

**The THUMB PRINT**  
**Thermal Thumbers Of Metro Atlanta**  
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**AMA**  
 Charter # 1834

**NFFS**

January - February 2011

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## HEADS UP

The New Year is off to a rolling start. If the annual banquet's Show and Tell is any indication, we've been busy in our workshops. Let's hope this vigor translates to some enlivened flying in 2011. We can always use more. Hope springs eternal.

From my seat in the Bleachers of Life, things seem to be moving forward on the national front and the Carter-esque malaise inflicted onto the country by events not of our doing seems to be getting behind us. (Now if only our banks would start loaning money to people who can pay it back and our multi-nationals would start hiring American citizens, we can really get this show on the road. But, I'm a little worried; it appears that Wall Street and our other financial elites have found a way to prosper mightily without them having to drag us along behind them. But, I digress . . .)

This was a fun and easy issue to pull together. The annual banquet is always a hoot and a good report follows, along with a bounty of photos, courtesy of Dohrman and Barf. The flyer for the Peach State Indoor Champs follows and I encourage all to attend; the Great Hall at St. Lukes is a fine Cat. I site and the airspace is always filled with models. Rev. Tim Lavender is coming along with his busload of kids and they always make the contest what it is. The outdoor schedule is official now and a contest calendar follows, for your reference.

All is not sweetness and light, however. We regret having to pass along some dire news about club members and friends.

This is it from for now from here. Ciao, y'all!

## GOODBYE, OLD FRIENDS

It's with a heavy heart that I begin this issue with the announcement of the passing of Yvonne Purdy the day of our annual banquet. She and Clarence had planned to attend, but didn't make it. A few of us remarked on their absence at the time. Little did we know? Her passing was much unexpected and caught everyone by surprise. Sometimes your friends and loved ones are just yanked away like that. My father lingered and declined for six years until his fourth flat-lining. Go figure.

Yvonne is survived by Clarence and his family and the many relations of Yvonne's. She's survived by us, too. All of us felt that Clarence had found his soul mate in Yvonne. He and I discussed this often. I doubt if there was a moment when he doubted this. Theirs was as wonderful a marriage as I've ever seen. I remember the wedding ceremony very well. It was a

simple, genuine affair held in their front yard. I'd never seen so many smiling, happy people in one place in my life. It just continued from there. Not that they didn't have many things to work through over the years—every family does. Their marriage made it all possible and was the great achievement of their lives.

I missed the ceremonies because of work, but Dohrman says it was a somber but uplifting affair with a wide circle of friends and family in attendance. Yvonne had a lot of friends and she'd anything for you. Yvonne made my live better and I'm going to miss her. Let's all stay in contact with Clarence to make sure he gets through this OK. His cell # is 478-862-2819.

The Purdy's weren't the only ones to suffer a loss. Gentleman John Blair passed a few weeks later after a long bout with cancer. He was 85 years old. John was the best scale model builder I ever knew. Few ever built a lighter and more finely crafted model airplane. Indoor scale was his thing and he was exceptional at it. His models were marvels. Most recently, he is well-known by the FAC faithful for the divine series of Dime Scale designs he wrought and published. The class was perfect for him.

He was as much an aviation historian as a modeler, as many of his designs were obscure in origin and required a lot of stack time to flesh out. Anyone who ever paid him and his library a visit can testify to this passion. He was well-stocked for any research effort. His knowledge of aviation designs was astounding.

Professionally, his life's work was as well-chosen. He was a county agricultural agent in southwestern NC and did a lot of good, enriching the local economy and putting money in many a family's pockets for generations. He really knew how to grow things.

He is survived by his wonderful wife Jo and much family and many friends. Unlike Yvonne's passing, this wasn't a surprise. He'd been sick for a while. Still, the final word always arrives starkly.

John had given many of his models to Jim Lewis last year. I was by Jim's house for a visit and inspected them. It was an impressive body of work, several dozen scale models, each in its own box, stacked ceiling high, a veritable wall of wonder. He will be missed.

(On a purely personal front, I'd been eyeing his Waterman Gosling Racer as a Dime Scale project. As a tribute, I just might build it. Heck, somebody needs to chase the empennage of John's Comet Curtiss Robin. The Gosling might fret him to some degree. Regardless, it'll look resplendent in its red and black livery.)

