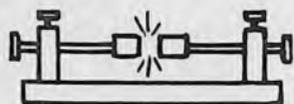
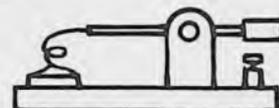


# Spark-Gap Times



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THIS IS OUR FIRST EDITION THAT HAS BEEN COMPLETELY OOTC PRODUCED. ALL MASTERS AND PLATES AS WELL AS THE PRINTING IS NOW UNDER THE COMPLETE CONTROL OF OOTC AND IT IS HOPED THAT HEREAFTER OUR PUBLICATIONS MAY BE MAILED ON TIME. IT IS ALSO HOPED THAT A BETTER JOB WILL BE DONE HEREAFTER THAN WAS DONE ON THE FEBRUARY ISSUE.

THE OPERATION OF CHANGING TO COMPLETELY OOTC HAS BEEN VERY EXPENSIVE BUT IT IS BELIEVED THAT THE COST OF THE EQUIPMENT WILL BE AMORTIZED IN A TWO YEAR PERIOD. OF GREAT IMPORTANCE IS OUR NEW ABILITY TO GET OUR WORK DONE ON TIME. OUR PAST SOURCE OF PRINTING BECAME SO BUSY THAT HE WAS UNABLE TO GET OUR WORK DONE PROMPTLY AND WE COULD NOT AFFORD COMMERCIAL RATES. IT WAS EITHER A CASE OF DROPPING OUR PUBLICATIONS OR DOING OUR OWN PRINTING AND THE FULL PREPARATION.

THIS OPERATION HAS CERTAINLY DIPPED INTO OUR TREASURY AND THE EDITOR HAS CONSULTED WITH OUR OTHER OFFICERS AND IT HAS BEEN AGREED TO REQUEST A VOLUNTARY SUBSCRIPTION DONATION OF \$2.00 PER YEAR. THIS IS IN NO SENSE AN ASSESSMENT; IF YOU FEEL THAT SPARK GAP TIMES IS OF INTEREST TO YOU AND WOULD LIKE TO HELP DEFRAY THE COST OF OPERATION, PLEASE SEND YOUR VOLUNTARY SUBSCRIPTION IN TO THE SECRETARY. IF SPARK GAP TIMES DOES NOT INTEREST YOU TO THE EXTENT THAT YOU WISH TO HELP SUPPORT IT YOU WILL STILL RECEIVE IT AND YOU MAY BE SURE THAT NO PRESSURE WILL BE BROUGHT TO BEAR ON YOU.

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IN LAST ISSUE OF SGT, YOU WERE REMINDED THAT AN ELECTION OF OFFICERS WAS DUE THIS YEAR. AS MENTIONED AN ELECTION CHAIRMAN WAS APPOINTED TO TAKE CARE OF ALL DETAILS IN CONNECTION WITH THE ELECTION. MR. JOHN N. HERLAND, W2MDB WAS APPOINTED ELECTION CHAIRMAN AND HAS ACCEPTED. JOHN ANNOUNCES THE FOLLOWING MEMBERS APPOINTED TO THE COMMITTEES: WIAE, GEORGE STERLING, VE2BG, TOM LETTS, W5RIH, ROY ARMSTRONG, W8FX, TATE THETREAU, -W4TY, BOB FENIMORE AND W6FB, FRED ELSER; A MOST DISTINGUISHED COMMITTEE.

GOOD LUCK FELLOWS AND MANY THANKS FOR TAKING ON THE CHORE. EEC.

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OOTC BLUE BOOK--THE 6TH CALL AREA INSTALLMENT IS PROBABLY IN YOUR HANDS BY NOW. W4MF OUR BLUE BOOK EDITOR HAS THE 7'S AND 8'S NEARLY FINISHED AND WILL PROBABLY BE MAILED OUT WITH THE 1 APRIL ISSUE OF SPARK GAP TIMES.

