

The Ohio Radio Kontrol Society
 3101 Stoney Bridge Lane
 Columbus, Ohio 43221



<http://www.torks.com>

Special points of interest:

- ◆ Presidents Message
- ◆ Next Meeting October 31



TORKS Chapter 2172

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President's Message -

It sure is interesting being president of this club. In the last 3-4 months we've raised the dues, canceled the Jet Scramble and had a visitor at the field with a heart problem which required the squad and transportation to Mt. Carmel hospital. Whew! I'll be glad to go to Florida for the winter and rest.

I won't go into what happened to the Jet Scramble in this letter. It's been cussed and discussed long enough. It's over and done with. Let it lay. I will say the club is still very solvent/ thanks to the foresight of the previous officers. What the future hold as to Torks sponsored events I don't know. There are several ideas floating about, but nothing concrete.

We did have a fantastic Fish Fry. Joe and his wife and all the ladies did an outstanding job. The fish and the cold slaw was out

of sight and that where I put my effort (eating). We had the biggest crowd at the field I've ever seen, 54 people eating fish and goodies. If you missed this one you missed a treat.

Business of the club was 2 new probationary members and one probationary member voted to regular membership. See Dave Agee's Sec. Minutes for details.

Other business was a discussion of where the Electrics are going to fly. I still don't believe their real airplanes because they don't make any noise, but they do appear to be the wave of the future. After some discussion it was decided and a motion was passed to have the small Park Model electric fly in the open area just south west of the clubhouse. Larger Electrics would fly off the runway with everyone else. I will try to have a

place mowed SW of the clubhouse for the Park models to land.

Enough for now. The season is coming to an end and we need to take advantage of the good day's left. See you at the field

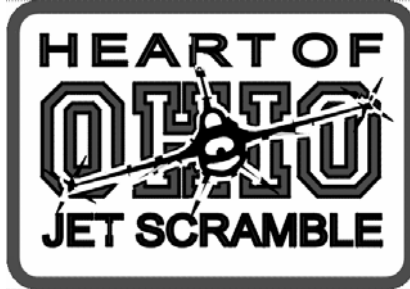
Jack.



TORKS CHAPTER 625

ATTENTION:
Our Next Meeting is
October the 31st
2004 - 2:00p.m. at the
Field of Dreams

HobbyTown USA
 Let them know that you're a
 TORKS member & get a dis-
 count!
 5303 Westpointe Plaza Drive
 777-9307



TORKS—THE OFFICIAL HOST
 OF THE HEART OF OHIO JET
 SCRAMBLE

Help Support The Sponsors

Last year was especially hard on the Jet Scramble committee to go out and solicit sponsors with the way the economy has been. In our newsletter we list many of these sponsors, please visit them as often as you are able to. They continue to help us out, it is the least the member of the club could do.

TORKS

Meeting Minutes

Date: Sunday Sept 26, 2004

Location: TORKS Field of Dreams

Meeting called to order by President Jack Rowlands @ 2:02 pm

Roll call:

Taken by Dave P, and a quorum was present consisting of:

- 16 Regular Members
- 1 Life Members
- 9 Probationary Members
- 1 Affiliate members
- 4 Junior Members
- 1 Associate Members

Note: Based on current membership, a quorum is 17 voting members.

Treasurer's report:

Given by Dave P. Everything in good shape.

Committee Reports

Safety Committee – Chuck Elkins

Nothing new to report

Orientation Committee – Matt Findley

Matt was not present.

Field Marshall – Bob Schofield

Bob was not present

Site Retention Committee – Greg Poppel

Greg was not present

Executive Committee

Nothing new to report

New Applications for Membership

The following new members had submitted completed applications and were ready to be voted into Probationary status.

Ted Thomas

Charlie Horsley

Chuck Elkins made a motion that they be approved into Probationary status, Jerry Klemm seconded, and approval was unanimous.



Probationary Members voted to Regular Status

The following Probationary member was present and had met conditions to be voted to full membership.

