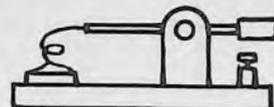


Spark-Gap Times



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The Old Old Timers Club



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1 JANUARY, 1963

YE OLDE COPPYE BOYE WISHES FIRST TO THANK ALL HANDS FOR THEIR COOPERATION AND SUPPORT. IT HAS BEEN FINE AND THE HELP GIVEN BY SOME OF OUR MEMBERS HAS BEEN JUST WONDERFUL AS EVIDENCED BY THEIR CONTRIBUTIONS--MATERIAL FOR SPARK-GAP TIMES AND FOR NUMEROUS SIGGESTIONS THAT HAVE BEEN VALUABLE. IF OUR MEMBERS WILL CONTINUE THE FINE WORK OF THE PAST YEAR INTO THE NEW YEAR, THE FUTURE MONTHS SHOULD SEE CONTINUED PROGRESS AND IMPROVEMENT.

IT IS WITH PROFOUND REGRET THAT WE MUST ANNOUNCE THE WITHDRAWAL FROM ACTIVE CLUB AFFAIRS OF OUR ESTEEMED HONORABLE FOUNDER FROM THE FIRST OF THE YEAR. BERT HAS BEEN A TOWER OF STRENGTH DURING THE YEARS OF SERVICE YE OLDE COPPYE BOYE HAS GIVEN TO THE OLD OLD TIMERS CLUB AND HIS WISDOM AND SUPPORT WILL BE SORELY MISSED. IT IS HOPED THAT BERT WILL CONSENT TO A CONSULTING CAPACITY FOR THE DURATION OF THE TERM OF OFFICE OF YE OLDE COPPYE BOYE.

WITHOUT THE INITIATIVE AND DRIVE OF BERT INGALLS DURING THE EARLY YEARS, THERE WOULD HAVE BEEN NO OLD OLD TIMERS CLUB TODAY. CONTRIBUTIONS HAVE BEEN MADE TO THE GROWTH OF OOTC, BUT WITHOUT BERT, THE BIG CONTRIBUTION WOULD NEVER HAVE BEEN MADE. IN THE YEARS TO COME AS WELL AS NOW, IT SHOULD BE REMEMBERED THAT THERE CAN NEVER BE AN HONOR CONFERRED ON ANY MEMBER GREATER THAN HONORABLE FOUNDER. BERT, IT WILL BE BE DIFFICULT WITHOUT YOUR SUPPORT AND WE SHALL INSIST ON THE PRIVILEGE OF CONSULTING YOU AS NEED ARISES.

1963 ELECTION

ARTICLE V OF THE CONSTITUTION-- THE BOARD OF DIRECTORS SHALL COMPRISE THE OFFICERS OF THE CLUB; THERE SHALL BE A PRESIDENT, VICE-PRESIDENT, SECRETARY AND TREASURER. AN AUDITOR AND EDITOR SHALL BE APPOINTED BY THE BOARD OF DIRECTORS.

- A. THE DUTIES OF THE OFFICERS SHALL BE THOSE COMMONLY ASSOCIATED WITH THE OFFICE.
- B. ANY MEMBER DESIRING TO RUN FOR AN OFFICE, SHALL MAKE HIS DESIRES KNOWN TO THE SECRETARY AT LEAST ONE MONTH PRIOR TO THE DATE OF THE THEN PRESENT ENCUMBENT ADMINISTRATION. THE SECRETARY SHALL LIST THESE DESIRES IN THE ORDER OF OF OFFICE, AND THIS LIST SHALL COMPRISE THE NEW NOMINATING BALLOT, WHICH SHALL BE FORWARDED TO ALL MEMBERS NOT LATER THAN DECEMBER FIRST, ONE MONTH PRIOR TO EXPIRATION OF THE TERM OF THE ADMINISTRATION IN FORCE.

IT WILL BE SEEN THAT IT IS NECESSARY TO TAKE EARLY ACTION IN ORDER TO HAVE AN

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EFFECTIVE AND ORDERLY ELECTION OF OFFICERS. IT IS PLANNED TO APPOINT AN ELECTION CHAIRMAN SO THAT AN ELECTION SATISFACTORY TO ALL MEMBERS WILL RESULT. IT IS HOPED THAT AN ELECTION CHAIRMAN WILL BE ANNOUNCED BEFORE SPARK-GAP TIMES IS CLOSED FOR THIS ISSUE.

BLUE BOOK REPORT

W4MF HAS REPORTED THAT THE SIXTH AREA BIOGRAPHIES HAVE BEEN COMPLETED AND WILL SOON BE READY FOR PRINTING. THE OTHER AREAS WILL OF COURSE FOLLOW AS SOON AS BERT CAN GET THEM COMPLETED.

IT HAS BEEN DECIDED TO PUBLISH FEATURE ARTICLES AND PICTURES THAT SHOULD BE IN THE BLUE BOOK, IN SPARK-GAP TIMES SO THAT THE MEMBERS HAVE THE OPPORTUNITY TO SELECT THE MATERIAL FOR INSERTION IN THE BLUE BOOK. HEREAFTER, SPARK-GAP TIMES WILL BE PUNCHED FOR THE THREE RING BINDER COVER USED FOR THE BLUE BOOK.

IT IS ANTICIPATED THAT THERE WILL BE A DEMAND FOR ADDITIONAL BLUE BINDERS. THESE MAY BE OBTAINED FROM THE SECRETARY ON PAYMENT OF \$2.50. THIS WILL COVER THE COST OF THE BINDER, THE COST OF PACKING AND TRANSPORTATION WITH A LITTLE TO SPARE.

THE FIFTY YEAR STAMP DESIGNED BY W4MF, BERT OSBORNE OUR BLUE BOOK EDITOR HAS BEEN MAILED OUT TO QUALIFIED MEMBERS AND IS A MOST DISTINCTIVE ADDITION TO THE MEMBERSHIP CERTIFICATE. OUR AWARDS CHAIRMAN, W6WPF, JACK DUNN MAILED THEM OUT AS SOON AS HE RECEIVED THEM AND ALL QUALIFIED MEMBERS SHOULD HAVE THEIRS BY THIS TIME.

1913 CALL BOOK SUPPLEMENTS

OUR PRINTING SOURCE HAS BEEN UNABLE TO GET THESE SUPPLEMENTS PRINTED BECAUSE OF THE HOLIDAYS AND PRESS OF OTHER WORK. I HAVE BEEN ASSURED THAT HE WILL START THIS JOB SOON AND I HOPE TO HAVE THEM READY FOR MAILING IN THE NOT TOO DISTANT FUTURE.

THE 1913 LISTINGS SO CAPABLY PREPARED BY K2NP BILL GOULD WILL BE FOUND IN THIS ISSUE AND WILL NOT BE PUBLISHED BUT ONCE A YEAR HEREAFTER. IT WILL BE PUNCHED FOR INSERTION IN THE BLUE BOOK AS PLANNED AND WILL BE A FINE ADDITION TO THIS PUBLICATION.

COMMUNICATIONS CHAIRMAN REPORT

TO INTERESTED MEMBERS IN NET OPERATIONS---SINCE 1 JANUARY, 1963, THIS STATION HAS BEEN TRYING TO CONTACT OOTC MEMBERS ON FREQUENCIES AND DATE-TIMES OUTLINED IN DECEMBER SPARK-GAP TIMES. PROPAGATION HAS BEEN SUCH THAT CONDITIONS ON 14 MC. ARE POOR. 7 MC. IS CROWDED BUT WE ARE PLUGGING AWAY; SO COME ON IN AND HELP US GET THESE NETS STARTED. WITH PATIENCE, WE WILL EVENTUALLY ESTABLISH SOME GOOD NETS.

9 JANUARY, 1963-- "DUE TO RTTY ACTIVITY ON 14090 Kc. THE OOTC NET TEMPORARY SCHEDULE AT 2400 GMT AS OUTLINED IN DECEMBER SPARK-GAP TIMES IS CHANGED TO 14080 Kc. AT 2400 GMT. THANKS.
ROY ARMSTRONG W5R1H
COMMUNICATIONS CHAIRMAN

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NEW ADDRESSES

I WONDER HOW MANY REALIZE WHAT HAPPENS WHEN THEY DO NOT NOTIFY US OF CHANGE OF ADDRESS?--ORIGINAL MAILING-----.05
RETURN REQUESTED-----.08
NOTICE SENT TO VERIFY CHANGE-----.08
RE-MAILING-----.05
NEW ADDRESSOGRAPH PLATE-----.25

TOTAL COST-----.51 CENTS.

THE POST OFFICE WILL NOT FORWARD ANY 3RD CLASS MAIL. WHEN YOU CHANGE YOUR ADDRESS AND DO NOT NOTIFY US, YOUR MAIL IS SENT TO THE OLD ADDRESS AND RETURNED TO US WITH A CHARGE OF 8 ¢. YOU ARE THEN REMOVED FROM OUR MAILING LIST UNTIL WE ARE NOTIFIED BY YOU OF NEW ADDRESS. JUST THINK--NO MORE SPARK-GAP TIMES--NO ROSTERS, NO BLUE BOOK, INSERTIONS ETC.---NO NUTHIN'. WATTA LIFE. BE A GOOD "CHAPPIE" AND NOTIFY US OF ANY CHANGE OF ADDRESS. THANKS FELLERS.

EARL C. WILLIAMS W2EG
SECRETARY

TREASURER'S REPORT

DATING FROM THE DATE OF TAKING OFFICE (1960) UNTIL JANUARY 1, 1963.

MONEY TURNED OVER BY E.E. CLINE, TREASURER-----	\$-	614.77
ALL RECEIPTS FROM LIFE MEMBERSHIPS, PINS BLUE BOOK, SUPPLEMENTS, ETC.---	\$-	3961.27
INTEREST ON MONEY IN BANK-----	\$---	59.16
	\$	<u>4635.20</u>
	\$	
TOTAL EXPENSES COVERED BY VOUCHERS-----	\$--	4081.00
	BALANCE-----	\$-- <u>554.20</u>
DUE FROM 35 MEMBERS FOR LAPEL PINS-----	\$---	70.00
DUE FROM 63 MEMBERS FOR BLUE BOOK-----	\$---	<u>189.00</u>
	TOTAL DUE	\$ 259.00

SIGNED,

EARL C. WILLIAMS W2EG
SECRETARY

APPROVED BY EARL E. CLINE SR.
PRESIDENT.

TWO NURSES WERE WEARILY FOLDING DIAPERS IN THE MATERNITY WARD. "YOU KNOW," OBSERVED ONE, "I JUST CAN'T BELIEVE THEY'RE ONLY 80% WATER."

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MR. HAROLD V.B. VOORHIS, WHO PERMITTED THE OOTC TO REPRODUCE THE OLD BLUE BOOKS OF THE WIRELESS ASSOCIATION OF AMERICA, OF THE PERIOD 1908 TO 1910 HAS PREPARED A VERY NICE CERTIFICATE FOR THOSE AMATEURS LISTED IN THIS INTERESTING LISTING. HIS LETTER REPRODUCED BY TYPE WRITER FOLLOWS:

DEAR EARL:

I HAVE TODAY MAILED OUT FIFTEEN CERTIFICATES, AS PER THE ENCLOSED SAMPLE AND AS FOLLOWS:

1.---IRVING VERMILYA	VN	WIZE
2.---CLARENCE H. PFEIFER	RD	W2FG
3.---MALCOLM H. SMITH	MSM	WIGV
4.---ARTHUR E. ERICSON	ZZ	WINF
5.---CARMAN R. RUNYAN, JR.	YS	W2AG
6.---GEORGE E. BURGHARD	GEB	W2GEC
7.---HARRY M. ASH	MH	K2BA
8.---ANTON C. FREY	ACF	W2JF
9.---GEORGE T. DROSTE	GDT	W6IN
10---TOWNSEND J. RIGBY	TJ	W7COH
11---HAROLD V.B. VOORHIS	NOM	-----
12---FRANK MERRITT	BRM	-----
13---OLIN C. BROWN	OBM	W1A1
14---THOMAS APPLEBY	HNM	W3AX
15---RALPH DAMON	RDM	K4CS

ONLY ONE, MALCOLM H. SMITH SENT IN PROOF, A LITTLE PAMPHLET OF MODERN ELECTRICS, MAY 1909, VOLUME 11, No. 2, PAGES 47-80, WHICH LISTED SEVERAL NAMES. YOU MIGHT CARE TO ASK HIM FOR IT FOR REPRODUCTION. THESE ARE RARE ITEMS. I RETURNED IT TO HIM. THE OTHER NAMES I GOT FROM VARIOUS SOURCES AND I AM SURE SOME MORE WILL COME TO LIGHT.

I AM CHECKING A FEW OTHER NAMES WITH THE INDIVIDUALS, AND WHEN AND IF ADDITIONAL CERTIFICATES ARE ISSUED I WILL ADVISE YOU SO THAT THE NAMES MAY BE LISTED IN S-G TIMES

THE CERTIFICATE ENCLOSED MIGHT BE USED FOR REPRODUCTION. ANYONE KNOWING OF A NAME WHO MIGHT BE IN THE THREE BOOKS, MAY ADVISE ME AND I WILL DO THE CHECKING HERE.

73,

HAROLD V.B. VOORHIS

* SILENT KEY *

WILLIAM A. ZARTH, K1KWL --- YOUR PRESIDENT WAS SADDENED TO LEARN BY LETTER FROM ANNE ZARTH, THAT BILLY HAD GONE ON THE GREAT ADVENTURE DECEMBER 15, 1962. ALTHOUGH NEVER HAVING HAD THE PRIVILEGE OF PERSONALLY MEETING BILLY, THE WRITER HAS HAD MANY COMMUNICATIONS FROM HIM AND HAD LEARNED TO ADMIRE AND RESPECT HIS GREAT COURAGE AND HIGH CHARACTER. I AM SURE THAT ALL HANDS JOIN ME IN EXTENDING ANNE OUR DEEPEST SYMPATHY AT HER GREAT LOSS. E.E.C.

R I P

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WISDOM AND WIRELESS BY
HOWARD S. PYLE W7OE

DEAR EARL:

I DON'T OFTEN GET A CHANCE TO READ HALF THE STUFF THAT COMES MY WAY, BUT WHEN THE PILE GETS TOO HIGH AND THE XYL REMINDS ME THAT I HAVE A LOT OF READING MATTER THROUGH WHICH I HAVE MERELY GLANCED, I TAKE AN EVENING OR TWO OFF TO TRY TO CATCH UP. SPARK-GAP TIMES IS NUMBER ONE ON THE LIST..I PREFER TO READ THAT FIRST. SO, I'VE DONE MORE THAN SKIM THROUGH THE OCTOBER ISSUE; I READ IT FROM START TO FINISH, WORD FOR WORD. IT HAS BECOME MY FAVORITE "MUST" READING WHENEVER I FIND IT IN THE MAIL BOX.

LET'S PICK THE OCTOBER ISSUE APART, PAGE BY PAGE. PAGE 1 CARRIES AN ITEM FROM BERT, W4MF, ACKNOWLEDGING A BIT OF MISTAKE AS HE CALLS IT, IN THE INITIAL BLUE BOOK ISSUE. TO MY NOTION THIS WAS NOT A MISTAKE, JUST AN HONEST OVERSIGHT IN COMPILING THE BACKGROUND DATA ON FRANK CUSHING, W1AWW FOR THE BLUE BOOK. I AM SURE MOST OF OUR MEMBERS AGREE WITH ME THAT THE REPRODUCTIONS OF THE CLIPPINGS FROM THE SPRINGFIELD REPUBLICAN OF DECEMBER 7, 1924 MADE MOST INTERESTING READING, BUT MADE UP TO FRANK WHAT PERHAPS WAS LACKING IN THE BLUE BOOK PARAGRAPH RELATING TO HIM. WERE IT ME RATHER THAN FRANK, I SHOULD FEEL HIGHLY FLATTERED BY HAVING SUCH SPECIAL ATTENTION AND I'LL BET THAT FRANK DOES ALSO.

LET'S TURN NOW TO PAGE 4. WE HAVE HERE A COLUMN BY PAUL WATSON, W3BO. HE MENTIONS THEREIN (FIRST SENTENCE), THAT THE "BOYS" SEEM TO GO A BIT NOSTALGIC IN A 'COMMERCIAL' RATHER THAN AN AMATEUR WAY. ACTUALLY, WHY NOT? MOST OF US WITH LONG GREY BEARDS HAVE SERVED AT ONE TIME OR ANOTHER IN EARLIER DAYS AS SHIPBOARD OR SHORE STATION COMMERCIAL, NAVAL OR MILITARY OPERATORS. SO.. WE HAVE AN "OLD OLD TIMERS CLUB WHICH TAKES IN THE PIONEER "WIRELESS" (LATER RADIO) OPERATORS. DOES IT SUCH A MUCH WHETHER THE EARLY DAYS ENCOMPASSED AMATEUR OR COMMERCIAL AND MILITARY "WIRELESS" OR OR RADIO OPERATION? AFER ALL, WE ARE ALL "OLD TIMERS" FROM THE "WIRELESS"/RADIO COMMUNICATION STANDPOINT... RIGHT? SO IF WE CHOOSE TO WEAR WHITE WHITE WHISKERS (WISH MY XYL WOULD LET ME), WHO IS TO SAY WE CAN'T, WHETHER IT IS IN THE AMATEUR, COMMERCIAL AND/OR MILITARY MIX IT UP IN THE SPARK-GAP TIMES...EVERY WORD OF IT IS GOOD READING TO ANYONE WHO HAS THE NECESSARY TIME IN TO QUALIFY FOR OOTC.