IT IS HOPED TO HAVE THE SUPPLEMENTS TO THE 1913 CALL BOOK AND THE OLD BLUE BOOK OF AMATEUR WIRELESS READY FOR MAILING BY THE FIRST OF JUNE. MUCH PREPARATION NECESSARY. EEC  
(NEXT PAGE PLEASE)

## SOME EXPERIENCES IN RADIO INTELLIGENCE AND COUNTER-ESPIONAGE

By

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PART I MILITARY RADIO INTELLIGENCE  
IMMEDIATELY PRIOR TO AND DURING WORLD WAR I.

### RADIO INTELLIGENCE, WHAT IT MEANS

RADIO INTELLIGENCE MEANS OBTAINING INFORMATION OR KNOWLEDGE BY MEANS OF IDENTIFYING, LOCATING AND INTERCEPTING OR RECORDING RADIO TRANSMISSIONS FROM LEGAL OR CLANDESTINE RADIO STATIONS. THE INFORMATION OBTAINED MAY HAVE LEGAL, DIPLOMATIC, COMMERCIAL, ECONOMIC, OR MILITARY SIGNIFICANCE.

MILITARY RADIO INTELLIGENCE IS PRIMARILY CONCERNED WITH MONITORING, LOCATING AND IDENTIFYING ENEMY TRANSMITTERS TO DETERMINE THE DISPOSITION, STRENGTH AND ACTIVITY OF MILITARY OR NAVAL FORCES AND GAINING OTHER INFORMATION OF MILITARY VALUE. MILITARY RADIO INTELLIGENCE ALSO INCLUDES POLICING ONE'S OWN RADIO CIRCUITS TO INSURE SECURITY OF OPERATIONS AND ADHERENCE TO PRESCRIBED PROCEDURES, THUS PRECLUDING THE ENEMY FROM GAINING INFORMATION FROM "BOO BOOS". IT MAY ALSO INCLUDE THE TRANSMISSION OF COMMUNICATIONS DESIGNED TO MISLEAD THE ENEMY OR TO JAM IT'S RADIO SERVICES.

ANOTHER FIELD OF ENDEAVOR OTHER THAN MILITARY RADIO INTELLIGENCE BUT HAVING A DIRECT BEARING ON IT IS COUNTER RADIO INTELLIGENCE WHEREBY THE ACTIVITIES OF ENEMY SPIES WITH RADIO TRANSMITTERS IS MONITORED, DIRECTION FINDING BEARINGS OBTAINED TO LOCATE THE TRANSMITTERS AND INTERCEPTS MADE FOR THE DECODING OF THE ESPIONAGE MESSAGES. THIS LEADS FINALLY INTO IDENTIFICATION OF THE MEMBERS OF THE SPY RING, THEIR CONTACTS, AND AT THE PROPER TIME, THEIR APPREHENSION BY POLICE OFFICIALS.

THIS FIELD OF ENDEAVOR IN RADIO INTELLIGENCE WOULD ALSO INCLUDE THE OPERATION OF ANY CLANDESTINE OR ILLEGALLY OPERATED RADIO STATION OR AN AUTHORIZED ONE WHICH MIGHT BE SUSPECTED OF OPERATING IN A MANNER OTHER THAN WHICH IT HAD BEEN AUTHORIZED.

I WILL REPORT ON EACH TYPE OF OPERATION REFERRED TO ABOVE TO THE EXTENT I HAVE PARTICIPATED IN IT OR HAVE KNOWLEDGE OF IT'S OPERATION. THIS MAY LIMIT IN A MEASURE A COMPLETE RESUME OF RADIO INTELLIGENCE UP TO THIS TIME, BUT IT WILL START WITH EVENTS LEADING UP TO WORLD WAR I AND EXTEND THROUGH THE END OF WORLD WAR II.