## **RENEWAL NAG**

We're still looking for a ton of club renewals at this juncture, as always. I spoke to Treasurer Don Brown and he says we're even further behind than most years. You know who you are. You've missed the deadline for the \$20 fee, so you need to fork over \$25 now. You had your chance, so you can't complain about the price.

Use the membership form contained that follows. Send your check to Don Brown at the address indicated. We're keeping a list and checking it twice.

## **ANNUAL BANQUET**

We had a very good one this year. Attendance was in the mid-thirties, I think. Dohrman picked a good spot. Petite Auberge was a very good venue for our annual soiree. Everyone seemed very pleased with everything. I assume the restaurant will be high on our list for next year. My trout was delicious and my chocolate mousse delightful. Many thanks go to Dohrman

from all of us. (One more thing, for you “closers” out there, the Famous Pub is a few doors down, if you’re in the mood.)

The awards ceremonies featured the usual suspects. Karl Hube won the annual George Perryman High Point Award and the outdoor champ. Bill Gowen took second overall and the indoor champ. The other HP podium stalkers trailed in order: Dohrman Crawford, John Barker, David Barfield, and Gary Baughman. Well done, sirs. John Barker won the Bob Baker OT Trophy, largely in thanks to the exhaustive use of his venerable Comet Curtiss Robin. David Barfield took home a few more trophies, the Spirit of Comet Trophy and Scale High Point Award included. The Club Model of the Year was a three-way tie, but this prognosticator bestowed it to Barf for his additional use of his Hi-Climber in one of Gary’s mass launches in November. Liz Brown won the Grayson Anderson Mass Launch Award.

The highlight of the evening for me was the vast array of the models, perhaps two dozen or more, set out for Show and Tell. I was very impressed with both the number and quality of models. One thing is for sure, our club is blessed with many sets of busy and skilled hands. I’ll let the photo spread that follows do most of the talking. I’ll mention a few lovely examples. Al’s Copland Streamliner just takes your breath away; its SAM Champs Concourse trophies alongside made perfect sense. Dohrman’s Hi-Climber really stood out and its shark’s mouth regalia, *tres apropos*. Young Robert’s 1/4A NosGas T-Bird was a very good piece of work. There were many others.

### **WHY WE KEEP SCORE**

The full roster of our club’s high point totals last year follows. A few basic comments can be made. One, no one has approached our late OFB George Perryman’s high point totals of two-hundred and more. (Not that we were expecting that, anyhow.) Two, we wound up having a good mix of indoor and outdoor action last year, a very good thing. Three, about one-third of the membership flew in competition last year, and if you included fun or trim flying, the picture is a bit rosier. I don’t know how this compares with participation in other clubs nationally. So, ignorance is bliss, and well done, us!

Karl Hube	45	Jim Altenbern	7
Bill Gowen	37	Joe Ryan	5
Dohrman Crawford	35	Frank Hodson	5
John Barker	24	Graham Slick	4
David Barfield	24	Howard Klemmetsen	3
Gary Baughman	21	Henry Copland	3
David Mills	19	Robert Marier	3
Liz Brown	17	Hannah Marier	3
Bob Thoren	12	Richard Schneider	3
Barry Sholder	11	Jim Martin	2
Al Pardue	10	Bill Brown	1
		Don Peacock	1

### **WE NEED YOU!**

I’ve saved this nag for the present issue, so steady your baddselves. All Thumbs who’re National Free Flight Society members can jump to the next section. Those that aren’t, spotlight on you. And you know who you are.

A number of y'all still aren't NFFS members, despite being active free flight modelers. *Dat jes aint' doin' right!* I nag y'all every year, sometimes with good results, sometimes not. This year I'm being extra aggressive because I've some special ammo to put downrange, so listen up.

Roy Hanson, longtime NFFS benefactor and saint, is sponsoring the following deal. He's underwriting half of your new membership fee. Yes, that's right; it's a 50 % off deal. If you don't jump on this, I don't know what planet you're on. No excuses now. A coupon follows. It couldn't be any easier or cheaper.

I'll go ahead and put forth your obvious question: "what's in it for me?" I'll not answer that question, but I'll answer the following one: "what's in it for the hobby and sport of free flight?"

