \$12. My die-cast habit was fed by big gulps with the scoring of Franklin Mint's 1/48 scale B-24 and DeH. Mosquito. I've very little diecast from Franklin Mint and of multi-engined airplanes, generally. They were both NIB and a steal at \$90 for the pair, sweet. The Liberator was a real find, in the rare, odd, and vivid "Wonder Bread" anti-camo. Rather spectacular, really. The lovely Mossie is resplendent in green and gray and full invasion stripes.

I can't wait until next year. Neither can thousands of others in Cracker Nation.

MORE USES FOR YOUR MONEY

There's a notice on the NFFS website, <freeflight.org>, about Tom Wilk of MN selling a variety of CD's with scans of plans from magazines of the OT and Nostalgia eras. It's worth a look. Click onto "on-line forum", then "OT Rubber", then "for sale-plans CD". The CD selection afforded is very interesting, covering CL and FF of all stripes and cheap at \$15, American, per. I suspect a check for same for the OT rubber CD will be leaving these offices soon.

Do check it out. When you get onto the website, you see a shot from the nose of a Mitchell bomber and you heard those Pratt & Whitney's howling at full honk. Wow!

This is just another example of the degree to which the free flight media and market is going digital, and more importantly, the ease at which individuals can dip in and make an impact, all very democratic (with a small "d"). This is a fine thing to see and this writer hopes it'll continue. You don't need to be part of a big company to have some fun and make a few bucks.

NEXT ISSUE

Look for a report on the Peach State Indoor Champs, along with plenty of photos hopefully. If my work habits remain true to form, we'll have a report on the first outdoor meet of the year from later in April. As is always the case, we welcome any contributions that come over the transom. Don't make me work that hard!

Ciao, y'all!

February Meeting Minutes

The February 16, 2009 meeting of TTOMA was held in the gymnasium of St Luke's Presbyterian Church. President Peter Brown called the meeting to order at 7:30PM with thirteen members present.

Minutes from the January meeting were not available.

Don Brown gave the Treasurer's report for the period from November 15, 2008 to February 15, 2009. At the beginning of the period, the balance on hand was \$X,XXX.XX. Over the next three months, income was \$489.00 from membership dues. Expenses for the period were as follows:

Contributions & Gifts	\$149.17
November contest prizes	\$60.00
Z-Connect for Web site	\$57.00
2009 Sanctions (9 contests)	\$180.00
Banquet (including trophies)	\$314.33
Miscellaneous	<u>\$29.00</u>
Total	= \$789.50

Consequently, the closing balance for the period was \$X,XXX.XX. The report was accepted as read.

Old Business

None was presented.

New Business

Pete Brown outlined the lineup of meetings and flying sessions for 2009. The list discussed follows:

- 1) Planned club meetings:

Feb 16th, St Luke's	8pm
March 16th, St Luke's	8pm
April 19th, Sod Farm	1pm
May 24th, Sod Farm	1pm
June 7th, Sod Farm	1pm
July 12th, Sod Farm	1pm
Aug 16th, Sod Farm	1pm
Sept 20th, Sod Farm	1pm

Oct 18th, Sod Farm	1pm
Nov 15th, Sod Farm	1pm

2) Planned Indoor Fun Fly events at St Luke's Church:

Feb 16th	7:30pm till TBD
March 16th	7:30pm till TBD
April 20th	7:30pm till TBD
May 18th	7:30pm till TBD
June 15th	7:30pm till TBD
July 20th	7:30pm till TBD
August 17th	7:30pm till TBD
Sept 21st	7:30pm till TBD
Oct 19th	7:30pm till TBD
Nov 16th	7:30pm till TBD

Stephanie and Pete described the Cobb County Recreation Center that will be the site of the 2009 Peach State Indoor Championships. Located at the intersection of Dallas Highway and Mars Hill Road, the site will be rented for the Peach State competition, but is too expensive to be a site for all TTOMA indoor activity. However, Stephanie has been in discussions with the facility management about TTOMA contributing mentoring services during a program for children that is scheduled for later this year. This would be for a defined period of time and would involve simple flying models made from foam plastic, paper, etc. In return, TTOMA may be able to use the facility for indoor flying at a reduced charge. Pete and Stephanie indicated that the site had a reasonably uncluttered ceiling structure and would be classified as a low Category II site. The mentoring project will develop later as details of the requirements become available.

