

## Radio Control

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in the 465-mc regulations whereby hobbyists would be allowed to build their own equipment and manufacturers would not have to offer their transmitters for extensive tests and approval as at present (it has been proposed that all 465-mc R/C transmitters be crystal-controlled); 4) Grant a frequency or band of frequencies for exclusive use of R/Cers.

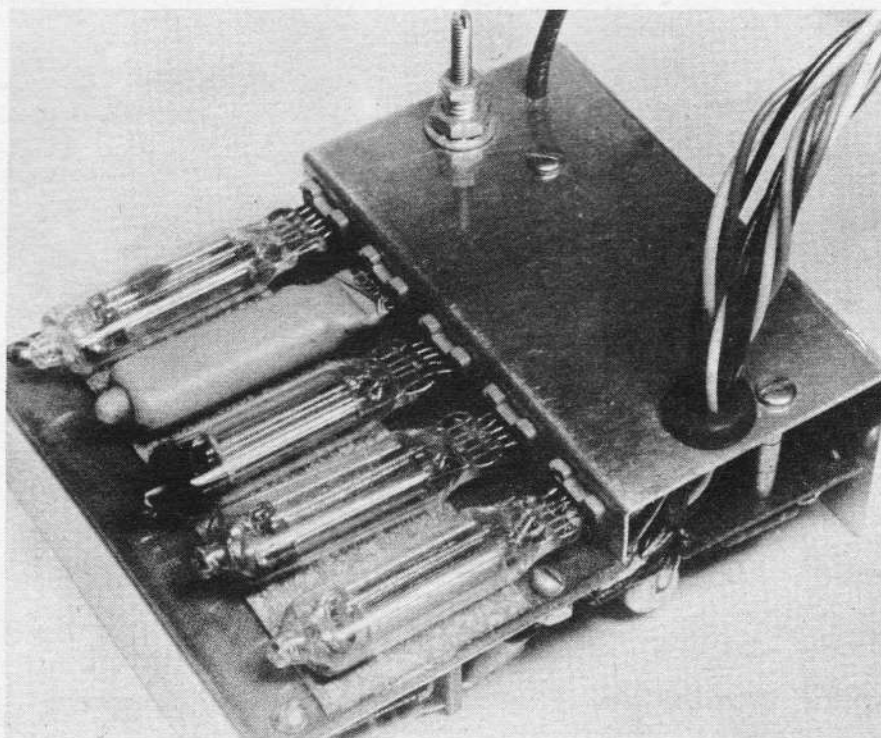
The petition, a long one, has taken a tremendous amount of work in its preparation; it naturally cites the astonishing growth of model R/C work, the valuable technical training afforded by this hobby, the past history of R/C especially since the first "wide open" Citizen's Band

frequency was allocated (27¼-mc in 1952), etc.

We have great hopes for this fine job undertaken by the AMA; it certainly presents the modelers' story in a comprehensive manner. As is usual in such cases, it will be some time before the F.C.C. takes any action, but at least we've made our move.

**All you wonderful readers** are now familiar with the WAG dual-proportional receiver (described in Jan. & Feb. 1957 "A.M."). See photos (above, below) of a receiver made by Ivor Winby utilizing the WAG-TTPW circuit just as it was given, but with an entirely different mechanical arrangement.

The pix were sent by Fran McElwee (1400 Kenyon Ave., S. Plainfield, N. J.),



who has flown the receiver extensively. Its plastic case measures  $1\frac{3}{8} \times 2\frac{5}{8} \times 3\frac{1}{4}$ " outside; set weighs 6-oz with case and cables.

Fran, who employs this receiver a bit differently than the designer intended, suggests we mention this to you. He simply uses it to control two 90-180° compound escapements and therefore has a simultaneous escapement control system.

This system was flown extensively in 1956; Fran expects to put the receiver to use for dual proportional soon. He points out that the Fail-Safe tube and relay can be eliminated for dual-escapement operation; his own plane utilized the "quick-blip" arrangement for motor control, working from the rudder escapement.

McElwee's transmitter is quite versatile; he can use the RF portion alone for CW receivers, add the WAG multivibrator modulator for the dual-escapement system, and further add the two pulser multivibrators for the dual-proportional TTPW system.

For dual-escapements, Fran just plugs in two SPDT micro-switches in place of the two relays in the modulator circuit; these switches normally send out a 500 cycle tone, and 80/20 pulse width, cutting off both the receiver elevator and rudder relays; receiver current drain is then about  $\frac{1}{2}$  ma. Either or both micro-switches may be depressed as desired, giving instant escapement action; the Fail-Safe has not been used for motor control in this arrangement, since it works a bit slower than the elevator and rudder circuits, and both always cycled once when the Fail-Safe button was pushed for engine control.

Fran saw our note on the scarcity (it turns out that they really aren't too scarce, after all) of 3D6 tubes in a past Column, says he needed one recently and couldn't get it locally. However, he was offered a 3LF4, said to be a replacement for the 3D6. He put this Philco tube in his transmitter (a Lorenz MOPA) and it has worked fine.