Well, here's how the AMA operates. They depend on special-interest-groups (SIG's) to bring issues to the fore. For free flight, that's NFFS. NFFS organizes the Nats and represents our interests to the AMA within the world of model aviation. (You might've noticed over the years that we're greatly outnumbered by RC'ers and others. Feel free to draw an inference or two here.)

On the national front, I don't know about you, but I worry about the Federal government doing something stupid that affects us. (Don't think it's possible? Go read a newspaper. The hysteria, partly justified, partly not, over "the war on terror" under the purview of *Los Federales* remains a threat to us flying our models they way we want. The AMA is the only entity standing between us and the jackboots of Johnny Law in DC. If you feel we've nothing to worry from your friends in the Federal government, particularly the FAA, read pages 9 through 10 of the February issue of "Model Aviation". I found it chilling.)

NFFS is that group that provides most of the nourishment for the world championship teams the USA sends to defend Old Glory on the international stage. This is particularly true of our junior teams which are heavily coached and mentored by NFFS members. Next time you see the offspring of the Chi-coms or EU one-worlders standing on the podium ahead of the free and the brave, don't come crying to me. How can you not want to be a part of this? Go take a long look in the mirror.

NFFS is also very active in the providing of serious scholarship money to deserving kids. Most of these kids go into science and engineering and other worthwhile pursuits. Quite a few go into the military. If you think we've enough good engineers, scientists, and soldiers in the USA, we just skip to the next section. If you'd like to encourage this in meaningful way, you might want to join NFFS.

Members also receive the best free flight magazine in the USA, "Free Flight". It's a bi-monthly publication, spanning some forty pages of nothing but free flight coverage. That alone is worth the price. Over the past year, new editor Don DeLoach has upgraded the Digest to a superbly high standard. I don't listen to complaints anymore about all the RC coverage in "Model Aviation" because you've an option, currently cheap, at your disposal.

Honestly, my fellow Thumbs, I don't know what more you need. Unless you're standing in a bread line right now, I'm not accepting pleas of poverty. I've been living month-to-month for almost a year and I manage to afford it. And I pay full price because mine's a renewal.

Enough said. Do the right thing.

## **BEHIND CLOSED DOORS**

We've a full card of indoor contests ahead of us this winter and spring at the Great Hall at St. Lukes Presbyterian in the Golden Ghetto of Dunwoody, GA. The room is a great flying site, just a few inches below the Cat. 1 maximum, and has a very smooth ceiling. Historically, drift isn't

an issue. A contest schedule follows with all the dates, indoors and outdoors. Our annual Peach State Indoor Champs looms ahead on May 14, so make plans to attend. Even if you don't plan to fly, the room offers plenty of spectator appeal, for the PSIC remains "America's flyingest indoor contest." (Yes, I know the grammar is bad, but the description remains apt.)

### **UNDER THE CATHEDRAL OF THE BIG BLUE SKY**

It's a little early to go into too much detail about our outdoor season, but I'll just mention the kickoff in April isn't that far away. The sanctions are in and the dates final. The aforementioned schedule has all the dates.

We're repeating the club model-of-the-year (MOY) with the Earl Stahl Hi-Climber and the new event-of-the-year (EOY) is the Embryo. There should be a lot of activity in both as many examples are in members hands already.

I'm expecting two other highlights this year. One, I anticipate TTOMA will be active in the revised E-36 class. The models will be fun to fly and watch, and with the electronic timers in use, not too hazardous as far as the Mighty Hooch goes. Fingers crossed. Also, I think we'll see an uptick in FAC flying, too. With a little more effort, we can expect to see some kanones bestowed upon our squadron. That'd be nice.

### **THUMBS ON THE MEND**

Bad news comes in bunches. When it snows, it pours. Jim Walston suffered a fall during the Great Blizzard of 2011. He slipped and broke his wrist getting out onto his driveway to do some clearing. We all know how "interesting" his yard is and how twisty his rather Appalachian section of Cooper Lake Rd. is. The EMS guys had a real time getting him to the hospital. The accident itself doesn't make a very good story, but his trip into the ambulance and then to the hospital sure does.

Ken Grubbs slipped while stepping off his hearth at his home, no doubt tending to the home fires, and broke his hip. Graham reported at the banquet that the putting-back-together went well and Ken is on the mend. He has a few months of rehab ahead of him, which is unfortunate because he just completed a long stretch of it from his automobile accident.