LET'S TAKE A QUICK LOOK AT PAGE 6, ERNIE HENDERSON HAS COVERED HIS SUBJECT WELL IN FAR FEWER WORDS THAN I SEEM TO BE ABLE TO COME UP WITH. IT'S AN EXCELLENT PIECE AND I FOR ONE WOULD LIKE MORE FROM ERNIE IN SPARK GAP TIMES.

NEXT WE TURN ONTO PAGE 7; ASIDE FROM THE PLEASANT VISIT WHICH YOU HAD WITH W2EG AND HIS TRIBE, MENTION IS MADE OF THE COLOR ANGLE AS RELATED TO THE OOTC STAMPS. I HAVE NO COMMENT TO MAKE OTHER THAN TO SAY THAT AS AN "OLD TIMER", I KINDA CONSIDER MYSELF LUCKY TO GET A STAMP AT ALL, REGARDLESS OF COLOR; BLUE AS IS, OR GOLD AS NEWLY SELECTED; EITHER ARE OK BY ME. THE MAJOR ISSUE, AS FAR AS I AM CONCERNED, IS THE WORDING ON THE STAMP, WHICH TO MY NOTION, SHOULD REMAIN AS IS. ALL OF WE OOT'S I AM SURE, ARE PROUD TO BE KNOWN AS "PIONEERS" OF AMATEUR RADIO AND AT THE SAME TIME MEMBERS OF OOTC. LEAVE IT ALONE BUT COLOR IT IN ANY WAY THAT YOU ET AL SEE FIT.. IT STILL MAKES ME PROUD TO AFFIX SUCH A STAMP TO MY LETTERS.

NOW, LET'S TAKE A LOOK AT PAGE 8. AUGUSTO E. OSORIO HAS BEEN A FRIEND AND A VALUED ONE OF MINE FOR SEVERAL YEARS. HE HAS SENT ME A NUMBER OF SOUTH AMERICAN HAM RADIO PUBLICATIONS, INCLUDING A NUMBER OF BOOKS (IN SPANISH) WHICH HE HAS AUTHORED. I HAVE THE UTMOST RESPECT FOR OUR "SOD AMERICAN" NEIGHBOR AND MEMBER AS WELL AS BEING THE SOUTH AMERICAN REPRESENTATIVE OF OOTC. I AM VERY PARTICULARLY PLEASED TO NOTE

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WISDOM AND WIRELESS

BY

HOWARD S. PYLE W7OE

THAT HE TAKES OOTC SERIOUSLY AND IS DOING HIS UTMOST TO FURTHER THE INTERESTS OF THE ORGANIZATION EVEN AMONG THE EXISTING STRIFE AND STRAIN OF SOUTH AMERICAN AFFAIRS.

LOOKING NOW ON PAGE 9, RALPH HAZLETON'S (KL7AG) STORY, RE-KINDLES A LOT OF MEMORIES IN MY MIND. THE INSIDE PASSAGE TO ALASKA, PLUS A FEW SHORE STATION JOBS UP THERE, BOTH COMMERCIAL AND MILITARY, MAKE MY MOUTH WATER. WHAT RALPH HAS TO SAY IS COMPLETELY AUTHENTIC AND MANY SITUATIONS WHICH HE DESCRIBES EXIST EVEN TODAY. THANKS RALPH, FOR YOUR CONTRIBUTION. I SERVED SEVERAL YEARS BOTH ASHORE AND AFLOAT, IN THE ALASKAN SERVICE AND FEEL THAT I CAN SAY THAT RALPH KNOWS WHEREOF HE SPEAKS.

NOW TAKE PAGE 12, ART ERICSON, WINF, HAS DONE A SPLENDID JOB IN HIS CHRONICLE. BRIEF THOUGH IT IS; THE PHOTO ACCOMPANYING IT ADDS A VERY GREAT DEAL TO THE STORY. YOU'LL FIND A SIMILAR BIT ENCLOSED (PIONEER WIRELESS SCHOOL) WHICH MAY FIND A PLACE IN YOUR PAGES.

ON PAGE 13, YOU ASK FOR DOPE AND PILOTS' LICENSES (PILOT PERTAINING TO AIRCRAFT TELL GENE RODERICK THAT IF HE CONTACTS THE SOCIETY OF AIRWAY PIONEERS, MANUEL GOULART W0AH, SECRETARY, CARE OF FEDERAL AIRWAYS ADMINISTRATION, OKLAHOME CITY, OKLAHOMA, HE CAN PROBABLY GET ALL THE INFO HE NEEDS IN RELATION TO HAM RADIO/AVIATION PILOTS ORGANIZATION.

PAGE 17; I HAVE A COMPLETE BOOK-LENGTH (85,000 WORDS) MANUSCRIPT WHICH I HAVE PREPARED ON ABOUT THE SAME SUBJECT AS VE2SF OFFERS. TELL HIM TO KEEP THE STUFF COMING EVEN THOUGH SOME OF IT IS CONJECTURE, MUCH IS AUTHENTIC. MY MANUSCRIPT WOULD TAKE YOU SEVERAL YEARS, WITH A FEW CHAPTERS IN EACH ISSUE OF SPARK-GAP TIMES, TO REPRODUCE ALTHOUGH (TITLED "THE ROMANCE OF ELECTRONICS". ALL I NEED IS A PUBLISHER WHO CAN SEE A PROFIT IN IT, OR ABOUT \$5000 OF UNDERWRITING TO GET IT ON THE MARKET....HI.

PAGE 19; NO COMMENT OTHER THAN TO CONGRATULATE BOTH W0CVU CHARLIE BOEGEL, JR. AND TO ELMO PICKERILL FOR THE RECOGNITION WHICH BOTH OF THEM RECEIVED FROM SEPARATE SOURCES. I KNOW THE SATISFACTION WHICH COMES WITH AWARDS WHICH YOU FEEL (AND KNOW) THAT YOU HAVE EARNED. I JUST RECENTLY RECEIVED ONE OF OF THE 71 PLAQUES ISSUED BY ARRL TO THOSE OF US OL' TIMERS WHO COULD ESTABLISH THE FACT THAT WE WERE ACTIVE ON-THE-AIR HAMS AT THE TIME OF PASSAGE OF THE 1912 RADIO ACT OR EVEN PRIOR THERETO. AND TO SHOW THAT LIGHTENING SOMETIMES DOES STRIKE TWICE IN THE SAME PLACE, A FEW DAYS LATER I RECEIVED A CERTIFICATE FROM THE SOCIETY OF AIRWAY PIONEERS WHICH READS, IN PART "FOR HIS CONTRIBUTIONS TO THE DEVELOPMENT OF THE FEDERAL AIRWAYS AND THE ESTABLISHMENT THEREOF IN THE PIONEER DAYS OF AVIATION..." OR WORDS TO THAT EFFECT.

ON PAGES 21 AND 22, THE COMMENTS BY TOM STEVENS, W6KAA ARE MOST INTERESTING. TOM WAS RCA MARINE SUPERINTENDENT AT ABOUT THE SAME TIME I WAS RCA MARINE MANAGER AND CHIEF OPERATOR OF THE RCA COASTAL MARINE STATION STATION IN CHICAGO; THE 1925-'26 ERA OR THEREABOUTS. IN FACT TOM AND I HAD A BIT OF CORRESPONDENCE THEN WHEN I HAD CONSIDERED TRANSFERRING TO MARINE COASTAL OPERATION AT WCC OR WSC WHICH DID NOT MATERIALIZE, AS I CHOSE TO COME BACK TO MY OLD STAMPING GROUNDS IN THE PACIFIC NORTHWEST

I MUST CONFESS THAT I AM SOMEWHAT MYSTIFIED IN CONNECTION WITH THE 1913 CALL BOOK SUPPLEMENTS, MENTIONED ON PAGE 22; MAYBE I HAVE THEM, MAYBE I DON'T. TOO TIRED TONIGHT TO THUMB THROUGH THE 'NOSTOLGIC' FILE AND FIND OUT. I WILL THOUGH, IN THE NEXT DAY OR TWO AND IF I DON'T HAVE WILL ORDER ONE. ALSO, ON PAGE 23, I SUPPOSE I MIGHT AS WELL PLAY DUMB AGAIN; WHAT IN THE WORLD IS THIS CHC BUSINESS; SOMETHING I SHOULD BE A

WISDOM AND WIRELESS

BY

HOWARD S. PYLE W7OE

PART OF? I'M NOT INTERESTED IN THE SWL ANGLE BUT THE CHC KINDA INTRIGUES ME. BET I COULD THUMB BACK THROUGH SPARK GAP TIMES AND IT'S PREDECESSOR, BLABBER MOUTH AND GET THE ANSWER BUT THIS JUST AIN'T MY NIGHT!

AND TO ROU NO OUT THE 'PICK APART' I'VE GIVEN YOU ABOVE ON THE OCTOBER ISSUE OF SPT, DON'T LET IT BE SAID THAT I OVERLOOKED THAT NICE LETTER APPENDED, AUTHORED BY PERCE COLLISON, K2DZ; IT WAS THOROUGHLY ENJOYABLE. I DON'T EXPECT YOU TO COPY AND/OR PUBLISH THE ABOVE PARAGRAPHS, EARL. USE WHATEVER COMMENTS I HAVE MADE IN ANY WAY THAT SUITS YOU. I JUST HAPPENED TO HAVE A COUPLE OF HOURS WHICH WERE NOT ALREADY SPOKEN FOR AND THOUGHT IT WAS A GOOD TIME TO UNBURDEN ON YOU.

KEEP SPARK GAP TIMES COMING THE WAY IT IS (YOU COULDN'T IMPROVE ON IT) AND JUST BE ONE OF THE MEMBERS WHO WILL APPROVE OF IT 100% PLUS. AND, INCIDENTALLY, VERY "73" TO YOU AND THE REST OF THE GANG.

CORDIALLY,

HOWARD S. PYLE

"YB" OF W7OE

A PIONEER WIRELESS SCHOOL

BY

HOWARD S. PYLE

WHILE IT IS UNDERSTOOD THAT THE PRIMARY PURPOSE IN FOUNDING THE OLD OLD TIMERS CLUB WAS TO RECOGNIZE THE AMATEUR "WIRELESS" OPERATORS OF EARLIER DAYS, IT HAS BECOME INCREASINGLY EVIDENT THAT THE MAJORITY OF THOSE WHO HAVE OPERATED IN THE AMATEUR CATEGORY FOR FORTY OR MORE YEARS ALSO HAVE A BACKGROUND OF COMMERCIAL, NAVAL AND/OR MILITARY SERVICE WITHIN THIS SPAN. IN VIEW OF THIS CONCLUSION, IT APPEARS THAT THERE SHOULD BE NO REASON TO EXCLUDE OR MINIMIZE, WIRELESS OR RADIO OPERATION OF ANY CLASS. PIONEER RECOGNITION IN THIS FIELD SHOULD BE ALL-INCLUSIVE; IT SHOULD TAKE IN AMATEUR, COMMERCIAL, NAVAL AND MILITARY AS A WHOLE. WITH THIS THOUGHT IN MIND, I SHOULD LIKE TO OFFER THE FOLLOWING PARAGRAPHS WHICH WILL, I HOPE, INTEREST THE PIONEER OPERATOR OF ALL CLASSES.

A DISCUSSION OF WIRELESS SCHOOLS OF EARLY DAYS SHOULD RIGHTFULLY COMMENCE WITH THE FIRST ONE OF SUCH INSTITUTIONS OF WHICH WE HAVE RECORD; THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY. FOUNDED AS IT WAS IN 1911 BY THOMAS APPLEBY (NOW AMATEUR STATION W3AX, AND THE LATE DAVE HEILIG, THIS SCHOOL OCCUPIED THE THIRD (TOP) FLOOR OF THE STERRET BUILDING, RIDGE AVENUE AND GREEN STREET, IN PHILADELPHIA. IT'S FOUNGING WAS INSPIRED BY THE ACUTE DEMAND FOR WIRELESS OPERATORS TO MAN THE EQUIPMENT WHICH WAS RAPIDLY BEING INSTALLED ABOARD SEAGGING VESSELS AND FOR WHICH SHORE STATIONS WITH WHOM TO COMMUNICATE, WERE BEING ERECTED.

TRUE, THE MORSE CODE (AMERICAN) RATHER THAN THE INTERNATIONAL OR 'CONTINENTAL CODE NOW USED, WAS THEN BEING USED FOR WIRELESS COMMUNICATION BUT AMERICAN MORSE TELEGRAPHERS SUCH AS WERE THEN EMPLOYED BY RAILROADS, STOCK-BROKERS AND RELATED ACTIVITIES, WHILE COMPETENT TELEGRAPHERS, OFTEN HAD NO BACKGROUND OR FOUNDATION IN THE TECHNICAL ASPECTS OF COMMUNICATION BETWEEN TWO POINTS WITHOUT A VISIBLE CONNECTING MEDIUM SUCH AS WIRE LINES.

A PIONEER WIRELESS SCHOOL By HOWARD S. PYLE W7OE

PLACE A COMPETENT MORSE TELEGRAPHER ABOARD A SEA-GOING VESSEL AND AS LONG AS HIS EQUIPMENT HELD TOGETHER, HE WAS PERFECTLY CAPABLE OF MAINTAINING COMMUNICATION. WITHOUT SOME ELECTRICAL BACKGROUND AND KNOWLEDGE HOWEVER, ANY EQUIPMENT FAILURE COULD "THROW" HIM UNTIL SUCH TIME AS HIS VESSEL REACHED A PORT WHERE A COMPETENT SERVICE TECHNICIAN WAS AVAILABLE. THIS SITUATION, THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY AND THE LATER ESTABLISHED SCHOOLS SOUGHT TO RECTIFY AND WITH CONSIDERABLE SUCCESS. COURSES WERE ESTABLISHED WHICH NOT ONLY TAUGHT THE WIRELESS TELEGRAPH (THE AMERICAN MORSE) CODE TO ASPIRANTS TO OPERATING POSITIONS BOTH AFLOAT AND ASHORE, BUT ALSO PROVIDED INSTRUCTION IN THE TUNING, MAINTENANCE, CARE AND OPERATION OF THE EQUIPMENT INVOLVED.

AT ABOUT THE SAME TIME THAT SUCH A SCHOOL WAS ESTABLISHED BY APPLEBY AND HEILIG IN PHILADELPHIA, THE UNITED WIRELESS TELEGRAPH COMPANY WAS THE PREDOMINANT WIRELESS TELEGRAPH COMPANY IN THE UNITED STATES. OF COURSE THEY HAD COMPETITION FROM A FEW MEAGERLY FINANCED AMERICAN ORGANIZATIONS SUCH AS DEFOREST COMPANY, CLARK WIRELESS AND OTHERS AS WELL AS A FEW FOREIGN WIRELESS COMMUNICATION FIRMS SUCH AS TELEFUNKEN, BRITISH MARCONI AND SIMILAR. UNITED WIRELESS WAS HOWEVER, THE NUMBER ONE AMERICAN OPERATING COMPANY AT THAT TIME, AND IN COMPANY WITH OTHERS, WAS EXPERIENCING A DISTINCT SHORTAGE IN THEIR OPERATING STAFF BOTH AFLOAT AND ASHORE. THEY, THEN, WERE GREATLY RELIEVED WHEN THE FOUNDING OF SUCH SCHOOLS AS THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY, TO TEACH THE RELATIVELY NEW ART OF WIRELESS TELEGRAPH COMMUNICATION, WERE ESTABLISHED. IN FACT, THEY FREQUENTLY "UNDERWROTE" SUCH SCHOOLS BY WAY OF SUPPLYING EQUIPMENT AND OCCASIONALLY COMPETENT INSTRUCTORS.

THE PHILADELPHIA SCHOOL AMONG OTHERS, WAS FORTUNATE TO FALL IN THIS CATEGORY; IN FACT UNITED WENT EVEN FARTHER. WITH THE AMOUNT OF SHIPPING IN THE PHILADELPHIA VICINITY AND THE RELATIVELY SHORT RANGE OF EXISTING WIRELESS EQUIPMENT, UNITED OFFICIALS REALIZED THAT THEY WERE MORE OR LESS DUTY-BOUND TO ESTABLISH A SHORE STATION IN THAT AREA TO PROVIDE A COMMUNICATION CHANNEL FOR VESSELS OPERATING IN THAT VICINITY. WHAT MORE NATURAL THEN THAN TO SUPPLY THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY WITH A COMPLETE UNITED WIRELESS SHORE STATION WHICH COULD DOUBLE BOTH AS A COLLECTION OF TRAINING EQUIPMENT FOR STUDENTS AND AS A RECOGNIZED SHORE COMMUNICATION OUTLET FOR SHIPS AT SEA?