Jeff McCord

Jack Rowlands made a motion to approve Jeff to Full member status, Chuck Elkins seconded, and approval was unanimous.

Old Business

Jet Scramble discussion

Dave P presented the updated financials of the Jet Scramble cancellation to the members.

Speculation on the reasons for the radio interference resulted in much discussion about the future of the Jet Scramble. It was noted that the AMA had made a trip to Darby Dan airport and would be making a report on their findings.

Some discussion centered on relocating the Jet Scramble to another airport. Washington Courthouse was mentioned with some members voicing concern over the travel time involved, but primarily the concern of lower attendance. Bob Lewis volunteered to check into the possibility of Madison County airport as a site.

New Business

Electric Flight Line

Concerns were noted that Electric planes flying at the newly designated flight line could be seen out of the corner of pilot's eyes on the main flight line. After discussion it was clarified that Electric Flyers flying in the newly designated flight line could not cross the pit side of the runway. This would prevent possibility of collision with aircraft in the normal flight pattern.

Items from the floor

It was suggested that we sell advertising in our newsletter as a fundraiser. Dave P noted we would welcome all opportunities and would look into it.

Upcoming Events

October 31 TORKS Meeting at the field.

Meeting Adjourned at 3:03 pm



Each year, Chuck Thompson is a big player in our Friday night hanger party.

They will deliver to the field also!!!
(The one in Harrisburg, numbers are posted in the building)

R/C'S Hobbies Of LaPorte,
In.
www.rcshobbieslaportein.com

HOOJS
sponsor donated the Futaba 9CAP radio system.

Capstone Hobbies
Westerville
562 W. Shrock Road
899-6313

Frequency issue at Darby Dan Airport
Added 10/13/04)

The Academy recently was appraised of frequency interference problems encountered during a major event held at Darby Dan Airport just outside Columbus, Ohio.

Frequency Issues

The Academy recently was appraised of frequency interference problems encountered during a major event held at Darby Dan Airport just outside Columbus, Ohio.

The event, comprised primarily of turbine powered aircraft, suffered a number of incidents during the set-up day and the first official event day. The Academy was notified that the best the organizers could determine, through the use of scanners and/or a spectrum analyzer, activity in the 72 MHz band appeared to be causing the problems. Speculation at the site, at the time of the event, included a concern as to whether Broadband over Power Lines (BPL) activity might be a cause.

Inquiries made by the Frequency Committee through the Academy's attorney and the FCC indicated no activity in that area which would appear to create interference on the three frequencies noted. Additionally, none of the information accumulated by the Frequency Committee to that time had indicated any BPL

activity being conducted in that area. The event was subsequently cancelled by the organizer.

As part of the Academy's continuing efforts to determine the possible effects of BPL activity, Dan Williams (AMA Frequency Committee), Steve Kaluf (AMA Technical Director) and Carl Maroney (AMA Special Services) traveled to the airport to investigate by using monitoring equipment and to possibly fly model aircraft in a controlled setting. The following represents a brief synopsis of their findings.

An initial spectrum analyzer sweep of the 72 MHz band revealed a very quiet background with no commercial transmitters or other devices which are normally interspersed between our frequencies. As is typical where a channel 4 television station is operating, its audio was noted at 71.750 MHz. This is below our frequencies. While an image problem could be experienced by receivers operating around channel 20 if they did not meet the AMA guidelines for narrowband operation, there would appear to be no concern for the lowest channel number affected during the event, channel 25. Additionally, it is extremely unlikely, with the type model aircraft being flown, that any non-guideline receivers were on site at the time of the event.

Flight testing was then conducted on the three frequencies reported having suffered interference during the event. An FMA FS 8 receiver and Flight Recorder were employed in the test aircraft. This allowed the opportunity to gather time-related information on any "glitches" or frame errors and the severity of those errors would also be recorded.