It was announced that the first three indoor contests have been sanctioned and that site insurance is included. David Mills made a motion to accept the indoor schedule as presented and Dohrman Crawford seconded the motion. The members voted for acceptance.

Pete and Stephanie introduced a request from a radio Park Flyer (AMA Park Pilot Membership) to be allowed to join TTOMA as a non-flying member with newsletter and Web site privileges. Members expressed concern that any Park Flyer might want to fly radio-controlled models on sod farm, which is against our commitment to the farm owner. Pete and Stephanie believe the person making the request clearly understands the guidelines. Dohrman Crawford made a motion to accept the idea and Richard Schneider gave a second to the motion. The motion was carried by vote.

Pete repeated a call for more people to apply to become Contest Directors to support the growing list of club competitions.

Pete opened the subject of reviewing the banquet process and considering some kind of summer gathering such as a picnic. It was assumed that reducing the cost of the banquet might boost attendance. On the other hand, Dohrman Crawford pointed out that the reason the banquet has been held in the present hotel setting is that the members complained about the quality of the food at earlier locations. No detailed discussion was offered on either the banquet or the concept of a summer gathering although a night flying summer event was mentioned. This entire subject was left open for future consideration.

Pete proposed a small contest fee for Juniors and Seniors. The idea was to add a small additional income to the club. Richard Schneider made a motion to support the fee and Dohrman Crawford offered a second. The attendee's vote carried the motion.

Pete reminded everyone that a new person is reviewed in the member profile section of the Web site.

It was suggested by Pete that TTOMA have a soft drink and bottled water concession at the sod farm during contests. This proposal was put forth as a fundraiser for the club. The members did not express any interest in the project given that everyone usually brings plenty of water and soft drinks during the summer months. The matter was dropped.

It was reported that the member ship renewal rate was about forty percent. David Mills said that the results were typical for this time of year. Apparently, many people do not renew until near the time to start the outdoor season.

There being no further business, Pete adjourned the meeting and some members took part in indoor flying practice and trimming.

Submitted by: Karl Hube, secretary, February 27, 2009

Campbell's Custom Kits is a Commercial friend of TTOMA
<http://www.campbellscustomkits.com>

Tail Spin Aviation is a Commercial friend of TTOMA
www.tailspinaaviation.com

2009 TTOMA MEMBERSHIP FORM

Name _____ AMA # _____

Address _____

State and Zip Code _____

Other Family Members and AMA # _____

Telephone _____ E-Mail _____

\$26.00/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.

PEACH STATE INDOOR CHAMPIONSHIPS

A National Indoor Cup Event
“America’s Flyingest Indoor Contest”
April 4, 2009
Boots Ward Recreation Center
Powder Springs, GA

The Thermal Thumbers of Metro Atlanta are hosting our eighteenth annual state indoor free flight championship. We invite club members, family, and friends to come and join the fun. The public is invited, but only AMA members can fly, so bring your AMA card. However, kids with indoor free flight models who attend can fly because we’ll provide a complimentary AMA membership. Please note no food or drink is slowed in the gym, but a picnic area is available.

The contest is sanctioned by the AMA and all events, except as noted, will be flown per the AMA rule book as class AAA and category I. Registration begins at 8:00 am and flying begins immediately thereafter, continuing throughout the day, and ending at 4:00 pm. Lightweights will be segregated from the heavyweights. Mass launch events will be sudden death with no kanones.

AMA: Easy B

Ltd. Pennyplane(J, SO)

Mini Stick

IHLG(J,SO)

Catapult Glider(218/219)

Bostonian(J,SO)

F1L

F1D

FAC: Dime Scale

Peanut Scale

Rubber Scale

Embryo

No-Cal

A-6/A-6M

TTOMA: Chattahoochee Challenge

Science Olympiad

TSA

Fiction No-Cal

Mass Launch: WW I Combat-10 am

Racer-11 am

WW II Combat-high noon

Civilian-1 pm

Hangar Rat-2:00 pm

Fiction- 2:30 pm

Management: Contest Director-David Mills/P. O. Box 19872/Atlanta, GA 30325/404-509-4209/davidmillsatl@comcast.net.