IT WAS DONE; A COMPLETE UNITED WIRELESS ONE KILOWATT SPARK TRANSMITTER TOGETHER WITH THE THEN LATEST RECEIVING EQUIPMENT (UNITED TYPE "D" AND TYPE "E" TUNERS), WAS INSTALLED IN THE SCHOOL. THIS WAS "TUNED" (?) TO THE WAVE-LENGTH THEN ACCEPTED FOR SHIP-SHORE COMMUNICATION, ASSIGNED THE CALL LETTERS "PW" AND MANNED AS A COMMERCIAL WIRELESS TELEGRAPH SHORE STATION BY ADVANCED STUDENTS OF THE SCHOOL, WHILE AT THE SAME TIME IT SERVED TO ACQUAINT LESS-SKILLED STUDENTS WITH THE INTRICACIES OF WIRELESS OPERATING EQUIPMENT AND PROCEDURES.

SUCH AN ARRANGEMENT BETWEEN THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY AND THE UNITED WIRELESS TELEGRAPH COMPANY EXISTED FOR SEVERAL YEARS. THE DEAL WAS FINALLY CONSUMMATED WHEN A NUMBER OF OFFICIALS OF UNITED WIRELESS WERE INDICTED AND SOME SENTENCED TO PENITENTIARY TERMS FOR MAIL FRAUD IN A STOCK SELLING SCHEME. THE BRITISH MARCONI COMPANY THEN MOVED IN, TAKING OVER THE ASSETS OF UNITED WIRELESS AND ESTABLISHING A SUBSIDIARY OF THE PARENT BRITISH ORGANIZATION, THE LATTER KNOWN AS THE "MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA". NATURALLY, A COMPLETE REORGANIZATION WAS PUT INTO EFFECT AND THE NEW "AMERICAN MARCONI COMPANY" ESTABLISHED THEIR OWN SCHOOLS AND TRAINING PROCEDURE.

SUCH SCHOOLS FLOURISHED AND TRAINED OPERATORS WERE MORE OR LESS 'GROUND' OUT IN THE WIRELESS SCHOOL MILL UNTIL THE ADVENT OF WORLD WAR I, WHEN THE U.S. NAVY TOOK OVER THE OPERATIONS OF THE AMERICAN MARCONI COMPANY AND MANNED ALL SHORE STATIONS AND APPROVED VESSELS WITH U.S. NAVAL PERSONNEL AND CARRIED ON ALL SUCH COMMUNICATION. WITH THE SIGNING OF THE ARMISTICE IN LATE 1918, THE U.S. GOVERNMENT DECIDED AGAINST RE-ESTABLISHING WIRELESS COMMUNICATION (OR "RADIO" AS IT HAD BY THEN BECOME), THROUGH THE ACTIVITY OF ANY FOREIGN NATION. AS A RESULT, THE RADIO CORPORATION OF AMERICA, A MOST POWERFUL COMMUNICATION AND MANUFACTURING ORGANIZATION OF TODAY, WAS ESTABLISHED. AND NOW? WE HAVE NO FOREIGN INTERESTS DOMINATING THE RADIO COMMUNICATION ACTIVITIES OF THE UNITED STATES.

RCA AND OTHERS, ALL WITH MAJORITY STOCK-HOLDERS OF U.S. CITIZENSHIP, HANDLE ABLY AND WELL ALL WORLD-WIDE AS WELL AS DOMESTIC COMMUNICATIONS WHICH INVOLVE THE UNITED STATES IN ANY WAY.

THE RADIO SCHOOLS OF TODAY (AND THERE ARE MANY) NOW DEVOTE THEIR ENTIRE ENERGIES TO PREPARING STUDENTS FOR U.S. RADIO OPERATOR LICENSES FOR THE RADIO AND TV TECHNICIAN TRADES.

SHIPS OF UNITED STATES REGISTRY AS WELL AS THE SHORE STATIONS WITH WHOM THEY COMMUNICATE, ARE, ALONG WITH ALL OTHER RADIO ACTIVITIES INVOLVING THE TRANSMISSION OF SIGNALS THROUGH THE ETHER, UNDER CONTROL OF THE FEDERAL RADIO COMMISSION. ALL SUCH STATIONS ARE PRIVATELY OWNED AND OPERATED, WITHER BY INDIVIDUALS OFFICIALLY RECOGNIZED BY THE FCC OR BY CORPORATE BODIES THE MAJORITY OF WHOSE STOCK-HOLDERS ARE U.S. CITIZENS. THE ONLY EXCLUSION FROM FCC CONTROL OF SUCH COMMUNICATION ARE THE NAVAL AND MILITARY SERVICES OF THE COUNTRY AND THE RADIO COMMUNICATION FACILITIES OF A NUMBER OF GOVERNMENT AGENCIES SUCH AS THE FEDERAL AIRWAYS AGENCY, U.S. ARMY ENGINEERS AND SIMILAR ACTIVITIES. ARE HOWEVER, CO-ORDINATED COMPLETELY AND IN COMPLETE HARMONY WITH THE FCC CONTROL OF NON-GOVERNMENTAL COMMUNICATIONS.

NOTE

HOWARD WAS SO KIND AS TO SEND IN FOUR PHOTOS RELATING TO THE ABOVE ARTICLE AND THEY WILL BE FOUND ON THE FOLLOWING PAGES. WE ARE VERY PROUD TO REPRODUCE THESE FINE PHOTOS OF AN EARLIER DAY. YOU WILL OF COURSE WANT TO TAKE THIS MATERIAL FROM SPARK GAP TIMES FOR INSERTION IN YOUR BLUE BOOK. HOWARD HAS GRACIOUSLY PROMISED TO SEND IN A SERIES OF ARTICLES ON THE OLD RADIO SCHOOLS; THIS SHOULD BE A SERIES WELL ADAPTED FOR HISTORICAL REFERENCE AS TIME GOES ON. THANK YOU HOWARD. EEC L

MISCELLANEOUS ITEMS

WE ARE IN RECEIPT OF A LETTER FROM W3CC, DR. CHARLES W. WEBBER IN WHICH OUR ATTENTION IS DIRECTED TO AN ERROR IN THE DATE OF HIS FIRST TWO WAY CONTACT. WE ARE ADVISED BY DOC THAT HIS FIRST TWO WAY CONTACT WAS IN 1906 INSTEAD OF 1902. WE ARE GLAD TO MAKE THIS CORRECTION AND CANNOT ACCOUNT FOR THE ERROR EXCEPT TO CALL IT A TYPOGRAPHICAL ERROR MADE AT SOME TIME IN OUR RECORDS. SORRY DOC, HOPE YOU WILL PARDON THE BOO-BOO,

"THE REMARKABLE THING ABOUT REUNIONS IS THAT YOUR OLD FRIENDS HAVE GOTTEN SO FAT AND BALD THEY HARDLY RECOGNIZE YOU". TRUE, HOW TRUE.

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1923: HOWARD S. PYLE, NOW "YB" OF W7OE, CHECKING OUT AN "OMNIGRAPH" AUTOMATIC CODE TRANSMITTER JUST PRIOR TO GIVING AN EXAMINATION FOR PROSPECTIVE AMATEURS OF THAT ERA. THIS WAS THE STANDARD MACHINE USED AT THAT TIME BY THE RADIO INSPECTION SERVICE OF THE U. S. DEPARTMENT OF COMMERCE. PYLE WAS AN ASSISTANT RADIO INSPECTOR IN THE EIGHTH DISTRICT (HEADQUARTERS IN DETROIT) AT THE TIME. AS HE PUTS IT: "... A LOT MORE HAIR AND CONSIDERABLY MORE AVOIRDUPOISE THAN I CAN BOAST NOW".

GEORGE STERLING SHOULD GET A KICK FROM THIS ONE: NO DOUBT HE WOUND THE CLOCKWORK MOTOR ON THIS OMNIGRAPH MACHINE. YEA! MANY THOUSANDS OF TIMES!

SUBMITTED BY HOWARD S. PYLE

PHOTO FROM HIS COLLECTION.

THE PICTURE ON THE FOLLOWING PAGE SHOWS THE ORIGINAL LOCATION OF THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY IN THE STERRET BUILDING, RIDGE AVENUE AND GREEN STREET. ANTENNAS OF "PW", THE UNITED WIRELESS TELEGRAPH COMPANY COMMERCIAL STATION BY THE SCHOOL FOR UWT Co., CAN BE SEEN ON THE ROOF. (1911)

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1 FEBRUARY 1953



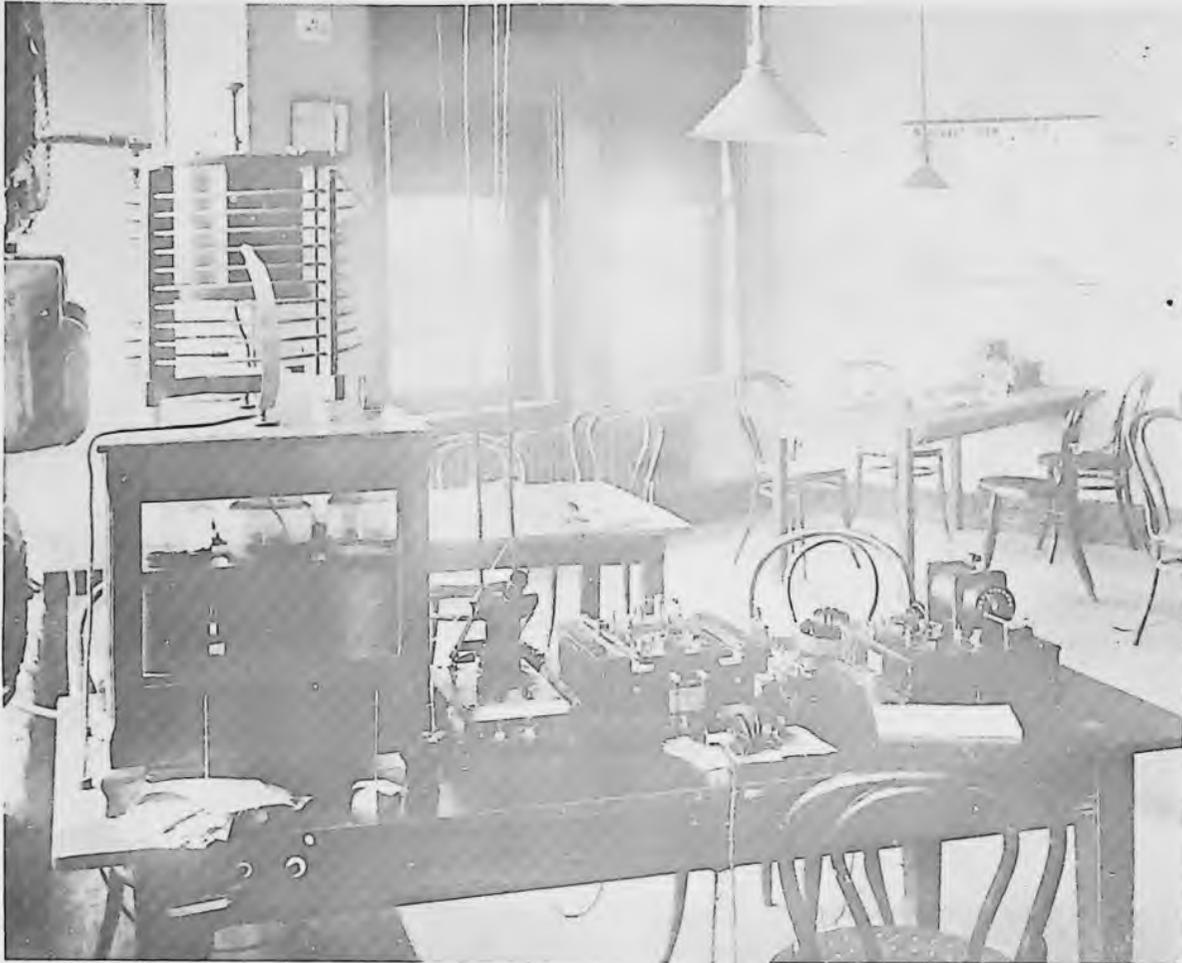
PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY

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1 FEBRUARY, 1963

PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY



ORIGINAL PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY IN THE STERRETT BUILDING, AT RIDGE AVENUE AND GREEN STREET, IN 1911. SHOWN ALSO IS THE 1 KW UNITED WIRELESS TELEGRAPH COMPANY STATION "PW" WHICH APPEARS IN THE FOREGROUND AND WHICH THE SCHOOL OPERATED AS A COMMERCIAL STATION FOR UNITED WIRELESS.

SUBMITTED BY

HOWARD S PYLE, W7OE
3434 74TH AVENUE, S.E.
MERCER ISLAND, WASH.

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BLUNDER

IN SOME MANNER YE OLDE COPPYE BOYE SKIPPED A BEAT IN NUMBERING THE SHEETS IN THIS ISSUE. PAGE 13 WAS SKIPPED OVER AND ADVANTAGE IS BEING TAKEN OF THE FACT FOR LATE INFORMATION. PERHAPS THE DAY WILL COME WHEN THERE WILL BE NO MORE BLUNDERS IN SPARK GAP TIMES BUT THAT WILL BE WHEN YOU SECURE ANOTHER EDITOR.

EQUIPMENT PURCHASE

SINCE THE FIRST ISSUE OF OUR JOURNAL, THE MATTER OF EXPENSE HAS BEEN A MATTER OF CONCERN. WE HAVE BEEN MOST FORTUNATE IN GETTING THE COOPERATION OF AN ASSOCIATE OF YE OLDE COPPYE BOYE. FOR THE PAST SEVERAL MONTHS THE SITUATION HAS BEEN CRITICAL IN THAT HIS REGULAR WORK HAS NOT PERMITTED HIM TO GET OUR PRINTING DONE PROMPTLY. HE HAS DONE HIS BEST AND IT IS NOW BECOMING A MATTER OF RIDING A GOOD HORSE TO DEATH.

AS A CONSEQUENCE IT BECAME NECESSARY TO FIND MEANS TO GET OUR PRINTING DONE AT A PRICE WITHIN OUR MEANS. A SURVEY OF THE SITUATION SOON MADE EVIDENT THAT COMMERCIAL RATES WERE ALTOGETHER TOO HIGH FOR US TO AFFORD. THE ONLY OTHER ALTERNATIVE SEEMED TO BE THE PROCUREMENT OF A PRINTING PRESS. THIS COULD BE DONE BY LEASING FOR FIVE YEARS OR BY OUTRIGHT PURCHASE. IT WAS FOUND THAT THE MACHINE COULD BE PURCHASED AND SPREAD THE PAYMENTS OVER A PERIOD OF 24 MONTHS.

A FACTORY REBUILT MULTILITH 750 MACHINE WAS AVAILABLE WITH A NEW MACHINE WARRENTY COULD BE OBTAINED FOR A PRICE OF \$1208.68 INCLUDING TWO DESIRABLE ATTACHMENTS. THE FIRST PAYMENT IS 302.17 WITH MONTHLY INSTALLMENTS OF \$42.31 (INCLUDING FINANCING COST). THERE WILL BE ADDITIONAL FIRST COSTS CONSISTING OF SUPPLIES THAT WILL BE SUFFICIENT FOR OVER A YEARS OPERATION. THIS ADDITIONAL COST MIGHT BE AS HIGH AS \$75.

THIS MACHINE HAS BEEN PURCHASED ON THIS BASIS AND APPROVED BY THE OFFICERS AND AS MANY OF THE MEMBERS AS COULD BE INFORMED ON THE NETS. THE APPROVAL SEEMS TO HAVE BEEN UNANIMOUSLY AND I UNDERSTAND FROM OUR SECRETARY, THERE HAVE BEEN MANY OFFERS OF DONATIONS TO HELP FINANCE THIS MACHINE.

CERTAINLY THE PURCHASE OF THIS MACHINE AND GETTING IT GOING WILL PUT A BIG DENT IN OUR AVAILABLE FUNDS. AS A CONSEQUENCE, IT WOULD SEEM IN ORDER TO ACCEPT ANY CONTRIBUTIONS THAT OUR MEMBERS MAY FEEL THEY WOULD LIKE TO MAKE. THIS IS NOT A MUST SITUATION BUT IF SOME OF YOU FELLOWS MUST SOW YOUR WILD OATS IN "WINE, WOMAN AND OOTC", I DOUBT THAT OUR VERY FINE SECRETARY-TREASURER WOULD NOT EVEN FLINCH.

DUE TO RTTY ACTIVITY ON 14, 090 Kc. THE OOTC NET TEMPORARY SCHEDULE AT 2400 GMT AS OUTLINED IN DECEMBER ISSUE OF SPARK GAP TIMES IS CHANGED TO 14,080 Kc AT 2400 GMT

ROY E. ARMSTRONG W5RIH
COMM. MNGR.

SINCE 1 JANUARY 1963, THIS STATION HAS BEEN TRYING TO CONTACT OOTC MEMBERS ON FREQUENCIES AND TIMES OUTLINED IN DECEMBER SPARK GAP TIMES. PROPOGATION HAS BEEN SUCH THAT CONDITIONS ON 14 Mc. ARE POOR. 7 Mc. IS CROWDED BUT WE ARE STILL PLUGGING AWAY. SO COME COME ON IN AND HELP US GET THESE NETS STARTED. WITH PATIENCE WE WILL EVENTUALLY ESTABLISH SOME GOOD NETS.