I spoke to Ken during his hospital stay and he was looking forward to leaving shortly. He's at home now and greatly relieved, as you might imagine. Lord only knows how aggravated he is. He certainly was full of vinegar when we talked. His brain ain't broke, that's for sure. We're pulling for you, Ken. (Take that rehab seriously!)

### **THUMBS IN SERVICE: A CALL TO ARMS**

At my unmerciful urging, the NFFS will have a table at the Southeast Model Show in Perry, this March 4 and 5. We've one of our two annual BOD meetings down there that weekend. We've plenty of officialdom on hand to man the table on Friday, but we need volunteers, preferably members, to help with the table on Saturday. I hope to corral enough warm bodies to limit the commitment to an hour or two. That should be enough if we get enough to step up. (I'm messaging all Thumbs who're NFFS members separately within the week, so look for that nag shortly.)

If you're not a member, we can certainly sign you up. (Refer to previous nag.) Not much is required to run the store. We're selling T-shirts, books, CD's, and other merchandise, keeping track of the money, answering questions, and pimping memberships—ergo, no biggie. NFFS

needs the dough and such a table usually brings in some serious money. So, give your trusty editor a call or message.

## **SOUTHEAST MODEL SHOW**

We go; we see; we purchase. This year's rendition this March 4 and 5 won't disappoint. There's no risk in having a good time or not. At 1000 plus tables, one needn't worry. Yes, once again Perry, GA will be the best place on the globe to be for model airplane nuts the first weekend in March.

Something can be said about the coverage being 99 % RC. From time to time you hear the comments that "it's all RC, so why go!" These people just don't get it, being depressed, on medication, or suffering from emotional response issues generally. Personally, I wouldn't miss this weekend for all the money in the world. Others must agree because you still see one or two busloads of southeast free fliers walking around having a ball, smiling until their faces hurt.

There's a bit of the jingo in me. I enjoy showcasing the event to the NFFS officialdom. Frankly, it makes us southerners look good and I feel no small amount of pride because of it. (I'm being a little generous here. It really makes us Georgians look good!) We take the expanse of the event for granted, but *mon buddreau*, this event really floors people, the largest of its kind in the world.

Like I said, the event is 99 % RC, but it pays to keep tabs on how the other 99 % lives. As always, the prevalence of very large scale models shocks and awes. As always, the growth on the other side of the market continues to intrigue, namely park fliers and small scale RC. The separate indoor flying arena was filled with indoor RC flying, both scale and the acrobatic stuff. I see an awful lot of kids flying indoor RC models and these kids are pretty good pilots, too.

Still, free flight nuggets abound. There're plenty of IC engines and kits for sale. Many of the props we use aren't popular with the RC crowd and these are on sale by the handful and usually cheap. Many of the national electronics vendors are on-site and sell all manner of goodies, including the latest outrunners, props, battery packs and chargers cheap. (This will be a good time and place to outfit the business end of your E-36, my fellow Thumbs.)

One man's junk is another man's treasure. There's a flipside to the 99 % concentration on RC gear; namely, everything else gets passed over. (But, I advise you to get their before Fearless Leader Emeritus Frank; he has long legs and busy elbows. I've seen him in action and it's not pretty.) I usually find several books and assorted collectible bric-a-brac beyond the limits of my resistance. Particularly damning is the military diecast goodies hiding in the nooks and crannies lying in wait, unwanted and cheap. (OK, I admit I've a problem here. In my defense, it's really not that expensive, and you keep you clothes on.)

Be there.

## **WHAT DOGS HEAR**

The heading title is taken from a delightful card I read many years ago. Namely, the dog's master was yelling at the dog ninety miles-per-hour and the dog was only hearing every tenth word, and if it wasn't about food or going to the bathroom, forget it.

Such was the case when I stumbled onto the website: <dragonplate.com>. It was rather vast and very educational. I encourage others to go there for the same reasons. I'd no idea there were that many carbon fiber products were out there, but I should've. The window onto the world that model aviation gives us is a mere peephole. You "structural" types will have a field day, others an entertaining side trip. Plenty of arcane stats are listed about elasticity and modulus this-or-

that. Search me. Frankly, little if any of Dragonplate's wares appears to have any modeling application, but they're pretty cool, nonetheless. It's what's out there. Check it out.

