

“Prop Kicks”

November, 2000



EST. 1975

Editor - Leif Thomson

166 Pusey Mill Road, Cochranville, PA 19330

The Newsletter of the Cloud Kings Radio Control Club - Oxford, PA.

Join us for Christmas Dinner

President's Corner

As I look back over the year, we have made progress in several areas. First, we have signed a lease with the Johnsons that provides us with the right to manage our activities while protecting them from the concerns of disgruntled neighbors. We must handle these complaints directly and are prepared to do so. We must still control our actions to insure we meet our own noise limits and flying schedule.

We have implemented a procedure to join our club which will allow the membership to meet and get to know new prospective members by requiring them to attend two meetings before voting them into the club. This procedure has already worked in heading off a potential problem for us.

We have also established minimum requirements for student pilots to perform in order to qualify to solo and fly without an instructor present. We have a lot of students in the club, which keeps the pressure on the have a pool of qualified and willing instructors available to teach all those who want to learn to fly. As I see it, this will remain as our biggest challenge in the future. This is key to keep members from giving up the hobby or going somewhere else to learn to fly.

Our club's summer events (Fly-in & Swap Shop) were reasonably successful, although we could have had wider membership participation. The challenge here is to make the appropriate changes that will improve our members' interest and hence their involvement. We are not unique with this characteristic. Every club I talk to has it to some degree. Several members have approached me with some ideas for new or improved events next year, so stay tuned to see!

Oh yes, we do have one event remaining and that is the annual Christmas Dinner. It is set for December 16th at 5:30 at the Red Rose Inn in Jennersville. This has been a nice affair in the past years and I urge you all to come with or without a guest. The cost is \$25 each. The Red Rose Inn wants a count two weeks ahead, so we need to hear from you by December 2nd. Call me (610) 869-0822 or Brian Swarts (610) 255-4998 and let us know if you plan to attend. Please try to attend this year!

Our last meeting this year is on Tuesday, December 12th at 7:30 at the West Grove Fire Hall. We will have nominations for officers and wrap up business for this year. As promised, we will start off with aircraft talk so bring your stuff for us all to see.

See you there!

Dick Plyler

Membership News

Apologies to Charles Narvel for misspelling his name in the last newsletter. In addition to Charles, we added two new prospective members at the October meeting. We are pleased to welcome Robert Schmoyer and Ralph Senter of West Grove as prospective members. Voting these gentlemen into full membership will occur at the next meeting that they attend.

Remember that AMA membership is required to be a member of the Cloud Kings. The AMA application forms for 2001 have already been mailed. Please renew early so that renewal with the Cloud Kings can proceed smoothly next spring.

Field Safety Note

Full-Scale Aircraft at Harris Field

On at least two occasions this year Cloud Kings flyers have been surprised by the arrival of full-scale aircraft at Harris Field. In both cases the R/C pilots were flying without spotters and the aircraft approach was masked by the R/C engine noise. This situation warrants a safety note.

When flying at Harris field, make sure that you have the agreement of another member to act as a spotter to notify you of full-scale aircraft activity. The spotter should warn the R/C pilot with as much advance notice as possible to allow time to clear the field if a full-scale aircraft intends to land. This is an AMA requirement when flying at an airport. In addition, R/C pilots should stand back from the runway while flying their craft.

December Meeting

Our December meeting will be held on Tuesday, December 12th at 7:30 PM at the West Grove Fire Hall.

Swap Shop 2000

The Swap Shop was a big success. The club brought in about \$350 after expenses. We typically donate about half of our net profits to the Assumption BVM School for the use of their facilities.

Humorous Lines

Why Helicopter Pilots are Different!

Harry Reasoner, February 16, 1971

The thing is, helicopters are different from planes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbance in this delicate balance the helicopter stops flying; immediately and disastrously. There is no such thing as a gliding helicopter.

This is why being a helicopter pilot is so different from being an airplane pilot, and why in general, airplane pilots are open, clear-eyed, buoyant extroverts and helicopter pilots are brooding introspective anticipators of trouble.

They know if something bad has not happened it is about to.

We Are Not Alone!

By Mike Denest

I was surfing through R/C Online on day and found this discussion of "our" frequencies in the 72MHZ band. The following is an accounting of the frequency spectrum and how it relates to aeromodeling. This was written by Dave Bone and posted at R/C Online.

Dave writes:

I lost my favorite heli flying field two weeks ago. What has this to do with channel 11 through 41? Well, you're not going to believe it I didn't, until I down loaded the FCC regulations but it has EVERYTHING to do with those channels. This is a rather long story, but I'll try to condense.

I fly on my employers property, prior to going into work, on second shift. My employer has several different locations /plants within Ohio, BTW. I first asked for permission to fly back in August of 1998. Permission was granted by the security department, and in fact many of the security guards stop to watch and chat. Over the past two years I have become quite well known, plant-wide, because of my helicopter flying. It is a beautiful site, manicured grass and wide open for 10 acres, more or less.

Two weeks ago, flying during the departure of first shift, a gentleman pulled up as I was just walking back to the parking lot, having just finished a tank of fuel. He asked if I was getting ready to fly. I reply, just finished and getting ready to go again. He says, "I have to ask you to put those helicopters away and not fly again until you have talked to the people in administration." My reply, of course, was; "and you are whom?" He introduced himself as head of security, having recently transferred from another plant.

He then proceeded to tell me a story of an incident, at that other plant, that happened several years ago.

It seems during an annual event, one employee was putting on a flying demonstration for a large crowd. He lost control of his plank, (heli pilot slang for fixed wing. mjd) crashing into the top of a large tent. The plane tumbled down the tent roof and fell into a crowd of spectators. No injuries, he told me. Anyhow, after some investigating it was determined that signals from a radio controlled bridge crane, within the plant, had "hit" the plane.