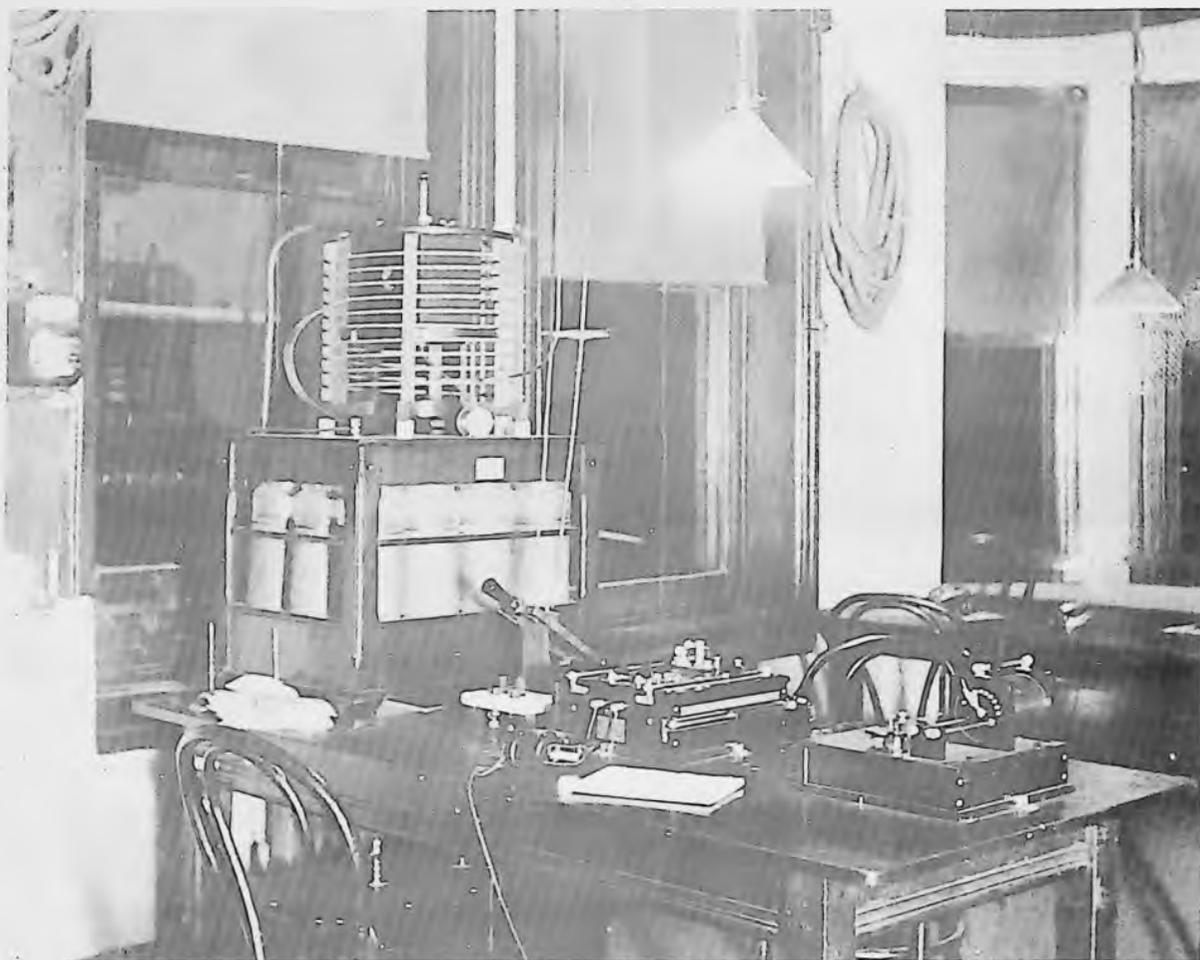
"Roy" W5RIH
YOUR COMMUNICATIONS MANAGER

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A PIONEER WIRELESS SCHOOL



A 1 KW UNITED WIRELESS TELEGRAPH COMPANY SPARK STATION OPERATED AS A COMMERCIAL STATION FOR UNITED WIRELESS BY THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY UNDER CALL LETTERS "PW" IN 1911. THE COIL OF ROPE ON THE WALL (UPPER RIGHT OF CENTER) WAS PROBABLY THE "FIRE ESCAPE"...HOW ABOUT IT TOM?

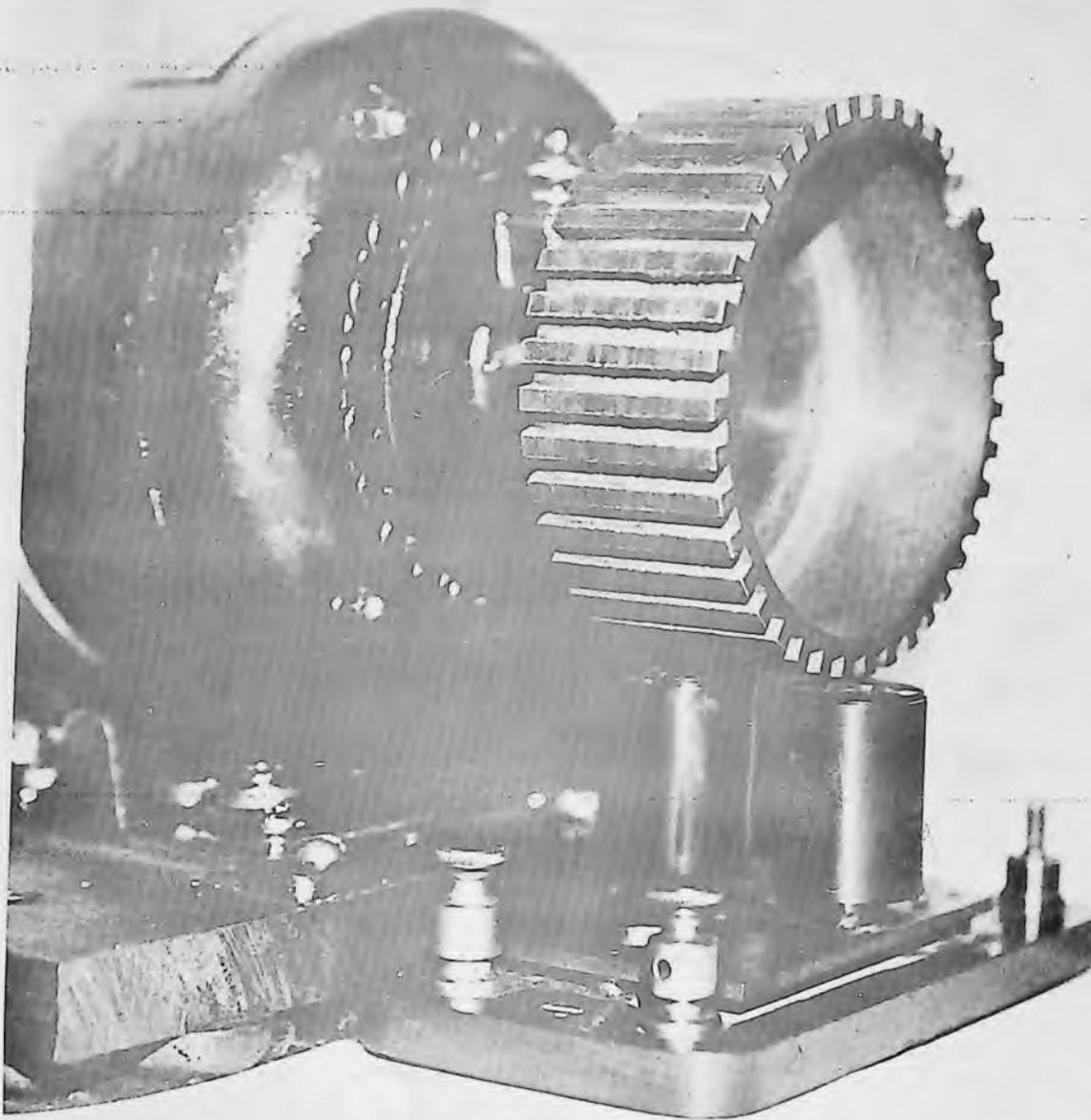
SUBMITTED BY

HOWARD S. PYLE, W70E

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500 CYCLE ALTERNATOR OR "TONE WHEEL" DESIGNED AND BUILT BY THOMAS APPLEBY IN 1911 AND USED TO SUPPLY TONE TO ALL CODE PRACTICE TABLES AT THE PHILADELPHIA SCHOOL OF WIRELESS TELEGRAPHY AT THAT TIME.

PHOTOS SUBMITTED BY:

HOWARD S. PYLE W7OE



THE EMPIRE DX CERTIFICATE

By

CHAS. W. BOEGEL

WØCVU

FIVE YEARS AGO I DECIDED TO WORK FOR THIS EMPIRE DX CERTIFICATE AND IMMEDIATELY JOINED THE RADIO SOCIETY OF GREAT BRITAIN AS A CORPORATE MEMBER. IT IS MANDATORY THAT A THREE YEAR CONTINUOUS MEMBERSHIP BE IN EFFECT BEFORE APPLYING FOR THIS AWARD.

I USE ONLY TWO WAY SSB IN QUALIFYING FOR ALL OF MY AWARDS WHICH CONSIST OF WAZ; WAS; BERTA; WBE; WAP; DRD; WAA; AAA; CQ200; DXCC; WPX275; WAC; IOI; CCC; AND SEVERAL OTHER OF THE TOP DX AWARDS.

MOST AMATEURS CONSIDER THE EMPIRE DX CERTIFICATE AS THE TOP AWARD IN THE WORLD FOR DX WORK, AND UP TO THIS TIME ABOUT 300 OF THESE AWARDS WERE GIVEN OUT ON AM AND CW OR A COMBINATION OF BOTH, BUT NEVER ON TWO WAY SSB. THE RSGB HAS BEEN IN EXISTENCE FOR ABOUT FIFTY YEARS AND THIS EMPIRE AWARD HAS BEEN AVAILABLE FOR ABOUT THE LAST TWENTY FIVE YEARS. THE AWARD ITSELF IS ALL HAND LETTERED AND COLORED AND IS HAND DRAWN BY AN ARTIST, STARTING WITH JUST A PLAIN PIECE OF VELLUM. THIS PARTICULAR AWARD IS ALL INDIVIDUALLY DONE AND THE

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THE EMPIRE DX CERTIFICATE

BEARS THE INSCRIPTION OF "FIRST TWO WAY SSB ALL TELEPHONY". IN ADDITION TO THIS BEAUTIFUL AWARD, A GOLD LAPEL PIN IS INCLUDED WITH THE CALL LETTERS WØ ENGRAVED ON IT.

WHEN I MET MP4BBW AT DES MOINES, IOWA LAST YEAR AT OUR WØDXCC MEETING, HE WAS WEARING ONE OF THESE PINS, AND I MADE UP MY MIND RIGHT THEN TO COME HOME AND START WORKING IN EARNEST TO QUALIFY FOR THIS EMPIRE AWARD.

I WROTE TO MR. R.F. STEVENS, G2BVN, OF THE RSGB, AND ASKED FOR AN APPLICATION BLANK SHOWING THE BRITISH COMMONWEALTH AREAS THAT ARE NEEDED TO QUALIFY FOR THIS EMPIRE AWARD AND WAS SURPRISED WHEN MR. STEVENS SAID THAT NO AMATEUR HAD EVER QUALIFIED FOR IT ON TWO WAY SSB, BUT THAT THE RSGB WOULD CONSIDER SUCH AN APPLICATION, SHOULD I BE FORTUNATE ENOUGH TO SUBMIT THE PROPER QSL CARDS WITH THIS APPLICATION. THE RSGB AGREED AMONG THEIR TOP OFFICERS THAT AFTER TALKING IT OVER WITH THEIR ARTIST AND DRAUGHTSMAN THAT THAT IT WOULD BE AGREEABLE TO CHANGE THIS EMPIRE DX CERTIFICATE TO SHOW IT TO BE TWO WAY SSB ALL TELEPHONY.

THE REQUIREMENTS OF THE EMPIRE AWARD ARE THAT 50 OF THESE BRITISH COMMONWEALTH AREAS THROUGHOUT THE WORLD ARE TO BE WORKED ON 20 METERS AND 50 OF THESE AREAS ARE TO BE WORKED ON THE OTHER AMATEUR BANDS.

THE 50 BRITISH COMMONWEALTH AREAS WERE NOT DIFFICULT ON 20 METERS, BUT THOSE "OTHER" BANDS PROVED TO BE QUITE A PROBLEM TO WORK ON TWO WAY SSB. I FIRST CHECKED ALL OF MY QSL CARDS TO ASCERTAIN WHICH AREAS I NEEDED, AND THEN MADE UP A SEPARATE LIST OF THOSE WHICH I KEPT ON MY DESK AT ALL TIMES FOR REFERENCE. I WOULD TALK TO THESE OTHER AREAS ON 20 METERS AND MAKE SCHEDULES FOR THESE "OTHER" BANDS, SO THAT I COULD WORK THEM ON 15-40 OR 75 METERS. I WROTE MANY AIRMAIL LETTERS TO STATIONS I HAD PREVIOUSLY CONTACTED ON 20 METERS AND ARRANGED SCHEDULES FOR THESE OTHER BANDS TOO.

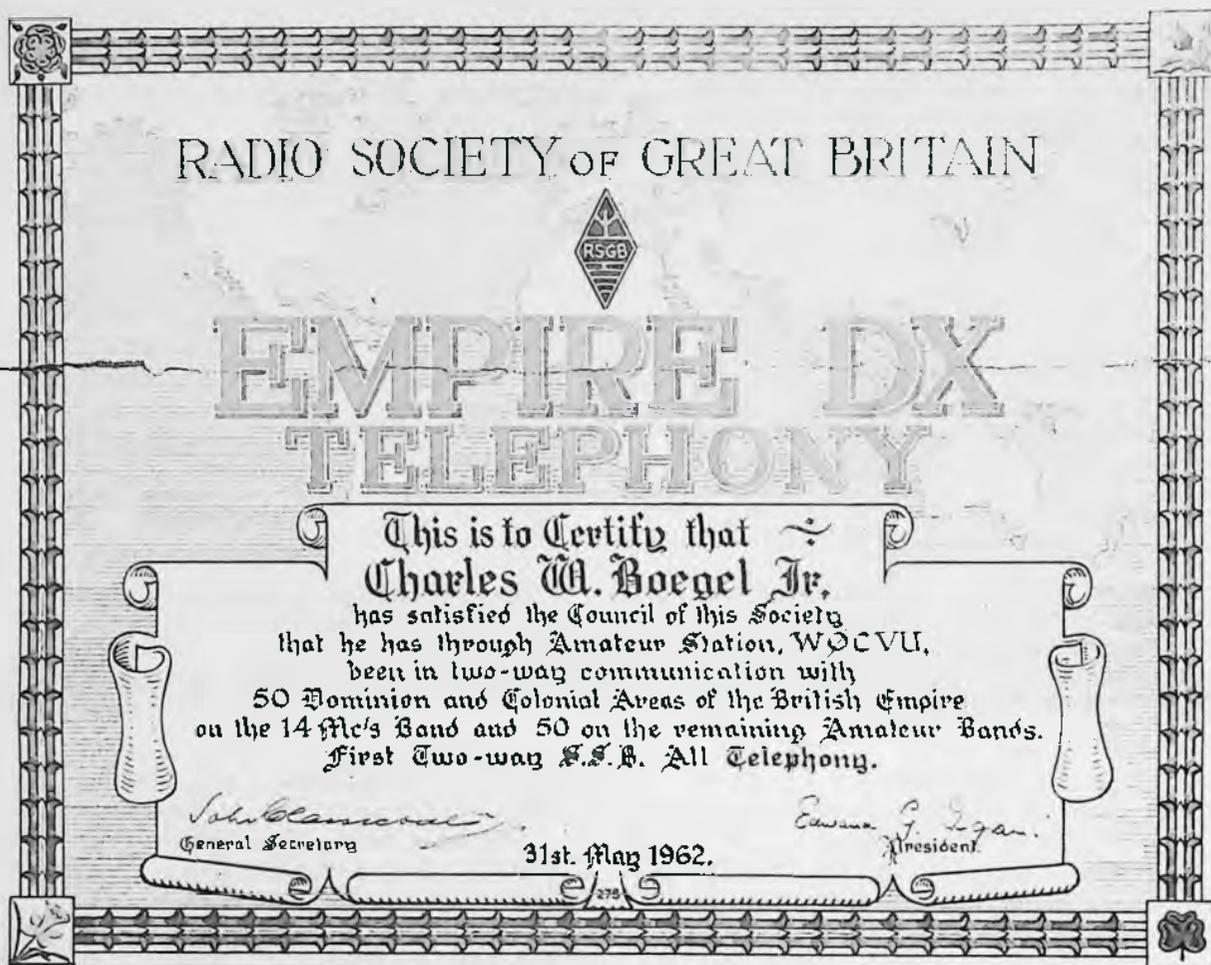
THERE WAS NO SUBSTITUTE FOR THE HUNDREDS OF HOURS I SPENT LISTENING FOR THESE "OTHER" AREAS ON 15-40-75 METERS. I ALSO ASKED MY DX FRIENDS TO HELP AND ARRANGE SCHEDULES FOR ME THROUGHOUT THE WORLD. I PLACED HAM ADS IN QST AND CQ MAGAZINES TELLING THE AMATEURS WHICH BANDS I WOULD BE WORKING AND ENLISTED THEIR SERVICES TO HELP ME GET THESE DX CONTACTS, THROUGHOUT THE BRITISH COMMONWEALTH. I ALWAYS INCLUDED IRC'S STAMPS OR SUFFICIENT POSTAGE TO COVER AND AIRMAIL RETURN OF THEIR QSL, BESIDES SENDING ALL OF MY CARDS OUT VIA AIRMAIL. I USE A SPECIAL COLOR QSL SHOWING MY STATION AND ALSO TOWER AND BEAM ANTENNAS, WHICH HELP A BIT IN GETTING REPLIES.