### **A CHANGE OF SCHEDULE**

Many Thumbs go to the Nats and we've always a sizeable contingent on the field. The 2011 Nats schedule is out and free flight week has been moved up towards the middle of July, not the end of the month, lapsing over into August. Mark your calendars for July 18 through 22, Monday to Friday as usual. No reason was given and I don't see what difference it'll make.

### **DIFFERENT STROKES**

Atlanta is more than just a major center of civil and model aviation. It's also a huge center of the model railroading hobby. Atlanta is where it is because of our typography and the vast rail network laid upon it, and this hasn't changed in 170 years. Atlanta is the railroad center of the southeast, period, and always will be. Our more glamorous civil aviation infrastructure merely added another layer of industry onto our topography. Trains aren't as sexy as airplanes, but trains haul the freight, IHMO.

A benefit of this prominence is the wealth of model railroading activity in our area. Foremost of this largesse are the many tradeshow and swap meets we're graced with regularly. Mark your calendars on March 19 and 20 for the annual Model Train Show at the Cobb Galleria. I never miss it. Part trade show, part swap meet, it's a real eyeful. This year's notice promises 250 tables, not bad. (OK, Perry has made me a bit of a snob!)

The kids love it because there're several large track layouts set up and running. They go nuts; so bring them. There are several hundred old railroad geezers milling about, so keep in the passing lane. (You don't want to break any hips.) You might even find some model aviation goodies in the nooks and crannies; I usually do. The hobby tools for sale are extensive and prices are very good and you never know what you really need until you see for sale. See you there.

### **A MUST BUY**

At a smaller model railroad trade show recently, Carstens Publications (of "Flying Models", et. al.) had a booth set up with many books for sale. Naturally, model railroading publications predominated. In the corner I saw their new release, a dandy compilation of three-views, caricatures, and commentary by the redoubtable Jim Newman. I'm a huge fan of Jim's long-running "A View From Here" series in "Flying Models", a dandy showcase for his deft hands as draftsman, as well as his droll and arid English wit. The fifty-odd subjects are a far-ranging and tasty lot, some familiar like the P-51H and Spitfire Mk XIV, and others unexpected like the Horsa Airspeed and Mohawk Pinto. As we've come to expect from his *oeuvre*, the drawings are delightful, among the best of the genre. I can't imagine all the models designed and flown from them.

The introduction by the editors provides a bit of background on the man himself, unknown to me until now, and he cuts an intriguing figure. He grew up in GB during WW II and after the war served as pilot in the RAF and later worked as an engineer for British Aerospace. He emigrated to this side of the pond in 1971, joining Carl Goldberg Models as a designer and keeping himself busy in many other ways. He began writing and drawing on aviation topics very soon thereafter. Over the last few decades his work has appeared in numerous magazines,

including “Sport Aviation” and many EAA publications, but modelers will know him most from his “View” series. I don’t know if he’s still with us.

I paid \$15 for my soft cover copy at the tradeshow, no clue as to what it is on regular order. I’m going to dog-ear this little book in a major way.

### **NEXT ISSUE**

Look for something in late April/early May. You’ll see some indoor and outdoor contest reports and a summary of the SE Model Show in Perry, plus some serious pimping for the PSIC. Be there.

I continue to beseech the multitude for contributions in the way of articles, blurbs, photos, plans, rants, or whatever.

Ciao, y’all!



Dohrman’s upgraded Sparks for new E-36 rules. Same weight, lots more power.

## JANUARY INDOOR CONTEST REPORT

Our first sanctioned indoor meet of the year proved to be uncannily similar to many others we have had at TTOMA. Just a few fliers showed up to post some very good times. And the spectators outnumbered the fliers. The conditions were very good, with just a little drift, and comfortable temps, despite the frigid air outside. I confess to be puzzled by the lack of interest in indoor flying. You don't have to build a 0.6 gram Super Whammy to have a good to great time.

Please give some thought to coming out on a Saturday and flying some indoor stuff. We have a nice room at St. Lukes, and the price is right. Get to your whittlin', and maybe try a No-Cal, or a Dime Scale. How about a Chattahoochie Challenge? Peanut Scale, anyone? Indoor scale would be a good place to get some Flying Aces kanones, if we can get some more participation. Perfect for a No-Cal or Dime Scale, which you can whip out pretty quickly.

