

SPACE CONTROL MODS. This multi propo equipment has been through several model changes, culminating with a complete redesign, when it was taken over by Orbit. But there are still quite a few of the early models you can pick up at reasonable cost; with some changes (most of which seem to be applied to transmitter) there's a lot of good flying in this old equipment. We detailed one set of changes in Jan/Feb. '63 issue, p. 50. Here are some more, these being the result of lots of experiment by Art Morgan (104 Linden Ct., Wilmore, Ky), and applied to the Mk V version.

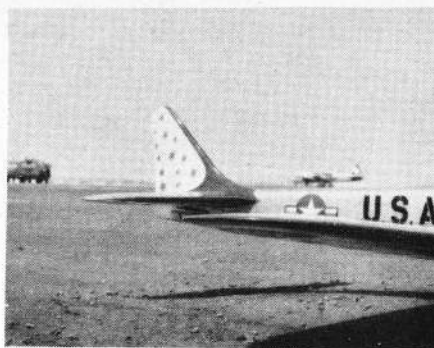
Art found that a 50 degree change

EVERYTHING UNDER CONTROL

in temperature would alter aileron action so much that the transmitter aileron trim control could not get the surfaces back to neutral. His simple fix was to add 3K thermistor and parallel 3.3K resistor in B plus supply to tone generator; a Veco #33D10 (about \$1) does the trick. This addition causes a change in neutral, which can be cured by trying different 1U5 modulator tubes, all of which give different tone—and different aileron neutral. (Latter could also be reset by shifting pot attached to control stick). Art also found interaction between aileron and rudder, and the added jumper from rotary contact to upper end of 100K pot took care of this. Addition of jumper alters pulse rate, so 6.8K resistor is reduced to 3.9K to restore things to normal. Thus, a few very simple changes cleared up two annoying problems.

Morgan suggests that experimenters check to make sure their transmitters have parts marked (**); these are decoupling circuits, and are not in some of the older S.C. transmitters. If you don't find them, install these parts yourself. Check to make sure your circuit is exactly like that shown here, or the Morgan mods may not do the job correctly.

Art got so interested in this system that he built a completely new transmitter, incorporating the standard Space Control circuitry, but with the mods we have shown. A few other differences are as follows. Changed RF amplifier to a 3A4 (which has higher rating, greater safety factor than the original 3V4). RF tank and neutralizing circuit from the Handy-Mac transmitter was built in. Antenna is base-loaded to bring it to 1/4 wave on 50-mc band. A 250K motor control pot is utilized (with jumper from arm to one end, as in circuit herewith) and is fitted with a mechanical stop, so that full motor control range is had in only about 150 degrees of knob rotation. Conventional wiring instead of P.C. seems to give improved stability



Harold deBolt's "Interceptor Mark Two" spans Weight with ST-51 and Orbit proportional equip

under high humidity conditions. Two push button switches were added to the elevator main and trim pot string, per circuit herewith; pushing either button gives overtravel in full up or full down elevator, per circuit B, for reliable spins, and for wheel brakes.

INTERCEPTOR MK II. When he built his first Interceptor, Harold deBolt (Williamsville, N.Y.) said that was IT—the ultimate for his particular needs, and no changes were needed. But like a true modeler, some changes were made, and the present "ultimate" appears herewith. Specs on the latest: 68" span, 750 sq. in. area; weighs 6 1/2 lb.; S.T. 51 engine; Orbit propo; Cam-Locs hold wing to fuselage; plane has Retract-Gear and Hobby-Poxy finish. Hal notes that the new Orbit works fine, but he finds it more difficult to shift among several planes—he much preferred the old "red brick" Space Control receiver which had entire plane R/C installation (except aileron servo) in a single unit.

HOBO MEET. This term applied by members of Syracuse ARCS to a fly-for-fun affair that they run mid-summer each year. They have a fine club field, a most congenial bunch of fliers and these Hobo Meets are most relaxing. For those who just *must* compete