LET ME STATE THAT THIS EMPIRE AWARD IS THE MOST DISTINCTIVE AND BEAUTIFUL DX AWARD I HAVE YET TO SEE, AND AN AMATEUR WHO WILL WORK FOR IT WILL NEVER BE DISAPPOINTED WHEN HE FINALLY RECEIVES THIS FROM RSGB.

GOOD LUCK FELLOWS. IT IS WORTH IT.

CHAS W. BOEGEL, JR. WØCVU
1500 CENTER POINT ROAD, N.E.
CEDAR RAPIDS, IOWA.

PICTURE OF THE BRITISH EMPIRE DX AWARD WILL BE FOUND ON THE FOLLOWING PAGE. EEC



EMPIRE DX TELEPHONY CERTIFICATE
FIRST AWARDED
TO

CHAS. W. BOEGEL, JR.
W Ø C V U

JOE MULLEN ASKS

HOW MANY OF YOU GENTLEMEN HAVE A CERTIFICATE OF SKILL AND COULD SEND IT IN TO SPARK GAP TIMES FOR REPRODUCTION? SEND IN DIRECT TO SPARK GAP TIMES, c/o YE OLD CORBYE-BOYE. (REQUESTED BY K4JKR, JOE MULLEN).

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100 YEARS OF HAMING INSTALLMENT II
THE SPARK, C.W., A.N., S.S.B., R.T.T.Y FAMILY STORY
1900-2000 A.D.

A FICTITIOUS TALE OF THE PAST AND AN ATTEMPT TO PREDICT THE FUTURE

BY

HARTLAND B. WILDER VE3SF

NOW TO GET READY FOR CROSSING THE ATLANTIC, A REAL ADVENTURE IN THOSE DAYS. MARK WAS A TOOL MAKER BY TRADE AND HAD A GOOD STOCK OF ALL THE PRECISION TOOLS OF THAT DAY. HE SORROWFULLY PARTED WITH THESE AT A CONSIDERABLE LOSS BUT IT WAS SOMETHING TOWARDS THE TRIP ANYWAY. TELLY SOLD ALL HER WELL BELOVED TECHNICAL BOOKS AND FOUND THAT THEY BROUGHT VERY LITTLE. EVERYTHING WENT INTO THE KITTY FOR THE PASSAGE MONEY AND THEY FINALLY THOUGHT THEY HAD SUFFICIENT.

THEY VISITED THE STEAM SHIP OFFICES AND IT WAS SOON APPARENT THAT THEY DID NOT HAVE ENOUGH MONEY TO TRAVEL ON ONE OF THE PROPELLER DRIVEN SHIPS. THE PADDLE WHEELERS WERE CONSIDERABLY LESS EXPENSIVE AND THEY FINALLY BOOKED TOURIST CLASS PASSAGE ON THE OLD S.S. OCEANA. LITTLE DID MARK REALIZE THAT HIS SON SSS WOULD LATER BE A WIRELESS OPERATOR ON A PADDLE WHEELER, FOR A SHORT TIME DURING WORLD WAR I.

WHEN THE CONEY FAMILY LEFT THE OLD COUNTRY THEY HAD VERY LITTLE MONEY. HOWEVER BY THE TIME THEY ARRIVED IN NEW YORK THEY WERE WEALTHY. HOW DID THIS HAPPEN? WELL, I'LL TRY TO EXPLAIN.

THERE WAS A DRAWING EACH DAY TO SEE WHO COULD GUESS THE CLOSEST TO THE NUMBER OF KNOTS THE SHIP HAD GONE IN THE LAST 24 HOURS. MARK WON THIS MOST EVERY DAY. HIS COULD HARDLY BE CONSIDERED A GUESS, FOR HE USED HIS HEAD AND DID SOME CALCULATING: FIRST HE PAGED THE LENGTH OF THE SHIP FROM BOW TO STERN AND FIGURED THIS DISTANCE IN FEET. THEN HE HAD TELLY THROW A TIN CAN INTO THE WATER AT THE BOW, AND WHEN IT STRUCK THE WATER SHE WOULD IMMEDIATELY FLASH HER FLASH LIGHT. MARK STATIONED AT THE STERN WOULD START HIS STOP WATCH AND DETERMINE THE NUMBER OF SECONDS IT TOOK THE CAN TO GO FROM BOW TO STERN. NOW IF YOU KNOW THE NUMBER OF FEET IN A KNOT IT IS A VERY SIMPLE CALCULATION TO FIGURE THE SPEED OF THE SHIP IN KNOTS PER HOUR. MARK REMEMBERED 6080 FEET IN A KNOT. FOR EXAMPLE IF IT TAKES THE CAN TEN SECONDS FOR THE DISTANCE SAY OF 100 FEET;

IN 10 SECONDS	THE SHIP GOES	100 FT.
IN 1 SECOND	" " "	10 FT.
IN 1 MINUTE	" " "	600 FT.
IN 1 HOUR	" " "	36,000 FT.

THEREFORE THE SHIP IS GOING $\frac{36,000}{6080}$ KNOTS PER HOUR, OR SLIGHTLY UNDER 6 KNOTS/HR.

SOME OF THE OTHER PASSENGERS SOON CAUGHT ON TO WHAT MARK WAS DOING AND BORROWED HIS STOP WATCH AND ENDEAVOURED TO DO THE SAME. THEY ASKED THE SKIPPER WHAT A KNOT WAS AND HE TOLD THEM IT WAS A SAILOR'S MILE. THEY ALL FIGURED THIS AS BEING 5280 FT. AND WERE THROWN OUT CONSIDERABLY BY THEIR CALCULATIONS. MARK WOULD MAKE HIS CALCULATIONS AT LEAST FOUR TIMES IN TWENTY FOUR HOURS AND TAKE AN AVERAGE AND IT CERTAINLY PAID OFF.

ONE CALM DAY SOMEONE SUGGESTED A POOL TO SEE WHO COULD CATCH THE LARGEST FISH. LOTS WERE DRAWN FOR POSITION AND MARK WON A PLACE RIGHT AT THE STERN OF THE SHIP. THIS WAS NOT A BAD LOCATION, FOR THE TURBULANCE AT THE STERN OF A PADDLE WHEELER IS NOT NEARLY AS GREAT AS WITH A PROPELLER DRIVEN SHIP. SOON THE DECKS WERE LINED WITH FISHERMEN. THEY DID NOT HAVE MUCH LUCK HOWEVER FOR THE SPEED OF THE SHIP KEPT THE LINES FROM SINKING DEEP ENOUGH TO BE EFFECTIVE. MARK SOON DEVISED A NEW METHOD OF CATCHING FISH. HE GOT THREE PIECES OF TWO BY FOURS AND SOME SIX INCH NAILS FROM CHIPS THE CARPENTER AND MADE THE GADGET AS SHOWN

100 YEARS OF HAMMING

MENT OF TORTURE (FOR FISH I MEAN) HAS A STRIKING RESEMBLANCE TO THE WORLD FAMOUS WOUFF-HONG OF LATER YEARS. I WONDER IF THERE IS ANY CONNECTION?

THE FISH-HONG WAS WEIGHTED DOWN AND TOWED BEHIND THE SHIP, THE FISH WERE CAUGHT SIDEWAYS AND IT CERTAINLY WORKED PERFECTLY. THE FIRST FISH PULLED IN WEIGHED 80.7 POUNDS. THE POINT WAS DROPPED AND AS THIS WAS TOURIST CLASS, EVERYONE DRANK BEER TO THE 807.

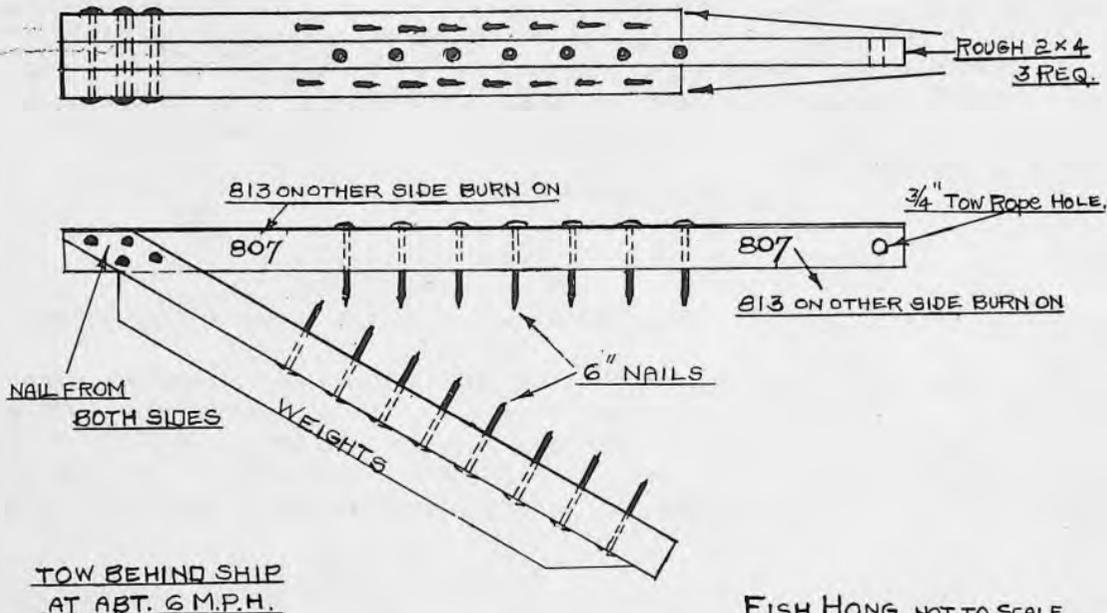
THE FAME OF MARK'S FISH-HONG SOON SPREAD AND THE NEXT DAY THE CABIN CLASS PASSENGERS ASKED FOR A DEMONSTRATION. THE FIRST FISH CAUGHT WEIGHED 81.3 POUNDS AND IN THIS CASE EVERYONE DARNK HARD LIQUOR TO THE 813. THIS IS NO DOUBT THE ORIGIN OF THESE FAMOUS NUMBERS (807 AND 813) BUT I DOUBT THAT IT HAD ANYTHING TO DO WITH THE SHAPE OF TUBES (VALVES) AS DESIGNED LATER ON. YOU CAN COME TO YOUR OWN CONCLUSION HOWEVER. AFTER FEEDING THE PASSENGERS AND CREW WITH A LOVELY FISH DINNER, MARK COLLECTED THE MONEY IN THE POOL AND WAS WELL SATISFIED WITH HIS INVENTION, (THIS IDEA CAME FROM SEEING FISH CAUGHT IN THE SCISSORS OF THE PARO VANES, FITTED TO SHIPS GOING THROUGH MINE FIELDS. IT REALLY WORKS).

AND SO MARK, TELLY AND SSS ARRIVED IN NEW YORK WITH PLENTY OF MONEY.

73,

HARTLAND B. WILDER, VE2SF, 364 GLENGARRY AVE. MONTREAL 16, QUE. CANADA.

FISH HONG



FISH HONG NOT TO SCALE
DESIGNED & DRAWN BY *Mark Boney*
Date Feb 31/99
WITNESS

Joe DeForest
Stuart P. Madam

Spark-Gap Times

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MY WORLD WAR I CRUISE

BY

RALPH L. HAZLETON KL7AG

RIGHT AFTER OUTBREAK OF WAR ON APRIL 6, 1917, I FOUND MYSELF IN ACTIVE DUTY ON THE OLD BULLDOG OF THE NAVY, USS OREGON (NMZ). THE SHIP WAS WELL LOADED WITH NAVAL MILITIA WIRELESS OPERATORS FROM UNITS IN NORTHERN CALIFORNIA. ON MAY 2, 1917 WE WERE SWORN INTO ACTIVE SERVICE AS NATIONAL NAVAL VOLUNTEERS. THIS WAS A NAME WE RESERVES HAD A HARD TIME LIVING DOWN THE REST OF OUR CRUISE. SINCE WE WERE DESIGNATED NNV, THE REGULAR CREWMEN DUBBED US "NO NAVAL VALUE".

AFTER A COUPLE OF MONTHS OF HARD TRAINING, AN ORDER CAME THROUGH TRANSFERRING ME TO "USS MARBLEHEAD" (NGK). IT WAS NECESSARY FOR ME TO LEAVE AND SAY GOODBYES TO THE 120 MEMBERS OF OUR UNIT FROM THE OLD HOMETOWN; ALSO THOSE OF THE WIRELESS OPERATORS I HAD COME TO KNOW. ON THE OLD BULLDOG I MET VIC FALK, LISTED IN 1913 GOVERNMENT CALL BOOK AS 6VF, ALSO RED BARTON, 6LB AND ORTH WHOM I MET LATER IN SHANGHAI IN 1922 WHEN WE WERE BOTH OPERATORS ON USSB SHIPS. BARTON AND I BECAME QUITE FRIENDLY. FOR SOME REASON THERE WAS ALWAYS FRIENDLY RIVALRY BETWEEN THE TWO OF US. I CALLED HIM RED AND HE NICKNAMED ME DIZ. (I WONDER WHY) SHORTLY AFTER THE WAR I MET RED ON MARKET STREET, SAN FRANCISCO. HE WAS AN OPERATOR AT NWO, THE NAVAL RADIO STATION, WHICH AT THAT TIME WAS HANDLING ALL COMMERCIAL MARINE TRAFFIC, JUST PRIOR TO TRANSFERRING THIS FUNCTION TO RCA WHO OPENED UP KPH AT BOLINAS, NORTH OF THE GOLDEN GATE..

THE OREGON HAD A SMALL WIRELESS SHACK AFT ON THE FLYING BRIDGE. IT WAS WELL FILLED WITH EQUIPMENT. IT HAD A GERMAN-MADE TELEFUNKEN TRANSMITTER, AND I MARVELED AT THE LARGE RACK OF LEYDEN JAR CONDENSERS, LARGE HELIX AND RACK OF QUENCHED GAPS. IT WOULD HAVE BEEN IMPOSSIBLE FOR THE LARGE CONTINGENT OF OPERATORS TO GET INTO THE SHACK AT ONE TIME. ONE DAY AN ALMAV (ALL NAVY MESSAGE) CAME THROUGH, THE CHIEF HARRINGTON WAS COPYING IT FROM NPH. IT WAS ALL CODED GROUPS, SO AFTER A COUPLE HUNDRED GROUPS NPH WOULD TAKE A BREAK AND GET QSL FROM EACH RECEIVING SHIP. DURING ALL THIS TIME-IT TOOK HOURS-THE MOTOR GENERATOR ON THE DECK BELOW RAN CONTINUOUSLY TO THE POINT WHERE THE BEARINGS GOT TOO HOT AND FROZE UP. THE OLD OREGON HAD AN IN-GLORIOUS ENDING. SHE WAS DISMANTLED IN PORTLAND, OREGON, THE HULL WENT TO HAWAII AS A MOLASSES BARGE, PART OF THE FOREMAST REMAINED IN A PARK IN PORTLAND.

AFTER I WENT ABOARD THE MARBLEHEAD SHE MOVED OUT, HEADED SOUTH TO SAN DIEGO WHERE WE TOPPED OFF BUNKERS AND WERE OFF AGAIN IN A COUPLE OF DAYS UNDER SEALED ORDERS. FOR SEVERAL DAYS WE STEAMED HARD ON A SORT OF SHAKEDOWN CRUISE DOWN THE MEXICAN COAST. IT WAS VERY HOT, ABOUT 100 DEGREES FARENHEIT. NOT A BREATHE OF AIR STIRRED! THE SMOKE FROM THE FUNNELS WENT STRAIGHT UP. AUXILLARY VENTTILATORS WERE RIGGED TO GET ALL THE AIR POSSIBLE BELOW. EACH DAY SEVERAL FIREMEN WERE PULLED TO DECK SUFFERING FROM HEAT PROSTRATION.

THE MARBLEHEAD HAD A MIXED CREW OF REGULARS, RESERVES AND OF COURSE THE "NO NAVAL VALUE" BOYS. THE SKIPPER, C.P. HUFF WAS A ROUGH AND READY OPERATOR. IT WAS REPUTED IN HIS YOUNGER DAYS HE CLEANED OUT THE WARDROOM ON ONE OF THE SHIPS HE SERVED ON. HE WAS ALWAYS PROMOTING SMOKERS AND OTHER ATHLETIC CONTESTS. WE HAD A NUMBER OF YOUNG ENSIGNS, MOST OF THE RESERVISTS. THERE WAS ENSIGN LELAND LOVETTE JUST OUT OF ANNAPOLIS. HE WAS A GOOD JOE. IN PORT WHEN HE HAD THE DECK, HE USED TO HANG AROUND OUR SHACK BUMMING A CUP OF COFFEE. HE LATER MADE ADMIRAL PRIOR TO RETIREMENT, I UNDERSTAND. THERE WAS DICK TURPIN, THE TALL NEGRO CHIEF GUNNERS MATE WHO CLAIMED TO HAVE BEEN BLOWN UP ON THE MAINE IN HAVANA HARBOR. HE PASSED AWAY LAST YEAR IN HIS EIGHTIES.