In an effort to continue my flying, I have been meeting with admin. personnel on and off for the past 10 days. Well, they just completed an investigation and have informed me I will not be allowed to fly on company property at any time in the future. Why? Because the radio controlled bridge cranes do, if fact, operate on 72 MHz! I could not believe this, and had to investigate for myself. I was shocked at the outcome!

FCC regulation NG49;

Railroad yards, manufacturing plants, logging sites, mills and industrial sites are operating on the following frequencies:

.....	72.020	72.040	72.060	72.080
72.100	72.120	72.140	72.160	72.180
72.200	72.220	72.240	72.260	72.280
72.300	72.320	72.340	72.360	72.380
72.400	.....	72.440	.....	72.480
.....	72.520	.....	72.560	.....
72.600	.....	.....	.....	.....

Now, pull out a list of our channel allocations and you will find these frequencies fall in between our channels, from 11 through 41.

The Newsletter of the Cloud Kings Radio Control Club - Oxford, PA.

Here's the real clincher from the FCC regulation:

"In the band 72.0 ~ 73.0 MHz, the use of mobile remote control models **IS ON A SECONDARY BASIS** to all carriers domestic public stations, to remote control of industrial equipment operating in the 72 ~ 76 MHz band, or reception of television signals on channel 4 or 5."

In other words, if we interfere with industry we are at fault! That's the way I read it, anyhow.

The fact that I have flown incident free for the past two years, and using 72.830 MHz, does not seem to carry much weight with my employer. They are re-considering my request to fly but the past incident, at a sister plant, still leaves a dark cloud.

So if you fly channel 11 41 or any channel in between, take care where you fly! You may get hitlegally!

Dave Bone

In the thread, someone suggested logging on to <http://www.percomcorp.com>. Here, you can look up a frequency range for your city or county. Just enter in the low/high range i.e., 72 - 73 and your area. What comes up is a list of area companies using frequencies within the range you requested. You will see they are all "even" and the decimal bandwidths for RC aircraft are odd i.e. 72.330 vs. 72.340, a 10MHZ separation! When I pulled it up for the Chester County area, I found that most of these frequencies are in use by Lukens Steel. One is a mobile phone company, two are in use by Chester County, one is used by Bethlehem Steel and two are used by the State of Pennsylvania.

The following is abbreviated list of 72MHZ even number frequencies, user and transmitter geographic coordinates.

72.0200	LUKENS STEEL DIV	CHESTER
72.0400	LUKENS STEEL DIV	CHESTER
72.0600	LUKENS STEEL DIV	CHESTER
72.0600	SCHUYLKILL MOBILE FONE	FORESTVILLE PA
72.0800	LUKENS STEEL DIV	CHESTER
72.1000	LUKENS STEEL DIV	CHESTER
72.1200	LUKENS STEEL DIV	CHESTER
72.1400	LUKENS STEEL DIV	CHESTER
72.1600	LUKENS STEEL DIV	CHESTER
72.1800	LUKENS STEEL DIV	CHESTER
72.2000	LUKENS STEEL DIV	CHESTER
72.2200	LUKENS STEEL DIV	CHESTER
72.2400	LUKENS STEEL DIV	CHESTER
72.2600	LUKENS STEEL DIV	CHESTER
72.2800	LUKENS STEEL DIV	CHESTER
72.2800	CHESTER, COUNTY OF	OXFORD, PA
72.3000	LUKENS STEEL DIV	CHESTER
72.3200	LUKENS STEEL DIV	CHESTER
72.3400	LUKENS STEEL DIV	CHESTER
72.3600	LUKENS STEEL DIV	CHESTER
72.3800	LUKENS STEEL DIV	CHESTER
72.4000	LUKENS STEEL DIV	CHESTER
72.4400	LUKENS STEEL DIV	CHESTER
72.4800	LUKENS STEEL DIV	CHESTER
72.5000	LUKENS STEEL CO.	COATESVILLE
72.5200	LUKENS STEEL DIV	CHESTER
72.5400	BETHLEHEM STEEL	COATESVILLE
72.5600	LUKENS STEEL DIV	CHESTER
72.6000	LUKENS STEEL DIV	CHESTER
72.6400	CHESTER, COUNTY OF	COATESVILLE
72.6400	LUKENS STEEL CO	COATESVILLE
72.6600	LUKENS STEEL CO	COATESVILLE
72.6800	LUKENS STEEL CO	COATESVILLE
72.7000	LUKENS STEEL CO	COATESVILLE
72.7200	LUKENS STEEL CO	COATESVILLE
72.8000	LUKENS STEEL CO	COATESVILLE
72.8200	PENNSYLVANIA, STATE OF,	CHESTER
72.8200	PENNSYLVANIA, COMMONWEALTH	CHESTER
72.9000	LUKENS STEEL COMPANY	COATESVILLE
72.9400	LUKENS STEEL COMPANY	CHESTER

So, fellow R/Cer's, there are two recommendations you should follow to make your flying accident free. If you change your radio frequency, insure that you have the receiver tuned to match your transmitter. Only a licensed technician may tune a transmitter. Insure that your transmitter and receiver battery packs are in top condition. Use an ESV to monitor the battery capacity at the field and stop flying before the batteries drop to their lowest levels. Now that old man winter is almost here, cycle the batteries at least once a month. Constant recharging without using the radio can create problems with battery capacity. A lot has already been written about nickel-cadmium batteries so I'm not going to repeat it here. In short, let's be careful out there!