Flight 1 - Channel 25

There were 17 frame errors recorded within 27 seconds of take off, but none after that until just before landing, when 2 more were noted. There is a possibility that the conditions and positioning in reference to the hangar may have caused some reflections resulting in the frame errors. The error count is well below that which would be considered a problem. The model's flight showed no indication of being affected.

Flight 2 - Channel 35

There were 3 errors recorded immediately after takeoff and 2 additional within 20 seconds, for a total of 5 for the entire flight. The landing occurred in a slightly different area relative to the hangar.

Flight 3 - Channel 50

There were 4 errors recorded within 15 seconds of takeoff and no additional for the rest of the flight. The landing area was the same as flight 2.

In conclusion, there was nothing found by the testing on that day which would directly account for the problems encountered on those frequencies during the event. The overall lack of activity on the interstitial commercial frequencies is important to note.

The speculation that BPL may have been the cause of the interference problems requires some additional comment. The Frequency Committee has been actively engaged in monitoring the possible development of BPL.

While the original information published by the Federal Communications Commission (FCC) indicated possible activity between 1.8 and 80 MHz, all of the activity discovered has been below 30MHz. No evidence has been produced indicating that BPL can or will affect our activity as long as the operations are within Part 15 of the FCC rules. Members of the Frequency Committee have been attempting to monitor BPL activity, whenever possible, at the very limited number of sites which have been identified. Two members of the committee have been actively engaged in dialogue involving the development of guidelines for BPL operation which will assure that any emissions are within Part 15 of the FCC regulations.

In reference to the interference issue at Darby Dan Airport, one additional point must be mentioned. While clubs and groups generally determine what type of model frequency use exists within a few miles of their established site, they sometimes may not be aware of activity nearby a site being used for a special event on an infrequent basis. This is an extremely important point to consider! In the case of Darby Dan, since the event it has been suggested that there may have been model radio control activity within a relatively short distance of the airport. A report, while unconfirmed, that one or more individuals own and operate several models within a mile of the airport may account for the problems. Unfortunately, it must also be stated that on more than one occasion the Academy has received confirmed reports that purposeful interference has been created in an effort to force a field closure or prevent an event from occurring.

The Academy, through each district and at Headquarters, maintains a sizable inventory of scanners and Channel Analyzers. These may be used by clubs or groups desiring to monitor their site or any site which they intend to use. In addition, there are counters available which perform a similar function to that employed in the tests at Darby Dan. Contact your District Frequency Coordinator listed in the District Vice President's column each month, or Steve Kaluf at AMA Headquarters, extension 231.

AMA wishes to thank Fred Marks and FMA for making the equipment available for the testing.

AMA Frequency Committee

Wednesday, October 13th

Wilbur Towns, friend to many in TORKS, passed away today. Wilbur's passion of flying r/c airplanes came to an end out the TORKS Field of Dreams on Sunday, September 19th as my guest.

Check to newspaper for funeral details.

Respectfully submitted by Robert
(Doc) Lewis

Open Letter to the Members

Mark Byram and I agreed to work on a face lift for the TORKS website.

I will work on the wire frames and a draft of the new Web Site.

Until the new Web Site is completed (spring '05 ?) I will host the new version in test mode on the servers where I host my own Web sites where it can be viewed during it's development.

I started experimenting some ideas on my personal website

<http://rc-aviation.COM/> and it is an example of how the web site could look and feel even though I would create TORKS it's own look and feel. But you can see how some of the content is presented and what could be found there. RC-Aviation is not done yet but gives

you the idea.

- I would really appreciate it if anyone has any TORKS graphics, logos, etc in electronic format, if not I can scan graphics in. You can Email them to me at Bob@Interflyer.com otherwise I'm usually at the field on weekends.

- I would like suggestions or needs so I can design them into the Web Site. The newsletter should play an important part of the Web site. SO PLEASE Email me any suggestions.

- The more everyone participates the more complete it will be.

I really want to showcase our activities and our Club community as I think it deserves.