BACK IN THE WIRELESS SHACK WE WERE GETTING ORGANIZED FOR AN EXTENDED CRUISE. THE CHIEF, B.N BURGLAND, FROM SAN FRANCISCO, WAS AN OLD TIMER. HE HAD A GLASS ARM

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AND COULD ONLY SEND THREE OR FOUR WORDS A MINUTE, BUT HE KNEW HIS THEORY, AND THE FOLLOWING WEEKS WE WERE TO KNOW MORE TOO! OTHERS AMONG THE WIRELESS CREW ON THIS TRIP WERE BOB TRAPEUR, MANNING FROM SAN FRANCISCO, A FORMER W U OPERATOR, DON YORK, OTTO HAMILTON, MYSELF AND A COUPLE OF OTHERS WHOSE NAMES ESCAPE ME.

AS TO THE WIRELESS STATION, CONSIDERING PRESENT-DAY STANDARDS, WE WERE EQUIPPED WITH THE BAREST ESSENTIALS. WE WERE BLESSED WITH A BRAND NEW KILBOURNE-CLARK SPARK TRANSMITTER, 2 KW AND SAME MAKE OF RECEIVER. LATER ON FIGURED THE NAVY WAS PRETTY HARD UP TO BUY SUCH EQUIPMENT. THE TRANSMITTER WAS MOUNTED IN A RACK WITH FOUR LARGE BRASS QUENCHED GAPS AT THE TIME. THERE WERE A COUPLE OF CLIPS WHICH COULD BE USED TO SHORT OUT A GAP OR TWO WHEN USING REDUCED POWER. THESE GAPS GOT VERY HOT WHICH A BLOWER ATTEMPTED TO KEEP COOL. THE GAPS WERE SCREWED TOGETHER WITH A GASKET BETWEEN TO PRESERVE THE VACUUM.

THE RECEIVER LEFT MUCH TO BE DESIRED. WE HASTILY GATHERED UP MATERIALS FOR A TWO-STEP AUDIO AMPLIFIER WHICH HELPED US CONSIDERABLY. THEN SOMEONE PRODUCED A PAIR OF HONEYCOMB COILS WHICH WE USED TO GET LONG WAVE WHERE ALL NAVAL ARCS WORKED AT THAT TIME. THE SECONDARY OF THE LOOSE COUPLER IN THE RECEIVER SWUNG ON A PIVOT OUT FROM THE PRIMARY IN A SLOT IN THE FRONT PANEL AND THE KNOB WAS THREADED SO AS TO CLAMP THE SECONDARY IN ANY POSITION.

AS WE PROCEEDED SOUTH, OUR COMMUNICATION WITH THE USA GREW LESS AND LESS. THE LOG ENTRIES ON MANY A WATCH STATED: "NO SIGNALS HEARD ACCOUNT OF HEAVY QRN". GENERALLY, WE WERE ABLE TO COPY NAVY PRESS BROADCAST DURING THE NIGHT AND GET TIME THE TIME SIGNALS AND LATER WE WERE ABLE TO COPY NBA (BALBOA) AND WE ARRANGED A FOX SCHEDULE AT 0900 EACH DAY.

AFTER ABOUT THREE DAYS STEAMING WE SLOWED DOWN TO TAKE THINGS EASIER, VISITING SUCH PORTS AS LA PAZ, GUAYMAS, MANZANILE, MAZATLAN, ACAPULCO AND SALINA CRUZ IN MEXICO AND IN CENTRAL AMERICA; LA UNION IN SALVADORE; AMAPALA, IN HONDURAS AND CORINTO, IN NICARAGUA, THESE LATTER ALL ON THE GULF OF FONSECA.

AT BALBOA WE WENT INTO DRY DOCK SCRAPED THE BOTTOM AND COALED UNDER THE LARGE CHUTES. LIBERTY WAS GIVEN AND A LOT OF THE CREW WERE ABLE TO TAKE A VOYAGE THROUGH THE PANAMA CANAL ON VARIOUS MERCHANT SHIPS. IT TURNED OUT THAT OUR MAIN JOB IN THOSE WATERS WAS TO CHECK ON SHIPPING, SEA RAIDERS, AND TO MAKE A SHOW THROUGH THESE COUNTRIES, MOST OF WHICH WERE NEUTRAL DURING THAT WAR.

SINCE WE WERE ON DETACHED SERVICE AND A LONG WAY FROM ACTUAL WAR ZONE, WE WERE PERMITTED TO USE OUR WIRELESS AT WILL. MOST OF THE TIME IT WAS USELESS TO OPEN UP. WHEN WE ACTUALLY DID HAVE SOMETHING OF IMPORTANCE TO GET OFF WE WOULD WAIT OUR CHANCE ABOUT AN HOUR BEFORE DAYLIGHT WHEN THE QRN WAS EASED OFF. IF LUCKY, WE COULD GET NAX (COLON), NBA BALBOA), OR OCCASSIONALLY THE NAVAL STATION AT POINT ISABEL, LOCATED NEAR BROWNSVILLE, TEXAS. OTHERWISE WE WERE ISOLATED, EXCEPT AN OCCASIONAL CONTACT WITH A LOCAL STATION IN ONE OF THOSE COUNTRIES.

AT TIMES WE HAD INCIDENTS WHICH IN ONE WAY WERE AMUSING, AT LEAST TO US. WHEN CRUISING ALONG, ESPECIALLY AT NIGHT WHEN SIGHTING ANOTHER SHIP, WE ALWAYS TRIED TO IDENTIFY IT AND IN SOME CASES WE PUT A SHOT OVER THEIR BOW TO STOP THEM. OF COURSE WE WERE RUNNING DARK AND THE OTHER SHIP COULD NOT SEE US. ONE NIGHT THE CAPTAIN CALLED TO THE SHACK WHEN THEY SIGHTED LIGHTS ON THE HORIZAN AHEAD. HE REQUESTED THAT WE GET AN IDENTIFICATION. WE CALLED CQ AND SIGNED ALLO (GENERAL CALL FOR ANY ALLIED MAN OF WAR). THE OPERATOR ON THE SHIP ANSWERED US WITH HIS CALL, ONE WE WERE ALL FAMILIAR WITH, THE PACIFIC MAIL LINER, CITY OF PARA. BUT NOT UNTIL WE TOLD HIM TO HEAVE TO. THE POOR OPERATOR WAS REALLY SHOOK UP! HE SPUTTERED ALL OVER THE PLACE TRYING TO TELL US HE WOULD RUN TO THE BRIDGE WITH OUR HEAVE TO MESSAGE. A SHORT WHILE LATER HE REPORTED HEAVED TO, BUT WITH HIS IDENTIFICATION OUR CAPTAIN ORDERED HIM TO PROCEED ON COURSE.

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OUR CRUISE WAS NOT ALL WORK. OCCASIONALLY THE CAPTAIN WOULD MOVE INTO AN ISOLATED BAY, DROP ANCHOR AND AT THAT TIME THE CREW WOULD RELAX BY FORMING SWIMMING PARTIES, HUNTING AND FISHING PARTIES OR SAILING IN ONE OF THE DINGHYS. WHEN WE SWAM OFF THE SHIP, IT WAS NECESSARY TO KEEP LOOKOUTS IN THE CROWS NEST FOR SHARKS WHICH ABOUNDED IN THOSE WATERS.

THE SHIP WAS OVERCROWDED AND FACILITIES WERE TAXED TO CAPACITY. THE COMPRESSORS FOR THE FREEZERS RAN CONTINUOUSLY TO MAINTAIN SAFE TEMPERATURE. THE EVAPORATORS WORKED AROUND THE CLOCK MAKING FRESH WATER. WE WERE RATIONED A HALF BUCKET EACH MORNING FOR A BATH, THEN SAVE TO WASH CLOTHES IN THAT AFTERNOON. SOME LIFE! WHEN THE SUPPLY OF FRESH MEAT RAN LOW, THE STEWARD AND PAYMASTER WOULD GO ASHORE, BUY A COUPLE OF COWS OR STEERS AND THE CREW WOULD BUTCHER AND CUT THEM UP. WE HAD LOTS OF TROPICAL FRUITS, SUCH AS BANANAS, MANGOES, PAPAYAS, ETC. THERE WERE NO SUPPLY SHIPS TO TAKE CARE OF OUR OPERATION.

IN THE FALL OF 1917 THE "MARBLEHEAD" ANCHORED IN A SMALL BAY ABOUT TWELVE MILES NORTH OF GUAYMAS IN THE GULF OF CALIFORNIA. A PARTY OF US, ABOUT FIVE, WENT ASHORE DEER HUNTING. WE HIKE AND HIKE OVER THE HILLS, BUT GAME WAS SCARCE. AT LAST OUR CANTEENS WERE DRY OF WATER AND IT WAS HOT! WE WERE SEVERAL MILES FROM THE SHIP. WE SIGHTED A FARM HOUSE IN THE DISTANCE. WE TRUDGED ALONG WITH OUR TONGUES VIRTUALLY HANGING OUT. WE NEARED THE FARM. WE WEREN'T PAYING TOO MUCH ATTENTION TO ANYTHING WHEN WE LOOKED UP AND THERE WAS A MEXICAN SOLDIER WITH A GERMAN MAUSER RIFLE WITH A BEAD ON US. HE WAS YELLING SOMETHING IN SPANISH WHICH WE COULDN'T UNDERSTAND. ONE OF OUR PARTY, A BOATSWAIN MATE NAMED SMITH WAS FROM ARARILLO, TEX. AND KNEW A FEW WORDS IN SPANISH. THE MORE HE TALKED TO THE SOLDIER THE MORE THE MORE EXCITED THE SOLDIER BECAME, BECAUSE EACH OF US STILL HELD OUR RIFLES. BUT AS SOON AS WE DROPPED THEM, THINGS SIMMERED DOWN.

WE WERE TAKEN INTO THE FARM HOUSE, GIVEN SOME WATER, AND THERE WAS A YOUNG LADY WHO COULD SPEAK ENGLISH. WE HAD BEEN CAPTURED BY A MEXICAN ARMY PATROL. THE LIEUTENANT WHO CAPTURED US CALLED HEADQUARTERS IN GUAYMAS. THE COMMANDANTE WANTED US BROUGHT IN. WE HAD TO MARCH IT. THE POOR MEXICAN SOLDIERS WERE BAREFOOTED. THEY HAD A HARD TIME MAINTAINING OUR SPEED. ALL THIS TIME WE WERE WONDERING WHAT WAS GOING TO HAPPEN TO US..

WE NEARED THE OUTSKIRTS OF TOWN AND WERE MARCHED THROUGH ONE OF THE MAIN MAIN STREETS; IT LOOKED LIKE A PARADE. THE STREETS WERE LINED WITH PEOPLE TAKING IN THE SPECTACLE. AMONG THEM WERE GERMANS AND DRAFT DODGERS FROM THE USA. WE WERE LOGGED IN THE BARRACKS AND QUESTIONED. WE LOST NO TIME IN NOTIFYING OUR CONSULAR OFFICER AND ARRANGING FOR OUR MEALS TO BE SENT IN FROM A CHINESE RESTAURANT.

THAT NIGHT WORD WAS GOTTEN TO THE "MARBLEHEAD", AND WITHIN A FEW HOURS SHE STEAMED INTO THE HARBOR TO REMAIN ALMOST A WEEK UNTIL WE WERE RELEASED. EACH DAY OUR CAPTAIN WOULD COME ASHORE TO CONFER WITH THE COMMANDANTE. THE SHIP WAS ONLY SUPPOSED TO REMAIN IN A NEUTRAL PORT FOR 24 HOURS, BUT THAT MADE NO DIFFERENCE. TO MAKE A LONG STORY SHORT, WE WERE RELEASED FIVE DAYS LATER, GIVEN OUR GUNS AND WE LEFT THE PLACE. WE WERE UNDER NO HARDSHIP, THREE REGULAR MEALS A DAY, BUT WE HAD TO SLEEP ON BENCHES AND TABLES. MY GOOD BUDDY, GEORGE HEARTWELL, WAS COXSWAIN OF THE CAPTAIN'S GIG AND HE BROUGHT US CLEAN CLOTHES AND SHAVING EQUIPMENT DURING OUR STAY. GEORGE IS THE ONLY ONE OF THAT WHOLE CREW WHOM I STILL REMAIN IN TOUCH WITH.

IN OCTOBER OF 1917, PERU BROKE OFF DIPLOMATIC RELATIONS WITH GERMANY, AND AS SOON AS OUR PARTY WAS LIBERATED FROM OUR PREDICAMENT, THE "MARBLEHEAD" HEADED SOUTH FOR LIMA, PERU, STOPPING IN AT BALBOA TO COAL UP AND LOAD SUPPLIES. THIS WAS INTERESTING SINCE ALL OF THE ROOKIES WERE FORCED TO WALK THE PLANK WHEN THE SHIP ENTERED KING NEPTUNE'S DOMAIN AT THE EQUATOR.

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ONE DAY WE WERE CRUISING UP THE MEXICAN COAST. WE HAD BEEN SHADOWING A STEAMER FOR DAYS, STAYING WELL ASTERN TO AVOID DETECTION. THE CAPTAIN DECIDED TO DOCK IN ACAPULCO FOR SOME REASON. AT 0900 I WAS BUSY COPYING NBA FOX FROM HIS ARC. HIS SIGNALS WERE PLENTY WEAK. THE WIRELESS SHACK WAS LOCKED UP, PORT HOLES DOGGED DOWN AND I WAS LITERALLY PUSHING THE HEADPHONES INTO MY HEAD AS I COPIED TRAFFIC WITH A STICK.. LATER ON THE RADIO OFFICER ASKED ME IF I WAS SURE OF WHAT I COPIED. I TOLD HIM THAT I ONLY PUT DOWN WHAT I HEARD--I HAD COPIED CODED ORDERS FOR OUR SHIP TO PROCEED TO KEY WEST, FLORIDA TO JOIN THE AMERICAN PATROL DETACHMENT. ALL HANDS WERE HAPPY THAT WE MIGHT SEE SOME REAL ACTION.

WE PASSED THROUGH THE PANAMA CANAL AND NEXT MORNING WE DEPARTED COLON CONVOYING THE LARGE DUTCH STEAMER, "PRINCESS JULIANA", WE WERE STOPPING OFF AT KEY WEST FOR OUR NEW ASSIGNMENT. WE JOINED A BUNCH OF OTHER SHIPS IN THE DETACHMENT. THERE WAS THE SCOUT CRUISER, "SALEM" AND A SISTER SHIP, THE "RALEIGH", AND THE SISTER SHIP OF THE "MARBLEHEAD", THE "ANNISTON", AND OTHERS, ABOUT A DOZEN IN ALL.

OUR MAIN DUTY WAS TO PERIODICALLY CRUISE THE GULF ALONG WITH SEVERAL SUB CHASERS. DURING THOSE TRIPS WE WOULD CHECK AROUND THE GULF ALONG THE MEXICAN COAST, LIGHTHOUSES, ISLANDS, ETC. FOR ANY SIGNS OF ENEMY SUBMARINES. THE COMMUNICATIONS FROM THE "MARBLEHEAD" WERE THE SAME THING OVER AGAIN. DURING HEAVY QRN CONDITIONS WE WERE NEVER ABLE TO CONTACT A NAVAL SHORE STATION. ONE TRIP THE CAPTAIN WANTED TO DIVERT TO NEW ORLEANS, BUT WE WERE UNABLE TO CONTACT SHORE TO GET HIS ORDERS.

IN OCTOBER, 1918, WE PROCEEDED NORTH TO NORFOLK NAVY YARD FOR GENERAL REPAIRS. WE WERE LAID IN THERE UNTIL NOVEMBER WHEN THE ARMISTICE WAS SIGNED ON THE 11TH. NATURALLY WE WERE ALL OVERJOYED AT THE THOUGHT OF GOING HOME. WHILE IN THE NAVY YARD THE "MARBLEHEAD" RECEIVED A NEW ANTENNA INSTALLATION, NEW NAVY STANDARD LOWENSTEIN 2-KW TRANSMITTER, AND A NAVY SE 143 RECEIVER WITH AUDIO AMPLIFIER. WE WERE INDEED MODERNIZED AND WE HAD MUCH BETTER LUCK WITH OUR COMMUNICATIONS. ALSO INSTALLED WAS WESTERN ELECTRIC RADIO-TELEPHONE EQUIPMENT WHICH OPERATED ON SEVERAL DIFFERENT FREQUENCIES. THIS WAS GOOD AS THE CAPTAIN HAD A SPEAKER AND MIKE ON THE BRIDGE WHERE HE COULD TALK DIRECTLY TO THE SUB CHASERS AND OTHER SHIPS. LATER, AFTER THE WAR IN 1919, WE WERE LAYING IN SAN DIEGO USING THIS PHONE OUTFIT ONCE IN A WHILE.