Conspicuous in his absence is your trusty scribe. I wrecked several models that day when they hit the wall with a tightly wound motor and they ended up in a small rubber/balsa/tissue ball. Hence, not a contendah!

The results follow. Respectfully submitted, Dohrman Crawford, cub reporter.

### Legal Eagle

John Barker 3:59

### A-6

Bill Gowen 6:07

### Dime Scale

John Barker 3:15

### Limited Pennyplane

John Barker 5:36

### Mini Stick

Nick Ray 5:30

### Bostonian

John Barker 2:07

Campbell's Custom Kits is a commercial friend  
of TTOMA

[campbellcustomkits.com](http://campbellcustomkits.com)

Tail Spin is a commercial friend of TTOMA

[tailspinaviation.com](http://tailspinaviation.com)

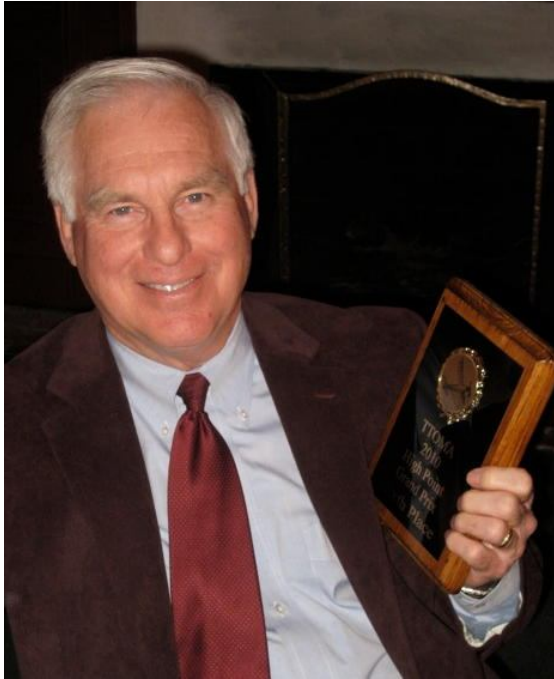
# 2011 BANQUET SCENES



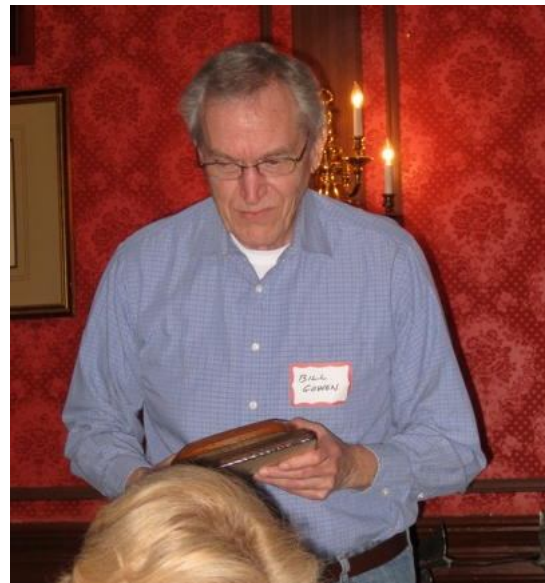
TTOMA's Mahogany Row



How we roll, but nobody did The Cockroach



Gary, looking dapper, good for sixth in HP



Bill, indoor HP winner and second overall



Belle of the Ball, Dohrman's Hi-Climber



Barf's Turbulent and Zero, still no prop



MC David handing over GP High Point Trophy to Karl, buckling under the strain



John Barker accepting Bob Baker OT award



Gary's Avenger, Howard's Jodel, and Robert's T-Bird



Karl's fleet: Hawker Hunter SCat Jet, CLG, and KOI-winning P-30



Rick and Dohrman, all cleaned up



Barf, winner of coveted club MOY award

## PEACH STATE INDOOR CHAMPS

“America’s Flyingest Indoor Contest”

May 14, 2011

Grand Hall. St. Lukes Presbyterian Church  
Dunwoody, GA

The Thermal Thumbers of Metro Atlanta are hosting our twentieth annual state indoor free flight championship. We invite all AMA 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; we’ll provide a complimentary AMA membership.

