

The Newsletter of the *Manned Space Center Radio Control Club*

### **Pilot To Crew...**

Thanks to our treasurer, Dave Hoffman and his helping family, our Christmas party was a great success. For those of you who could not attend, you missed a great selection of foods and good conversation in the spirit of the holidays.

The meeting was kept short because of the tempting call of the vast goodies awaiting consumption. The subject of the new frequencies came up briefly and it was confirmed that the new flagging of radios was required by December 20th, 1987 by the AMA and is in affect at out site. The subject of fuel was brought up for next year. At our January meeting, we will decide how much, what mixture, and from whom we will purchase our fuel. As with last year, we will need volunteers to keep and distribute the fuel.

If you have been to the field during and since the holidays, you will have noticed the new frequency pins are in place. I used the "old pins" with a white vinyl base and black vinyl numbers. We will see how this holds up to the weather. By the time you read this newsletter, I will have appointed a new chairman of the Safety Commitee and submitted a recommendation for revising and putting in place a Frequency Management Program which includes a new flight line and pit area layout. When the committee completes its work, the plan will be presented to the members in the form of a special newsletter containing revised rules accordingly. Until then, double check who is in the air and keep your distances between pilots.

Please be thinking of some entertainment ideas for the meetings. Give your vice-president or any of the officers suggestions as to what you want.

*..(Continued Page 2)..*

Next Meeting  
**THIS Thursday,**  
January 14th, 1988  
at 7:30  
in the Clear Lake Park Building

### **From the Pen Of Dr. Doom**

Well guys and gals, you missed a good fun fly at the Prop Nuts field. About 12 of us attended, had a good flying day, good food, and lots of fun. My thanks to the Prop Nuts for their hospitality.

I was a guest of the prop Nuts at their Christmas meeting and party. I announced to them that we would return the favor by hosting them at a fun fly and lunch at a future date in the spring, possibly in April for early May. For those of you who did not attend our Christmas party, some discussion was held on the possibility of combining our annual Scale Contest with the Prop Nut's, and hoving a joint, much larger event. The Prop Nuts have also discussed this and approved of the idea. If everyone is in agreement, we better get to work on the project.

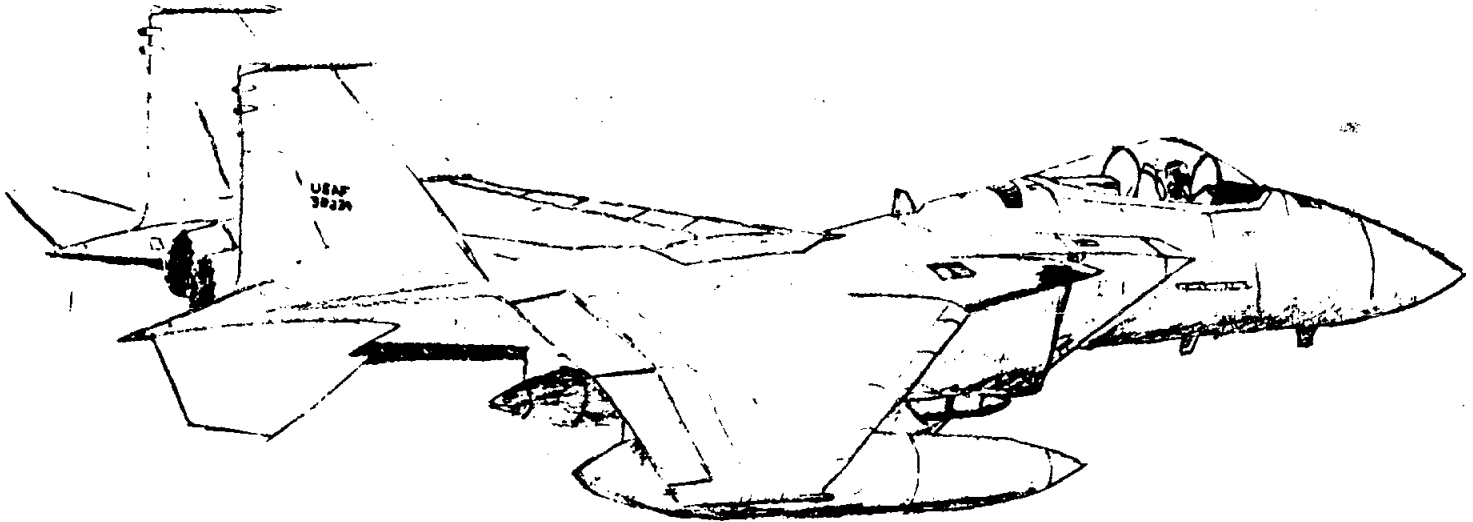
There has not been a great deal of activity at

*(Continued Page 3)*



The Manned Space Center Radio Control Club

The R/C Flyer Page Two



*David Matt Hegemier*  
U.S.A.

*More Original Artwork by David Matt Hegemier*

## INFO

\*All club members that have any club fuel stored at their places of residence please notify Dennis Smertz ASAP. He is checking as to how much should be ordered to replenish our supply.