WE KNEW A LIEUTENANT BALDWIN AT NORTH ISLAND NAVAL AIR STATION THERE AT SAN DIEGO. THEY HAD JUST FINISHED THE FIRST OF THE LARGE HANGERS ON THAT BASE. THE LIEUTENANT ARRANGED FOR US TO BROADCAST MUSICAL RECORDS THE DAY THE HANGER WAS DEDICATED AND THIS WAS PIPED ALL OVER THE PLACE BY LOUD SPEAKER. THIS WAS PROBABLY THE FIRST FOR SAN DIEGO UNDER SUCH CIRCUMSTANCES.

AFTER THE ARMISTICE WAS SIGNED WE HEADED BACK THROUGH THE CANAL AND HEADED NORTH FOR SAN DIEGO, BUT WE WERE NOT TO MAKE IT SO SOON! IN SALVADORE THEY WERE HAVING A NATIONAL ELECTION. WE RECEIVED ORDERS TO PULL IN THERE TO HANG AROUND TO SEE WHAT WOULD HAPPEN, IF ANYTHING. THE SITUATION REMAINED QUIET, SO ONE DAY WE HEADED NORTH FOR HOME. THERE WAS TO BE NO DIVERSION THIS TIME! THE CAPTAIN HAD US SEND A DEPARTURE MSG AND THEN ORDERED US TO DO A MAJOR OVERHAUL ON THE EQUIPMENT. WE OPENED UP A COUPLE OF HUNDRED MILES SOUTH OF NPL FOR TRAFFIC.

TO REGRESS BACK TO THE SPRING OF 1918, THE SPANISH INFLUENZA EPIDEMIC HAD SPREAD TO THE KEY WEST AREA. YOUR WRITER WAS THE FIRST ABOARD THE "MARBLEHEAD" TO GET THE BUG. I WAS SENT ASHORE TO THE NAVAL HOSPITAL AT KEY WEST. PEOPLE WERE DYING LIKE FLIES! THE HOSPITAL WAS FULL. LARGE ARMY TENTS WERE PITCHED AROUND THE GROUNDS. IN EACH WERE 6 OR 8 FOLDING COTS SITTING ON THE GROUND. IT RAINED EVERY DAY AND IT WAS IMPOSSIBLE TO LEAVE THE BED WITHOUT GETTING THE FEET WET. IF A MAN WAS ABLE HE HAD TO LINE UP FOR CHOW. MANY A POOR GIB WOULD GET INTO LINE WITH HIS MESS KIT, BUT BEFORE HE COULD WORK HIS WAY TO THE SERVING STAND HE WOULD BECOME TOO WEAK TO

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STAND, SO HE WOULD HAVE TO WITHDRAW, SIT AND RECUPERATE. THERE WAS WIDESPREAD BITCHING AND COMPLAINING. ONE DAY THE HOSPITAL COMMANDER CALLED ALL HANDS TO QUARTERS AND WELL CHEWED THEM OUT FOR THEIR ATTITUDE. THIS WAS ONE TIME THAT I WAS ASSIGNED TO A HOSPITAL, BUT NEVER DID SEE THE INSIDE.

BACK ON THE "MARBLEHEAD" WHICH LAID IN PORT, THE BUG HAD MADE THE RUN OF THE SHIP. THERE WERE HAMMOCKS AND MATTRESSES SPREAD ALL OVER THE DECKS. THE CREWMEN WERE SO SICK THEY WERE TOO WEAK OR DISINTERESTED IN LASHING UP A HAMMOCK AND STOWING IT AWAY. IN THE WIRELESS SHACK ALL WERE DOWN AT ONE TIME OR ANOTHER. DON STOLBERG, ONE OF THE OPS JUST WOULD NOT GIVE UP! HE WAS ALWAYS ABLE TO SUMMON SUFFICIENT STRENGTH TO DO WHAT LITTLE WORK WAS DONE WHILE THE OTHERS WERE LAID UP.

THE "MARBLEHEAD" MADE TWO VOYAGES TO ALASKA AFTER THE AWR. ONE OF THESE WAS UP THE INSIDE PASSAGE AND WAS VERY PLEASANT. THE LATTER OF THESE WAS TO TAKE A RELIEF MEDICAL CREW TO BRISTOL BAY FOR THE INFLUENZA EPIDEMIC THERE. WE LOADED DOCTORS, MEDICAL SUPPLIES AND NURSES AND MADE A CALL IN AT DUTCH HARBOR. THERE THE CREW OF THE USCG CUTTER, "UNALGA" WERE BUSY HELPING OUT THE NATIVES AND THEY ACTUALLY TOOK OVER THE ORPHANAGE AS MOST ADULTS WERE DOWN OR GONE. THE DOCTORS AND NURSES WERE QUARTERED AFT WITH THE SHIP'S OFFICERS AND THERE WERE MANY A MERRY TIME TO BE HAD! THERE WAS ONE CUTE LITTLE RED-HAIRED NURSE THAT TOOK THE EYE OF ALL HANDS, BUT OF COURSE THE SAILORS WERE NOT GIVEN MUCH CHANCE TO EVEN TAKE A LOOK.

THE "MARBLEHEAD" REMAINED IN COMMISSION FOR OVER A YEAR AFTER THE ARMISTICE. LATER SHE WAS SOLD TO A SOUTH AMERICAN COUNTRY. SO ENDED THE SAGA OF THE ORIGINAL "MARBLEHEAD" SO FAR AS I WAS CONCERNED. SHE SERVED THROUGH TWO WARS, SPANISH AMERICAN AND WW I. SHE WAS A GOOD OLD SHIP, MIGHTY ROUGH DUTY AT TIMES, BUT WE LEARNED TO LOVE IT. IT WAS TOO BAD THAT HER NAMESAKE, THE NEW MARBLEHEAD HAD SUCH A SHORT LIFESPAN IN WW II, BUT THE MODERN-DAY METHODS TOOK THE TOLL OF MANY A FINE SHIP.

KL7AG



LETTER AND PICTURES FROM FRED PARSONS W2EXM

DEAR EARL:

HAVING BEEN READING "SPARK GAP TIMES FROM COVER TO COVER I HAVE NOTICED MANY REFERENCES TO OLD SOUTH WELLFLEET, CC, MCC AND WCC. AS PROBABLY FEW OF THE MEMBERS EVER SAW THE STATION BUT REMEMBER IT FONDLY FROM THE SIGNAL, I THOUGHT THAT PERHAPS A FEW PICTURES OF IT'S HISTORY MIGHT BE IN ORDER, SEEING THAT WE NOW HAVE TO A DEGREE AN ILLUSTRATED PUBLICATION.

OF COURSE SPACE IS AT A PREMIUM AND MY IDEA MIGHT BE IMPRACTICAL; I WILL LEAVE IT TO YOU TO DECIDE. ENCLOSED ARE SOME SHOTS OF QUESTIONABLE VALUE PHOTOGRAPHICALLY BUT THEY CARRY THE STAMP OF HISTORY. I HAVE NUMBERED THEM ON THE BACKS TO IDENTIFY THEM WITH THE BRIEF DESCRIPTIONS ENCLOSED

HEREIN. THE PICTURES FROM THIS PAGE ARE NOT INCLUDED HI!

I HAVE SENT SOME OF THESE PICTURES TO HAM FRIENDS FOR THE OLD DAYS AND FROM THE REACTIONS I THINK THEY WERE QUITE WELCOME. PERHAPS OUR MEMBERS WILL ENJOY THEM ALSO. IF YOU FEEL THAT THE IDEA IS OUT OF LINE FOR THE SPG, JUST FILE THE SHOTS.

73,

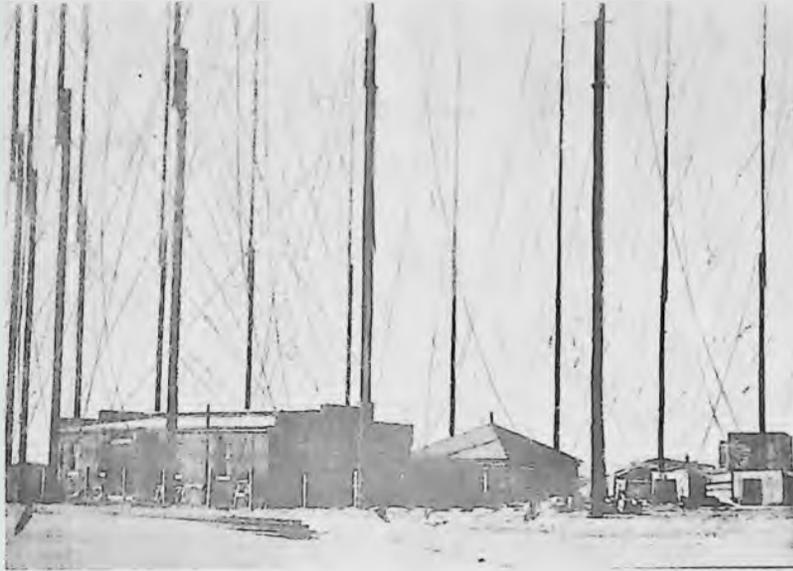
FRED A PARSONS W2EXM
2747 EDGEHILL AVE.
BRONX 63, N.Y.

PIX FOLLOW.

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GENERALLY NOT KNOWN, SOUTH WELLFLEET STARTED WITH THE ARRANGEMENT OF 20 200 FOOT MILITARY MASTS IN A CIRCLE 200 FEET IN DIAMETER. THIS WAS EARLY IN 1902. BEFORE THE STATION COULD BECOME OPERATIONAL, A GALE DESTROYED THE SYSTEM.



THE FOUR TOWERS WERE THEN ERECTED AT THE EDGE OF THE CLIFF. IN 1902 THEY WERE NOT AS CLOSE TO THE EDGE AS HERE IN 1917. THE OCEAN HAD BEEN ERODING THE SHORE IN THE MEANTIME. A LONELY PLACE WITH NO COMMERCIAL POWER REQUIRING THE USE OF OIL ENGINES AS PRIME MOVERS.

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IN 1924 - THE ABANDONED LIVING QUARTERS BUILDING. THE ROOM BACK OF THE PEOPLE WAS WHERE THE WESTERN UNION CIRCUIT FROM NEW YORK TERMINATED.



BASE OF THE OUTER TOWERS IN 1945. DUE TO THE EROSION, IT WAS NECESSARY TO CUT THE TOWER DOWN IN 1920. TODAY THE CLIFF HAS BEEN CUT BACK TO THE TRANSMITTER HOUSE FLOOR, WHICH WAS THE CENTER OF THE FOUR TOWERS.



1941 - FLOOR OF THE TRANSMITTING HOUSE. FRONT LEFT IS THE MOUNTING OF THE FAMOUS ROTARY SPARK GAP, AND TO THE RIGHT, THE STUDS FOR THE ROTARY MOROR. REAR LEFT SAT THE BIG GLASS PLATE CONDENSERS AND REAR RIGHT VERTICALLY MOUNTED HELIX OR WHAT MARCONI WOULD PROBABLY CALL A JIGGER.

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THE SPANISH PAGE BY LU2AO
AUGUSTO E. OSORIO

THE FOLLOWING LETTER FROM OUR SOUTH AMERICAN REPRESENTATIVE WAS RECEIVED TOO LATE TO PUBLISH IN THE LAST ISSUE OF SGT. IT IS THEREFORE BELATEDLY GIVEN IN THIS ISSUE.

"WE HAVE BEEN A MONTH WITH QRT IN THE POST OFFICE AND THEREFORE I SUPPOSE SOME LETTERS OR BULLETINS HAVE BEEN LOST. I HAVE RECEIVED THE SPLENDID BLUE BOOK; VERY FINE INDEED AND CONGRATULATIONS. ALSO I RECEIVED THE "SPARK GAP TIMES", NUMBER 10, WITH THE FIRST "SPANISH PAGE" THAT LOOKS VERY NICE, AND YOUR LETTER DATED 14 SEPTEMBER, THE 21 OF THIS MONTH. (28 OCTOBER).

ON THE 23 AUGUST, I SENT YOU SOME INFORMATION IN SPANISH FOR THE BULLETIN OF THE OOTC AND ONE LETTER AND I SUPPOSED YOU RECEIVED IT. IF NOT PLEASE LET ME KNOW, SO I'LL SEND IT AGAIN. PLEASE ANSWER VIA AIR MAIL; IF NOT WE LOST ABOUT TWO MONTHS.

TO DAY THE DESTROYERS OF THE ARGENTINE NAVY "ROSALES" AND "ESPORA" LEAVES PUERTO BELGRAND FOR CUBA TO COOPERATE WITH THE US NAVY IN THE BLOCKADE OF CUBA. SO THE ARGENTINE IS SIDE BY SIDE WITH THE GREAT SISTER OF AMERICA AND IN DEFENSE OF THE LIBERTY AND DEMOCRACY. WE THINK KENNEDY WAS ALL RIGHT WITH HIS ATTITUDE ENERGETIC AND FIRM.

I HAVE READ IN THE PAGE 9 OF OOTC 10 THE...."GOOD EXAMPLE OF THE DIFFICULTIES THAT BESET SO MANY OF OUR FRATERNITY....ETC.-HAVE YOU ANY SOLUTION?- FOR ME AND FOR THE OTHERS RADIO VETERANS IS VERY IMPORTANT IF YOU DECIDE TO ESTABLISH LIFE MEMBERSHIP DUES IN ONLY 10 DOLLARS.

I WOULD LIKE TO RECEIVE SOME DECISION FROM YOU SOON, SO I CAN GET MORE MEMBERS FOR THE OOTC.

WITH BEST 73's

A.E. OSORIO. LU2AO

NOTE: ACCOMPANYING THIS LETTER WERE TWO GOOD NEWSPAPER CUTS OF THE ARGENTINE DESTROYERS "ROSALES" AND "ESPORA" TAKEN FROM "LA PRENSA". SORRY BUT THIS COULD NOT BE REPRODUCED SUCCESSFULLY. EEC

BUENOS AIRES, JAN. 26/19 63

DEAR CLINE:

I HAVE RECEIVED YOUR VERY FINE CARD FOR XMAS AND NEW YEAR 1963. MANY THANKS. I SENT YOU ANOTHER ONE. ALSO I HAVE RECEIVED THE NUMBER 11, OCTOBER 1962 OF "SPARK GAP TIMES", VERY INTERESTING INDEED. THE LAST BLUE BOOK OF AMATEUR WIRELESS RECEIVED IS THE DISTRICT 5. VERY FINE.

NOW I AM SENDING YOU THE "SPANISH PAGE" FOR THE "SPARK GAP TIMES", NOVEMBER OR DECEMBER. FOR THE JULY NUMBER I SEND A POETRY WRITTEN BY A SHORT WAVE LISTENER ARGENTINE AMATEUR, MRS. ORTI. (THIS WILL BE PUBLISHED IN THE JUNE ISSUE).

IT IS A LONG TIME THAT I DON'T RECEIVE YOURS LETTER. I HOPE THAT YOU WITH GOOD HEALTH AND ONLY VERY BUSY WITH BUSINESS AND THE "SPARK". LU9AN STILL HAS NOT RECEIVED THE OOTC PIN, CAN YOU ASK TO SECRETARY WILLIAMS TO SEND IT?

VERY SOON I'LL SEND THE RULES FOR THE CONTEST BETWEEN SOUTH AMERICAN MEMBERS, BUT WE ARE WAITING FOR THE NEW QUOTA FOR THE LAST MEMBERS. AS YOU KNOW U.S. \$15.00 IS TOO MUCH TO PAY WITH THE PRESENT EXCHANGE RATE.

SINCERELY,

A.E. OSORIO LU2AO

CONTINUED.

THE SPANISH PAGE

CENTRO DE RADIOVETERANOS DE ARGENTINA

EL 22 DICIEMBRE DE 1962 SE REALIZO LA ASAMBLEA ANUAL PARA CONSIDERAR LA MEMORIA, BALANCE E DE NUEVOS RADIOVETERANOS. ASIMISMO SE DISCUTIO EL PROYECTO DE ESTATUTO QUE SERA PRESENTADO A LA INSPECCION DE JUSTICIA PARA SOLICITAR LA PERSONERIA JURIDICA. EN PRIMER TERMINO, AL COMENZAR LA ASEMBLEA SE RINDIO HOMENAJE A LOS RADIOVETERANOS FALLECIDOS DURANTE EL AÑO 1962. LOS SRs: ALBERTO H. FERRO, LU7AG; SAMUEL IORFIDA, LU4AI Y O.A. TRUCCO, LU7FG.

SE ACEPTO EL INGRESO DE LOS SIGUIENTES NUEVOS RADIOVETERANOS: SRs. ALBERTO P.J. ROSSI, LU7CC; JUAN PAOLINI, LU3AAQ; ALFREDO LAFUE, LU7AL; ANIBAL DELGADO, LU2AI Y SEVERO E. PIZARRO ACOSTA, LU7DJK.