The contest is sanctioned by the AMA and all events, except as noted, will be flown per the AMA rule book as Class A and Category I. Registration begins at 9:00 am and official flying begins at 10:00 am. The building must be clear at 6:00 pm. Lightweights will be segregated from the heavyweights per the flight schedule. Mass launch events will be sudden death with no kanones.

AMA: Easy B

Ltd. Pennyplane (J, SO)

Mini Stick

IHLG (J,SO)

Standard Catapult Glider

Unlimited Catapult Glider

Bostonian (J,SO)

F1L

F1D

35 cm

Helicopter

FAC: Dime Scale

Peanut Scale

Rubber Scale

No-Cal

Embryo

TTOMA: Chattahoochee Challenge

Wright Stuff B SO Capacitor

TSA

Hangar Rat

A-6

Mass Launch: WW I Combat-11 am

WW II Combat-high noon

Racer-3 pm

Civilian-4 pm

Hangar Rat-5 pm

Contest Director: David Mills, 404-509-4209, davidmillsatl@gmail.com

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. Adult fliers are required to bring a kit or equivalent as an additional entry fee, to be distributed as prizes.

Directions: The flying site can be accessed from either the Hwy. 400/Abernathy Rd. exit or I-285/Ashford Dunwoody Rd. exit. The church is on Mt. Vernon Hwy. about one mile east of Ashford Dunwoody Rd. The Grand Hall is at the extreme opposite (NE) corner of the property. A map and full driving directions are available at [www.thermalthumbers.com](http://www.thermalthumbers.com)

## FLYING SCHEDULE

9:00 am registration  
9:30-11:00 am lightweights  
11:00 am WW I mass launch  
11:00- noon heavyweights  
high noon WW II mass launch  
noon-1:00 pm anything goes  
1:00-2:00 pm heavyweights  
2:00 pm racer mass launch  
2:00-3:30 pm lightweights  
3:30 pm civilian mass launch  
3:30-4:30 pm heavy weights  
4:30 pm Hangar Rat mass launch  
4:30-5:30 pm anything goes  
6:00 pm building cleared

Flying heavyweight models (No-Cal or heavier) in lightweight periods always requires CD's permission. This is never okay if someone is launching or preparing to launch a lightweight model. Flying lightweight models in heavyweight time periods is at flier's risk. Sometimes special consideration can be given to fliers, based on circumstances, and only at the CD's discretion.



## TTOMA 2011 Contests

19 Feb 2011 Feb Indoor St Luke's Presbyterian Church, Dunwoody, GA  
Bill Gowen 404-636-3451 [wdgowen@gmail.com](mailto:wdgowen@gmail.com)

11 Mar Indoor March Indoor St Luke's Presbyterian Church, Dunwoody, GA  
Bill Gowen 404-636-3451 [wdgowen@gmail.com](mailto:wdgowen@gmail.com)

10 April 2011 April Fools NG Turf, Whitesburg, GA  
Dohrman Crawford 770-698-8737 [tum25@bellsouth.net](mailto:tum25@bellsouth.net)

16 April 2011 April Indoor St Luke's Presbyterian Church, Dunwoody, GA  
Dohrman Crawford 770-698-8737 [tum25@bellsouth.net](mailto:tum25@bellsouth.net)

14 May 2011 Peach State Indoor Champs St Luke's Presbyterian, Dunwoody, GA  
David Mills 404-509-4209 [davidmillsatl@gmail.com](mailto:davidmillsatl@gmail.com)

22 May 2011 May Daze NG Turf, Whitesburg, GA  
Dohrman Crawford 770-698-8737 [tum25@bellsouth.net](mailto:tum25@bellsouth.net)

25 June 2011 June FAC NG Turf, Whitesburg, GA  
Dohrman Crawford 770-69-8737 [tum25@bellsouth.net](mailto:tum25@bellsouth.net)

26 June 2011 June Bug Jamboree AMA NG Turf, Whitesburg, GA  
David Barfield 770-977-5517 [gollywock@yahoo.com](mailto:gollywock@yahoo.com)

10 July 2011 Peach State Outdoor Champs NG Turf, Whitesburg, GA  
Whit Russell 404-444-9796 [chasrussell@peoplepc.com](mailto:chasrussell@peoplepc.com)

