

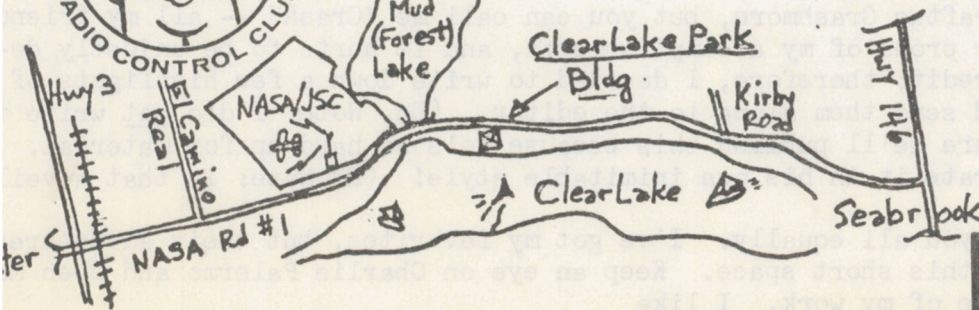


# NEWSLETTER

GROUSE HARBOR

DATE: Thurs. May 11, 1978

TIME: 8:00 - 10:00 P.M.

PLACE: Clear Lake Park Bldg.  
(see map)PROGRAM: Maynard Hill will visit  
us and talk about electro-  
static autopilots and RPV's!

## PAGE ALERT

to make sure  
you always get  
the message!



When you carry a page alert pocket pager, your secretary or answering service can reach you instantly anywhere you go in greater Houston by simply dialing a phone number that makes your pager beep. You're never out of touch with your office!

FOR FURTHER INFORMATION  
OR A FREE DEMONSTRATION  
call 961-7878

Service by Radio Paging Inc.

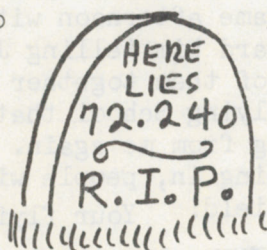
UBLE ON 72.240 (Red & White) --- Recently, several people  
e experienced interference on 72.240 while flying at the  
field. Don White says his airplane is hit (usually on all  
annels) for about 3 seconds. Then, it returns to normal con-  
l. The source of the interference appears to be Radio Pag-  
s, Inc., located in downtown Houston, which claims a ground  
age of about 40 miles for their paging devices. A review of  
e FCC files by J. W. Smith last week indicates the following  
e of 72-76 MHz frequencies in the Houston area:

72.160 (Blu/Wh) - Houston Pilots Assoc., Harris, 30 watts  
72.240 (Red/Wh) - Radio Paging, Inc., Harris, 26 watts  
72.320 (Vio/Wh) - Brown & Root, Greens Bayou, 1 watt  
75.640 (Grn/Wh) - Houston Pilots Assoc., Galveston, 30 watts  
arently, 72.080 (Brn/Wh), 72.400 (Org/Wh), & 72.960 (Yel/W)  
e clear at the present time, but the FCC will license anyone  
use them on request. It should be noted, however, that  
.240 & 75.640 are the real problem channels. We don't know  
people have had trouble on 72.160 & 72.320. Don White also  
ports a microwave repeater in Alvin on 72.080, but this may  
highly directional (away from us) and no problem.

If we are to preserve these frequencies, we damn sure better  
t our presence be known. If you experience radio interference or see the crash of an airplane  
erating on one of the above shared frequencies, please write to the district FCC office request-  
t a check of all users on that frequency. Then send copies of that letter to the following  
ople requesting aid in solving our frequency sharing problem.

strict FCC, 515 Rusk Ave., Houston, TX 77002..... Mr. John F. Strong, AMA Frequency Committee,  
08 Goodhill Rd., Wheaton, MD 20906..... Congressman Bob Gammage, 515 Cannon House Office Bldg.,  
shington, D.C. 20515 Attn: Mr. Tim Douglas, Legislative Assistant. Notify the club, of course.

ch of us needs to do his part to  
have clear frequencies for our  
t hopes that everyone doesn't  
.160, 72.320, & 72.960 are free  
d. Note: until the FCC allocates  
ermany and maybe other countries  
am. When the 72 MHz band was  
or other communications. Now,  
vanced so that such activities as Page Alert are profitable. Just another example of the FCC  
protecting the airwaves for the benefit of the people" --- which means if a big industry can make  
oney from it, then it's OK!)



protest the total disregard for the requirement  
activities. Don White is changing to 72.400  
order the same frequency! It looks to him like  
from interference....maybe 72.080 also.

a specific frequency band for R/C only, as  
in Europe have, we will always have this prob-  
opened to us, there was very little use of it  
however, the electronics state of the art has

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SALE: Royal B-25 roughed out, ready for final sanding & finishing.  
h or without engines. Flaps, retracts (?). For more info, call  
k Schoolcraft, 481-8732

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EXCITING!



## The Winners' Choice

MSCRCC ANNUAL AIR RACES... Paul Claeys... Hey, this 1/2 A racing is fun. That was the  
comment I heard from most everybody at the racing contest held April 8 & 9 at the MSC field;  
including pilots, workers, & spectators. They were right. It WAS fun. The planes are cheap,  
small & easy to build, and easy to fly. It proved one thing; you don't need a \$600.00  
Formula I to enjoy pylon racing. Here is an event that can really draw a lot of interest.  
With the prices the way they are today airplane & engine will be less than \$25.00, & you can  
build it in one evening. The weekend consisted of 1/2A & Q-500 racing on Sat., & Form-I on  
Sunsay. We had a good turnout.