Fees: The adult(open) fee will be \$10.00 for unlimited events. The youth(senior and junior) fee will be \$1.00 for unlimited events. Test and fun fliers will be charged \$10.00. Adults fliers are asked to bring a kit or something of real value as an additional entry fee.

Directions: The flying site is in the gym at Lost Mountain Park in Cobb County at 4845 Dallas Hwy., one mile east of the Dallas Hwy. (120) and Mars Hill Rd. intersection. Visitors from the north might exit south off I-75 at Hwy. 92 and turn right (south) onto Mars Hill Rd. and proceed until taking a left (east) onto Hwy. 120. Those coming from the east and south might exit off I-75 at Barrett Pkwy., then proceed west and south until the Hwy. 120 intersection, taking a right (west) and then driving a few miles to the gym on the left.

Scenes at the Banquet



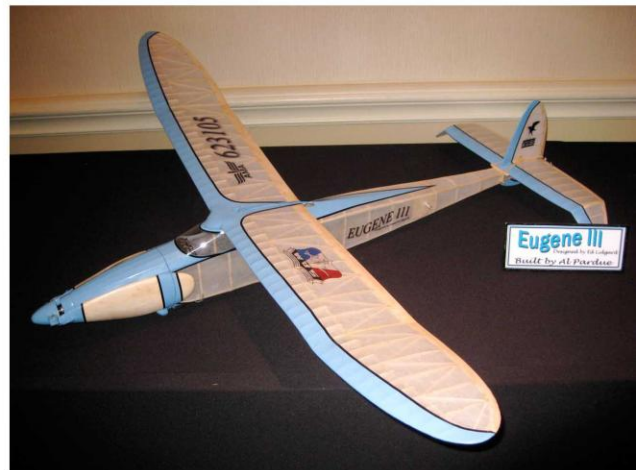
Al's Speed Racer
Just Lovely



Al's Orr Chieftain
OT Commercial Rubber

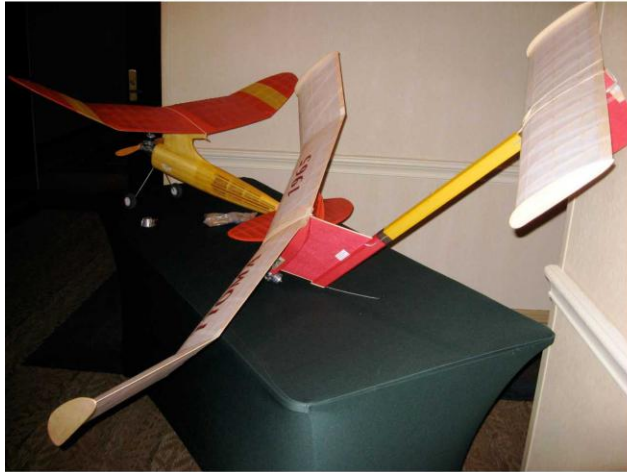


Al's King Harry,
FAC Two Bit Rubber

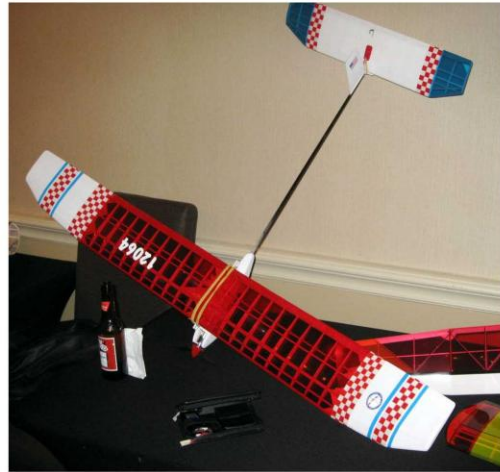


Al's Eugene III, Nostalgia Rubber

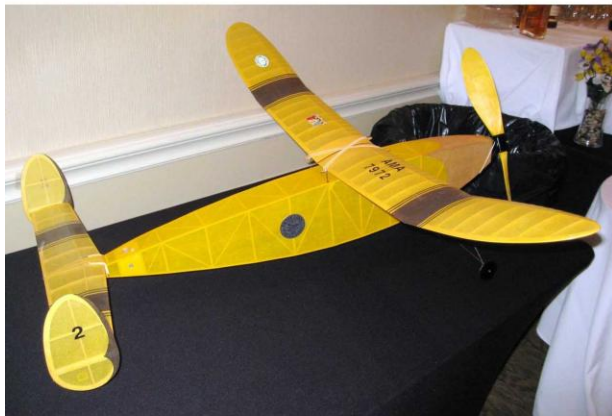
Scenes at the Banquet



Dohrman's Zipper
OT Gas and NoGas T-Bird



Graham's B Electric
And Editor's Budweiser



Tom's
Ernie Lynn Wakefield (McCoy)
OT Rubber Cabin

Richard's
WC CL USA Team
Spirit of St. Louis,
Seventh Place Overall



Scenes at the Banquet



Smarter than their Husbands
And Better Looking Too



David and The Bob Baker
OT Trophy

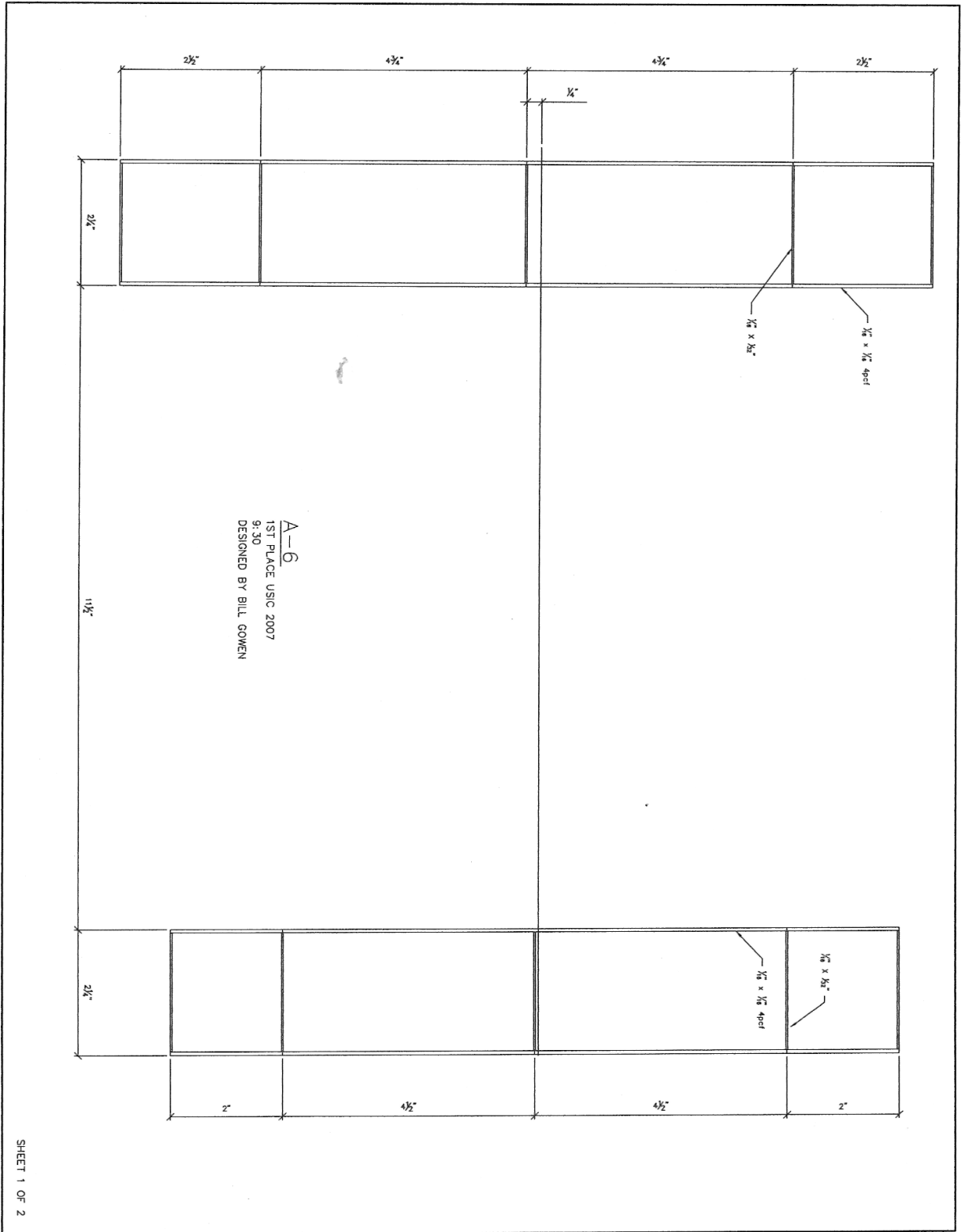
Dohrman
and the
George Perryman
HP Trophy