14 Aug 2011 Pop Purdy's Contest NG Turf, Whitesburg, GA  
Graham Selick 706-548-2873 [gselcik@bellsouth.net](mailto:gselcik@bellsouth.net)

24 Sept 2011 Sept FAC NG Turf, Whitesburg, GA  
Dohrman Crawford 770-698-8737 [tum25@bellsouth.net](mailto:tum25@bellsouth.net)

25 Sept 2011 Summer's Swan Song Sept AMA NG Turf, Whitesburg, GA  
David Mills 404-509-4209 [davidmillstal@gmail.com](mailto:davidmillstal@gmail.com)

23 Oct 2011 Last Fling til Spring NG Turf, Whitesburg, GA  
David Barfield 770-977-5517 [gollwock@yahoo.com](mailto:gollwock@yahoo.com)

06 Nov 2011 Turkey Shoot Fun Fly NG Turf, Whitesburg, GA  
Gary Baughman 770-422-8489 [gjbman@bellsouth.net](mailto:gjbman@bellsouth.net)

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# 2011 TTOMA MEMBERSHIP FORM

Name \_\_\_\_\_ AMA # \_\_\_\_\_

Address \_\_\_\_\_

State and Zip Code \_\_\_\_\_

Other Family Members and AMA # \_\_\_\_\_

Telephone \_\_\_\_\_ E-Mail \_\_\_\_\_

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

## NEW MEMBERS—TAKE 50% OFF!!

<b>NFFS MEMBERSHIP &amp; RENEWAL APPLICATION</b>	
<p>Mail to: NFFS Membership Office 118 Gentry Circle Lafayette, LA 70508-6326 USA</p> <p style="text-align: center;"><small>Dues include a mandatory \$.50 per year for NFFS membership.</small></p> <p><b>2 Year White Membership includes memb. card and 2 NFFS decal sheets.</b> <b>1 Year NFFS Blue Membership includes membership card and 1 NFFS decal sheet.</b></p>	<p style="text-align: center;">Make checks payable in U.S. dollars to: National Free Flight Society</p>
<p><b>US Residents (Age 19 &amp; over)</b></p> <p><input type="checkbox"/> 2 years    <b>\$48.00</b> <input type="checkbox"/> 1 year    \$25.00</p>	<p><b>Junior Membership (U.S. only)</b> Age 18 &amp; under as of July 1 of the current year Copy of birth certificate required for new memberships.</p> <p><input type="checkbox"/> 2 years    <b>\$18.00</b> <input type="checkbox"/> 1 year    \$10.00</p>
<p><b>All Non-U.S. Residents</b> (To use VISA or MasterCard, see Important Renewal Information above.)</p> <p><input type="checkbox"/> 2 years    <b>\$75.00</b> <input type="checkbox"/> 1 year    \$40.00</p>	<p><b>Life Membership</b></p> <p>US Residents    <input type="checkbox"/> \$500.00 Non-US Residents    <input type="checkbox"/> \$550.00</p>
<p>★ <b>NFFS Foundation Donation</b> ★</p> <p><input type="checkbox"/> Silver - \$75    <input type="checkbox"/> Gold - \$125    <input type="checkbox"/> Platinum - \$250 or more \$ _____</p>	
<p>To help reduce expenses maintaining NFFS records, <b>PLEASE renew for at least 2 years. Thank you!</b></p>	
<p>Check boxes to what applies:</p>	
<p>New Member    <input type="checkbox"/>    Renewal    <input type="checkbox"/>    Address change    <input type="checkbox"/>    Donation    <input type="checkbox"/></p>	
<p>Amount: \$ <input style="width: 50px;" type="text"/>    Current expiration date: Mo. - Yr. _____</p>	
<p>PLEASE PRINT</p>	
<p>Name: _____    AMA member: Yes <input type="checkbox"/> No <input type="checkbox"/></p>	
<p>Address: _____    AMA #: _____</p>	
<p>City, State: _____    Zip: _____</p>	
<p>Telephone: _____</p>	
<p><b>(IMPORTANT - PLEASE PRINT VERY CLEARLY)</b></p>	
<p>e-mail address: _____</p>	
<p>Send all renewals, address changes, applications, and membership questions to the Membership Office. e-mail: <a href="mailto:carlbakay@yahoo.com">carlbakay@yahoo.com</a></p>	