### 1/2A

1. George Parks (fast time)
2. Dave Bowen
3. Dick Roddy

### Q-500

1. George Parks (fast time)
2. Matt Smith
3. George Avila

### Form-I

1. Ed Rankin
2. Steve Barrett (fast time)
3. George Parks





## Having Problems Lately?

Hi, Guys!!! You don't know me (at least not personally), but you've seen my handiwork on many occasions. I've been having fun with you and your R/C models for years here at NASA, although you've blamed your problems on everything from radio interference to the tidal influence of the Moon!! I'm a Gremlin, you see, and my role in life is to getcha' when you least expect it. I live on the Antenna Range so I'm always around when you come out to fly. The name is C. Aircraftus Crashmore, but you can call me "Crash" -- all my friends do!! I'm rather proud of my accomplishments, and it hurts to be unjustly deprived of the credit; therefore, I decided to write down a few highlights of my latest efforts and send them along to the editor. (Ed. Note: I did not write the masterpiece) I'm sure he'll publish this because he's so hard up for material. He'll probably illustrate it in his own inimitable style! (Ed. Note: is that a veil insult??)

I have to admit that I don't treat you all equally. I've got my favorites, but their adventures are all too numerous to mention in this short space. Keep an eye on Charlie Palermo and Owen Morris if you want to see a good sample of my work. I like that tall skinny guy, too -- John Kicker, or something like it. You should have seen him squirm last summer when I slipped the output arm off his elevator servo just after takeoff and then flew his airplane through the roof of that Corvette convertible in the parking lot! Unfortunately, the car was an old one and the owner was reasonable about it. John was out again just the other afternoon with his Quickie 500. He was fooling around, trying to use rudder with ailerons on rolls. I decided to show him how I use the rudder so I dirtied-up the feedback pot on his rudder servo so I could slip in full rudder right after takeoff. He spotted the servo's erratic motion ("glitches", he calls them) just before takeoff and decided not to fly. Shucks! Well, there'll be other days! It wasn't a lost afternoon, though. I taught Peter Campo a trick or two! Ol' Pete thinks he's a pretty hot pilot (a folly of youth) and when he decided to practice spins for the upcoming Fun Fly, I just had to ride along. We went way up high and Peter did about a 25-turn (50, he'd say!) spin. He thought that was great, so up again we went. We started down again and then I decided to show Pete a trick I know that always gets 'em. I walked back to the tail which eased the nose up in the spin and Presto! ...a flat spin! Rate of descent slowed down, rotation rate slowed down and I jumped off 'cause I knew what was coming next! Pete spun down to normal recovery height, neutralized the controls, but recovery was too slow. He finally pulled out about 20' high, but with the up elevator he was holding the airplane went into an accelerated stall and snap-rolled into the dirt before you could say "Glitch"! Thoroughly crushed (to match his airplane! ... see picture) Pete went over to pick up the pieces. He thinks the airplane is rebuildable. I'd agree....the tail is in pretty good shape!!



Tom McPherson was out that same afternoon with his Freshman, but I left him alone. A few weeks ago, I overheard him telling Jay Smith he had his pattern ship flying so I'm waiting till I can catch the two of them together practicing pattern maneuvers. I'll show 'em a few maneuvers I learned in Gremlin Flying School that'll make 'em wet their knickers! Well, gotta go for now, but you'll be hearing from me again. There's sure to be a good turnout this weekend and with Daylight Savings Time coming in, people will be flying in the afternoon. Gremlin's work is never done! See you at the field! Your flying buddy, "Crash"



## WHY AREN'T I HAPPY?



....well, the Campo's did it again on April 15th! Eleven club members showed up for the Poker Hand Fun Fly. When the dealing was over, Pete Campo had taken the pot with 5 Aces! Wayne Crawford was second with a Joker plus a Straight. Harvey Duck took third with Jacks. Of course, everyone's score was added to last month's Fun Fly score (if he had entered). So, in alphabetical order, here are all of the people who have participated so far: T. Berlekamp - 13.8; J. Campo - 7.9; P. Campo - 33.7; W. Crawford - 16.7; H. Duck - 33.7; J. Duneheew - 13.2; L. Foxworthy - 12.5; E. Galle - 16.9; G. Galle - 13.8; R. Graham - 6.7; M. Moore - 13.3; T. McPherson - 8.3; C. Palermo - 3.1; H. Rosenberg - 4.6; D. Smerz - 15.8; J. Smith - 12.3; D. Snipes - 7.7. If you waded through those statistics, you see that Pete Campo and Harvey Duck are only 2/10's of a point apart and will be hard to catch! So don't miss the next installment --- come on out on Sat., May 13th, at 8:30 for SPINS, LOOPS & ROLLS!!!

RINGY-DINGY, one more time! Add these new members to your telephone list...

CLAYTON BERGMAN -----331-5732  
TIMOTHY B. BERLEKAMP --- 481-4110  
MARLOWE D. CASSETTI ---- 474-2923  
PAUL M. CLAEYS -----332-2397  
JERRY HUMPHREYS ----- 472-0366  
WILLIAM S. SPAETH ----- 334-1610  
VAUGHN VRATIL ----- 481-0067  
WOODROW W. WILSON ----- 333-2217

(CORRECTION:  
Steve Pryor is  
really Steve  
Prior. Please  
correct!)

HERE IS A NOTE TO THE CLUB FROM JOHN KIKER  
"Manned Spacecraft Center Radio Control Club"  
--To all of my many friends in the club I just like to say thanks for the beautiful flowers which were sent in memory of Isabella. It was a long, losing battle with cancer. Thanks to each and everyone for the help and concern during this period. -- The Kiker family, John, Joel, Jerry and Kay!!...