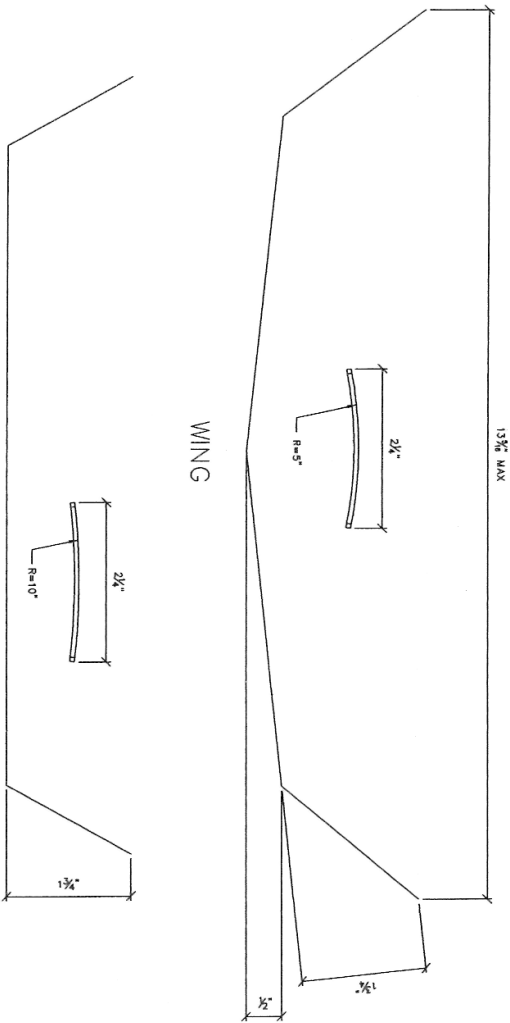
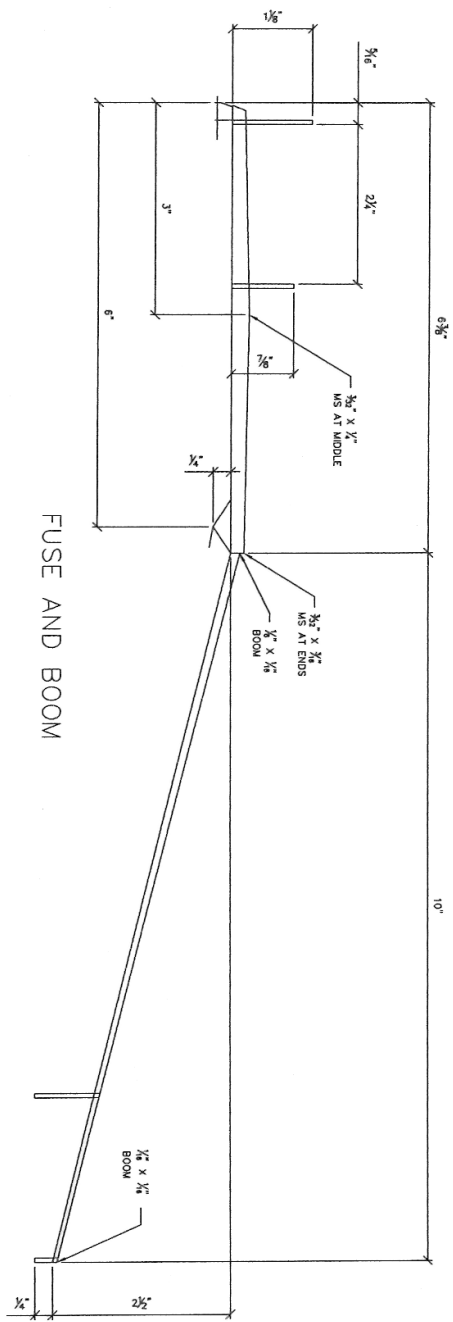


Gary's
Marval and Starduster
AMA Gas

*Geezers Fly TLG In Pensacola
Dohrman Wins*







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SHEET 2 OF 2