\*The mailing address of the Newsletter editor is Tim Bond, 696 Pineloch #306, Webster TX, 77598. Phone 480-2556.

\*Thanks to **Mark Danna** (and his assistant!!!) for all his help in producing this newsletter!!!

# FUEL



Don White has 5, 10 and 15%. Call 488-1024 before 10PM.

Dennis Smertz has 5, 10, 15% (mostly 5 and 10), and limited four stroke fuel available. Call him at 482-9431.

## R/C Frequency Status from 1988-1991

The first of 1988 is a milestone for the **AMA Phase-In-Plan** for the new channel numbered frequencies.

**Effective Jan. 1988:**

1. The letter of the law says the old colored flag frequencies (brn/wht, blu/wht, red/wht, orn/wht, etc.) will no longer be legal to use. Equipment on these frequencies will have to be converted to a new numbered channel frequency or retired.

2. Eleven new even numbered channels are added on the lower part of the 72 MHz aircraft band: 14 through 34. To make sure this frequency spectrum stays "clean", the AMA Frequency Committee has dictated that these new channels be reserved for **Narrow Band Transmitters ONLY**. This means that transmitters must broadcast within certain specifications and not "splatter" (the frequency must

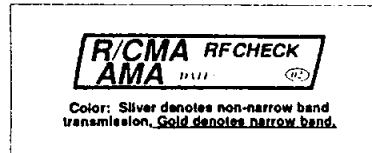
*"...the AMA Frequency Committee has dictated that these new channels be reserved for Narrow Band Transmitters ONLY."*

not exceed +/- 1500 Hz from the operating frequency and the sidebands must be at least 55 dB down at 20 kHz out).

The vast majority of FM (including PCM) transmitters meet this spec but very few

AM radios currently do. Older AM transmitters **CAN** be narrow banded, but it will require a factory mod. In the case of Ace Silver Seven, Olympic V, and ProLine transmitters the charge is nominal.

The Frequency Committee is planning to petition the FCC for a law change to tighten up these specs but that will take time; in the meantime, all manufacturers and importers under the body of RCMA (R/C Manufacturer's Association) have agreed to do so voluntarily and Narrow Band transmitters will be identified by an appropriate sticker.



Channel 12 falls into this "lower band" category and transmitters on Channel 12 are required to be **Narrow Band** in 1988.

Realize this new spec involves transmitters only, not receivers.

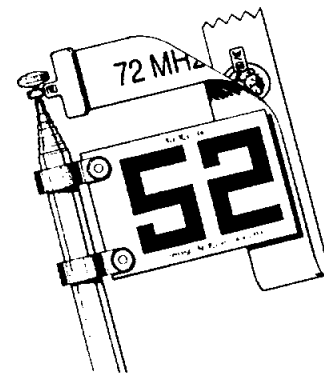
3. The situation come 1991 is still the same. We will implement all 80 of the channels (actually it's a few less, but who's counting), including the odd numbered ones. This environment will require both narrow band transmitters **AND** receivers.

4. To eliminate confusion when adding the new lower band channels, a new frequency

flag system is implemented.

5. 27MHz, 50MHz, and 53MHz frequencies remain the same as they are now. In 1991, 27MHz and 53MHz will stay the same and we will add the 'odd' channels to the 50MHz band.

I know this may be confusing, and will cause some uproar for awhile, just like we've been through before. But, rest assured that Chairman Fred Marks and every other member of the AMA Frequency Committee is trying their very best to do what's right for the modeler. Many capable minds have worked together to formulate this plan. They deserve deep felt thanks from each and every modeler involved in R/C, whether it's planes, boats, or cars.



**ADDITIONAL READING:** If you want more information on this subject, read "AMA R/C Frequency Utilization Plan" by Marks, Albrecht, and Plohr on pg. 106 in June, 1987 Model Aviation and Aberle's "Our R/C Frequencies, a Progress Report", a series starting in June, 1987 Flying Models.

### From the Pen Of Dr. Doom

-Continued-

the field lately. I guess the cool (COLD! ed.), cloudy weather has had something to do with it. If you have'nt seen it fly, you should check out Tim Hudson's new Hots and a Half. A really super flying machine he built from plans scaled up by Steve Hunter. Good job guys!!

Well folks, that time of major changes is upon us. The new R/C frequencies went into use January 1st, and we lose the old color coded frequencies of 72.080, 72.160, 72.240, 72.320, 72.400 72.960, and 75.640. These frequencies are no longer legal, and if you show up at the field to fly using one of them you **will be**

asked to leave. Repeat offenders will lose the right to fly at our facilities. We have had ample warning that this was coming so if you are unprepared, it's your own fault.

I have received a good summary from Bob Oldenburg of *True Turn Spinners* concerning the R/C Frequency Status for 1988-1991. I have enough of these for them to be available as handouts at the next meeting, and a reprint is elsewhere in this newsletter. Read it thoroughly, as it is pretty self explanatory. Even I could understand it!

No more news from here, **GOOD LEGAL FLYING!**

*Dave Thomasson*

*The R/C Flyer*

c/o TIM BOND  
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January 2, 1788  
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