LA ASAMBLEA APROBO POR UNANIMIDAD EL PROYECTO PREPARADO POR LA MESA DIRECTIVA DEL NUEVO ESTATUTO QUE SERA PRESENTADO DE INMEDIATO A LAS AUTORIDADES CORRESPONDIENTES. SE ELIGIO LA NEUVA COMISION DIRECTIVA PARA EL AÑO 1963, QUE RESULTO COMPUESTA DE LA SIGUIENTE FORMA:

PRESIDENTE: GRAL. ESTANISLAO LOPEZ, LU7AB; SECRETARIO: AUGUSTO E. OSORIO, LU2AO; TESORERO, NICANO J. AREVALO, LU9AN. VOCALES TITULARES: RICARDO MARAMBIA, LU9BG Y ERNESTO FOX, LU3AJ. VOCALES SUPLENTEs: RODOLFO EVERS, LU1BA Y ALEJANDRO V. ROSATTI, LU3AX. REVISOR DE CUENTAS: MARCELINO REY, LU1CA Y SUPLENTE: ALFREDO A.M. PARODI, LU2BH. CABE DESTACAR QUE LOS TRES MIEMBROS PRINCIPALES DE LA COMISION DIRECTIVA SON TAMBIEN SOCIOS DEL OOTC; EL PRESIDENTE, LU7AB; EL SECRETARIO, LU2AO Y EL TESORERO, LU9AN. AL TERMINAR LA ASAMBLEA SE OBSEQUIO A LA CONCURRENCIA CON UN VINO DE HONOR.

FEDERACION ARGENTINA DE RADIOAFICIONADOS:

ESTA ASOCIACION QUE REUNE A MAS DE 50 RADIO CLUBES DE ARGENTINA SE ESTA REORGANIZANDO CONFORME A LA NUEVA LEY DE FOMENTE DE LA RADIOAFION SANCIONADA RECIENTEMENTE POR EL GOBIERNO NACIONAL. CON ESTE PROPOSITO HA PREPARADO UN STATUTO QUE YA SIDO ENVIADO A LA INSPECCION GENERAL DE JUSTICIA Y APROBADO POR LA MISMA, FALTANDO AHORA LA FIRMA DEL PODER EJECUTIVO NACIONAL.

REFORMA DE LA REGLAMENTACION ARGENTINA PARA RENOVAR LICENCIAS DE RADIOAFICIONADOS

LA SECRETARIA DE COMUNICACIONES DEL GOBIERNO ARGENTION QUE EJERCE EL CONTRALOR DE LAS DECRETO LA REGLAMENTACION VIGENTE EN EL SENTIDO QUE TODAS LAS LICENCIAS ACTUALES SERAN VALIDAS POR UN PERIODO DE TRES AÑOS, EN LUGAR DE RENOVARSE CADA AÑO, COMO SE HACIA ANTE RIORMENTE.

LAS LICENCIAS QUE NO SE NUEVEN EN TERMINO QUEDARAN CADUCAS DEFINITIVAMENTE Y POR LO TANTO NO PODRAN RENOVARSE NI ABONANDO MULTAS. ESTA REFORMA SIMPLIFICA LOS TRAMITES Y FAVORECE A LOS RADIOAFICIONADOS ARGENTINOS.

RADIO CLUB ALTA GRACIA

EN LA CIUDAD DE ALTA GRACIA, CIUDAD SERRANA QUE DATA DE 1609, SE HA FUNDADO EL 7 DE OCTUBRE DE 1962 UN RADIO CLUB, QUE TENDRA CONSIDERABLE INFLUENCIA EN ESA PARTE DE LA PROVINCIA DE CORDOBA. LA DIRECCION POSTAL ES CASILLA POSTAL 80, ALTA GRACIA Y SU ESTACION DE RADIO TIENE LA CARACTERISTICA LU1HRA. LA COMISION DIRECTIVA ESTA COMPUESTA POR LOS SRs. MARID CARGNELUTTI, LU3HZ; PRESEDENTE, HUGO M. GRAMAJO, LU3HB; VICE PRESIDENTE, TOMAS WILLIAM POWELL, LU4HCY; SECRETARIO-VOCALES: JOSE M. MARITATO, LU9HCP, ESTEBAN CONIAS, LU6HC; JUAN M. BENTANCOR, LU8CO, REVISOR DE CUENTAS.

Spark-Gap Times

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1 FEBRUARY, 1963

DEAR CLINE:

I WAS GLAD TO MEET UP WITH YOU AGAIN TODAY BUT THE QRM WAS TERRIFIC; THERE WAS LITTLE FUN IN IT. IT WAS BETTER AFTER WE CHANGED FREQUENCY BUT QRM CHASED IN THERE TOO. AS I SAID TO YOU, I WOULD WRITE UP A LITTLE STORY ABOUT THE TIME ART SNOWED ME UNDER. HE MENTIONED IT IN THE ATTACHED LETTER HE SENT TO JACK (W6WPF, JACK DUNN).

I HAVE INTENDED TO WRITE IT UP ALONG WITH SOME OTHER TALES OF THE PAST BUT JUST DID NOT GET AROUND TO IT. I AM QUITE SURE ART IS WRONG ABOUT THE FIRST BOSTON STATION BEING "BN". I WOULD BET HIM CINCO PESOS BUT IF HE WON HE WOULD HAVE TO COME OUT TO COLLECT. I STILL CLAIM IT WAS "BX". NOT MANY AROUND TODAY TO CONFIRM EITHER OF US. HERE IS THE STORY:

SHORT TALE BY OLD OLD TIMER TOM STEVENS W6KAA

SWAMPED

THE S S "DOROTHY BRADFORD" WAS A FAIRLY SMALL PASSENGER SHIP ESPECIALLY FITTED OUT FOR DAY TIME TRIPS AND PROVINCETOWN, DOWN NEAR THE END OF CAPE COD. SHE WAS LICENSED TO CARRY SOME 1200 TO 1500 PASSENGERS AND ON SUNDAYS WAS USUALLY LOADED TO CAPACITY.

OLD ART STOCKELLBURG WHO WORKED WITH ME AT "BH" GOT THE IDEA HE'D LIKE TO MAKE A SUNDAY TRIP ON HER JUST FOR THE FUN OF IT. ALL WENT WELL TIL THE DOROTHY STARTED BACK ON HER HOMEWARD TRIP WHEN SHE RAN INTO ONE OF THOSE HEAVY FOGS QUITE COMMON ALONG THE NORTH ATLANTIC COAST. THEY GOT TO BOSTON LIGHT WHEN THE SKIPPER GAVE UP AND DROPPED ANCHOR.

THE BOSTON COASTAL STATION "BH" DID NOT GET ENOUGH BUSINESS TO WARRANT A CONTINUOUS WATCH, SO WHEN I GOT ON THE JOB ABOUT 7.30 AM MONDAY THE FIRST THING I HEARD WAS ART CALLING ME. I KNEW IT WAS FOGGY BUT HAD NO IDEA HE WAS STUCK OUT THERE IN THE BAY. I ANSWERED HIM AND HE SOON TOLD ME HIS TROUBLES AND TO SHARPEN MY PENCIL. WELL, ART ALWAYS A SPEEDY CHARACTER WITH HIS BUG SO AWAY HE STARTED - TEN MESSAGES BETWEEN BREAKS. MANY OF THE TEXTS WERE IDENTICAL - SO HE WOULD GIVE ME THE NUMBER, ADDRESS AND SIGNATURES - AND I WOULD FILL IN THE TEXTS. I WAS ALONE AT "BH" SO WHEN ART FINISHED ONE BUNCH OF TEN MESSAGES I WOULD PUT THEM ON THE LANDLINE AND TAKE ANOTHER BUNCH.. THIS KEPT UP TILL HE WAS CLEAR. BOY, OH, BOY! THAT WAS A BUSY TWO HOURS. ART AND I HAD HANDLED 142 MESSAGES AND NOT ONE COMPLAINT OF NON-DELIVERY OR DELAY RECEIVED. IN THOSE DAYS WE USED AMERICAN MORSE. ADDRESSES AND SIGNATURES WERE NOT COUNTED OR CHARGED FOR. NEEDLESS TO SAY, ART WAS NOT PERMANENTLY LOST IN THE FOG.

ART HAS NOW RETIRED FROM COMMERCIAL ACTIVITIES AND IS NOW PERFORMING MOST USEFUL OTHER DUTIES AS AN AMATEUR AND AS THE FINE CITIZEN HE IS.

73,

Tom W6KAA

A REQUEST FROM "TATE" W8FX

RECENTLY "ACQUIRED" AN I-P 175 CRYSTAL DETECTOR UNIT, MADE BY WIRELESS SPECIALTY APPARATUS COMPANY. IT USES TWO CRYSTALS, AGAINST EACH OTHER, AND A BATTERY. DUNNO WHAT YEAR THIS WAS MADE, AND AM TRYING TO FIND OUT, ALSO THE KIND OF CRYSTALS USED. SERIAL NO. IS 112. THE CRYSTALS ARE LIKELY EITHER ZINCITE & BORNITE OR ZINCITE AND CHALCOPHYRITE. PRESUME IT WAS SO-CALLED "PERIKON" DETECTOR. WRITE "TATE".

A LETTER FROM JIM CLAPP, W4AU, ADVISES THAT HIS CHANGE OF CALL FROM W1DD HAS NOT BEEN CHANGED ON SOME OF OUR PAST LITERATURE. PLEASE CHANGE RECORDS ACCORDINGLY.

OOTC AWARDS PROGRAM NEWS

W6WPF, JACK DUNN OUR AWARDS PROGRAM CHAIRMAN ADVISES THAT THE PROGRAM IS DOING WELL AND THAT ALL CERTIFICATES ARE BEING MAILED OUT PROMPTLY. THE RESULTS ARE VERY SATISFYING AS INDICATED BY THE LETTERS OF COMMENDATION RECEIVED. THERE IS HOWEVER SOME INDICATION THAT SOME OF OUR MEMBERS HAVE FAILED IN RESPONDING TO LEGITIMATE REQUESTS FOR QSL CARDS. IT IS URGENTLY REQUESTED THAT ALL MEMBERS RESPOND PROMPTLY.

OOTC SOCIAL NETS

VOICE-----	14,295-----	DAILY-----	1800	GMT-----	ALL SECTIONS-----	SSB
	3,940-----	THURS.-----	2400	GMT-----	EASTERN SECTION	-----AM
VOICE (TEMPORARY)	14,285-----	DAILY-----	0100	GMT-----	ALL SECTIONS-----	ALL MODES
	7,235-----	DAILY-----	0300	GMT-----	ALL SECTIONS-----	ALL MODES
CW-----	14,090-----	DAILY-----	0200	GMT-----	ALL SECTIONS-----	CW
	7,035-----	DAILY-----	0200	GMT-----	ALL SECTIONS-----	6W

COME ON IN FELLERS, YOU ARE MISSING A LOT OF PLEASURE IN NOT JOINING YOUR CRONES ON AT LEAST ONE OF THESE NETS. W5RIH, ROY ARMSTRONG--COMM. MANAGER.

IN CLOSING THE FEBRUARY ISSUE OF SPARK GAP TIMES, THANKS IS EXPRESSED FOR THE MANY FINE ARTICLES SUBMITTED. SOME WILL NOT BE FOUND IN THIS ISSUE BUT WILL BE IN LATER ISSUES. THEY ARE ALL SPLENDID AND WILL BE USED IN THE MANNER BEST SUITED TO GET OUT A WELL BALANCED JOURNAL.

OUR GREATEST PROBLEM SEEMS TO BE THE PRINTING SITUATION. AS YOU ALL KNOW, IT HAS BEEN POSSIBLE TO PUBLISH SGT AT A PRICE WE COULD AFFORD BECAUSE OF THE COOPERATION OF AN ASSOCIATE OF THE EDITOR. THIS GENTLEMAN IS NOW SO TIED UP WITH HIS OWN WORK THAT IT HAS BEEN VIRTUALLY IMPOSSIBLE FOR HIM TO GET OUR PRINTING DONE.

CONSIDERATION IS BEING GIVEN TO THE PURCHASE OF AN OFF-SET PRINTING MACHINE. THIS MATTER HAS BEEN DISCUSSED WITH THE OTHER OFFICERS AND AS MANY OF OUR MEMBERS AS POSSIBLE AND ALL SEEM TO BE IN FAVOR OF THE PURCHASE. A DECISION WILL BE MADE IN THE NEXT FEW DAYS AND IT IS POSSIBLE THAT THIS ISSUE OF SPARK GAP TIMES WILL HAVE BEEN PRINTED ON THE MACHINE BEING CONSIDERED. IT PROBABLY SHOULD BE MENTIONED THAT THIS IS A FACTORY REBUILT MACHINE AND CARRIES A "NEW MACHINE" GUARANTEE. EEC

1963 ELECTION PLANS

MEMBERS WILL RECALL THAT OUR BI-YEARLY ELECTION IS DUE THIS YEAR AND WILL NO DOUBT BE HELD IN NOVEMBER OR EARLY DECEMBER. W2MDB, MR. JOHN HERLAND, HAS BEEN APPOINTED ELECTION CHAIRMAN TO SELECT ELECTION COMMITTEE MEMBERS FOR THE PURPOSE OF CARRYING OUT THE WISHES OF THE MEMBERS. JOHN WILL NO DOUBT HAVE AN ANNOUNCEMENT TO MAKE IN THE NEXT ISSUE OF SPARK GAP TIMES.

Spark-Gap Times

THE ELECTION OF NEW OFFICERS OF COURSE MAKES NECESSARY THE APPOINTMENT OF A NEW EDITOR OF SPARK GAP TIMES, AND THIS FACT MAKES NECESSARY THE FINDING OF A MEMBER THAT WILL BE AVAILABLE FOR THIS POST. CERTAINLY THERE ARE MANY MEMBERS MUCH BETTER QUALIFIED THAN THE PRESENT EDITOR AND THERE SHOULD BE SOME VOLUNTEERS FOR THIS JOB. HOW ABOUT IT FELLOWS, MAY WE HAVE SOME VOLUNTEERS?

IN LINE WITH THE ABOVE, AND TO SPREAD THE INCREASINGLY GREAT WORK LOAD OF THE OFFICERS, I WONDER IF MANY OF OUR MEMBERS WITH SPECIAL TALENTS WOULD NOT LIKE TO BE LISTED FOR SUCH DUTIES AS THE NEXT PRESIDENT MIGHT FIND NECESSARY. IF YOU CAN WRITE, DRAW, TYPE, PHOTOGRAPH OR DO ANY OF THE THINGS THAT MIGHT MAKE SPARK GAP TIMES AND THE BLUE BOOK MORE INTERESTING LET US KNOW SO THAT YOU CAN ENJOY THE BENEFITS OF ACTIVE MEMBERSHIP. YOU WILL FIND THE EFFORT MOST REWARDING.

AS USUAL YE OLDE COPPYE BOYE CLOSSES WITH THE FEELING THAT HE HAS FORGOTTEN OR HAS OMITTED SOMETHING IMPORTANT. IF THIS IS THE CASE PLEASE SO INFORM HIM AND THE ERROR WILL BE CORRECTED IN THE NEXT ISSUE.

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ABOVE ARE LATEST AND REVISED PRICES. SEND ALL ORDERS DIRECT TO THE SECRETARY, W2EG, MR. EARL C. WILLIAMS, 507 WAYSIDE ROAD, NEPTUNE, N.J.

W2MZ HARVEY F. WANNENMACHER

PLEASE PASTE IN THE "BLUE BOOK"



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SPARK-GAP TIMES IS PUBLISHED BI-MONTHLY BY THE OLD OLD TIMERS CLUB AT NO COST TO MEMBERS.
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OOTC OFFICERS

PRESIDENT
EARL E. CLINE SR. W4PPZ
408 WEST VIEW AVENUE
CHATTANOOGA 11, TENN.

VICE-PRESIDENT
MERRILL D. BEAM K2BX
118 LEWIS STREET
EATONTOWN, N.J. 07001
BOX 271
908 W. MAIN ST. 07001

SECRETARY-TREASURER
EARL C. WILLIAMS W2EG
507 WAYSIDE ROAD
NEPTUNE, N.J.

HISTORIAN
EDW. G. RASER W2ZI
19 BLACKWOOD DRIVE
TRENTON 8, N.J.

EDITOR
STEARNS POOR WIPO
128 MILL STREET
HANOVER, MASS.

1913 LISTING CHAIRMAN
WM. B. GOULD WINP
926 WOODGATE AVENUE
ELBERON, N.J.

BLUE BOOK EDITOR
C. BERT OSBORNE W4MF
1608 HIXON PIKE
CHATTANOOGA, TENN.

AWARDS CHAIRMAN
PERLEY B. DUNN W6WPF
5262 NEWCASTLE AVENUE
ENCINO, CALIF.

HONORABLE FOUNDER
HUBERT E. INGALLS WINQ
R. F. D.
EPPING, N.H.

NET MANAGER
ROY E. ARMSTRONG
R.F.D. 1, Box 60-B
LEANDER, TEXAS

EDITOR SPARK-GAP TIMES & YE OLDE COPPYE BOYE
W4PPZ

FIRST THIRTEEN ORIGINAL MEMBERS

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RETURN REQUESTED

Spark-Gap Times



408 WEST VIEW AVENUE
CHATANOOGA 11, TENNESSEE



JOHN D. KEIM K 6DH
P. O. BOX 517
BELVEDERE, CALIF.