### RADIO INTELLIGENCE WORLD WAR I

THE USE OF RADIO OR 'WIRELESS' AS IT WAS CALLED IN 1917-1918 WAS CONFINED TO FREQUENCIES OR WAVE LENGTHS WHICH WOULD HAVE MADE IT ALMOST IMPOSSIBLE FOR AN ENEMY TO USE SUCCESSFULLY FOR ANY TIME THIS MEDIA OF COMMUNICATION FOR ESPIONAGE PURPOSES. IT WOULD HAVE REQUIRED ANTENNA STRUCTURES OF SUCH SIZES AND ASSOCIATED APPARATUS THAT IT WOULD HAVE BEEN QUICKLY DETECTED EVEN BY THE GENERAL PUBLIC WHO ARE PRONE AND FORTUNATELY TO REPORT THEIR SUSPICIONS AND OBSERVATIONS TO THE APPROPRIATE GOVERNMENT AGENCIES. HOWEVER, TWO INTERESTING CASES COME TO MIND WHICH INVOLVED COMMERCIAL STATIONS ON THIS CONTINENT.

THE LATE HERBERT O. YARDLEY, AN EXPERT CRYPTOGRAPHER, IN HIS BOOK "THE AMERICAN

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## RADIO INTELLIGENCE WORLD WAR I

BLACK CHAMBER<sup>11</sup>, A BOOK WHICH PUBLISHERS WERE ENJOINED BY A SPECIAL ACT OF CONGRESS FROM PRINTING, REVEALED THAT A STATION IN MEXICO EXCHANGED CODED MESSAGES WITH THE GERMAN STATION POZ IN NAUEN, GERMANY. YARDLEY WAS SUCCESSFUL IN DECODING THE EXCHANGE OF MESSAGES REVEALING THAT MEXICO WAS OFFERED A BRIBE TO REMAIN NEUTRAL SINCE WE AND OUR ALLIES HAD BEEN ENDEAVORING TO ENLIST CENTRAL AND SOUTH AMERICAN COUNTRIES ON OUR SIDE IN THE WAR.

THE OTHER WORLD WAR I CASE INVOLVED THE TRANSATLANTIC TELEFUNKEN STATION WHICH WAS LOCATED AT SAYVILLE, NEW YORK. A YOUNG EXPERIMENTER SURMISED FROM LISTENING TO THE TRANSMISSION AT TIMES FROM SAYVILLE, THAT IT WAS SENDING SECRET MESSAGES BY RESORTING TO HIGH SPEED TRANSMISSIONS. ACCORDINGLY HE RECORDED THEM AND PLAYED THEM BACK AT SLOW SPEED WITH AMAZING RESULTS. THIS LED TO THE SEIZURE OF THE STATION BY THE U. S. GOVERNMENT AND THE INTERNMENT OF THE OFFICIALS IN CHARGE.

THIS FEAT WAS ACCOMPLISHED BY CHARLES E. APGAR, A HAM OPERATOR, 2MN, WHO HAD DEVELOPED A SYSTEM OF RECORDING WIRELESS SIGNALS ON DICTOGRAPH RECORDS. OUR GOVERNMENT HAD BECOME SUSPICIOUS OF THE TRANSMISSIONS FROM WSL AND SOLICITED THE HELP OF APGAR IN MAKING RECORDINGS OF THE HIGH SPEED TRANSMISSIONS. WHEN PLAYED BACK AT READABLE SPEED, IT DISCLOSED THAT THE STATION WAS INDEED VIOLATING OUR NEUTRALITY BY SENDING MESSAGES TO GERMAN SUBMARINES.

APGAR WAS COMMENDED BY OUR GOVERNMENT FOR HIS CLEVER PERFORMANCE AND HIS ACHIEVEMENT GAINED HIM CONSIDERABLE PUBLICITY. DE SOTA IN HIS BOOK "200 METERS AND DOWN" DESCRIBES THIS EPISODE IN SOME DETAIL.

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## SIGNAL CORPS RADIO INTELLIGENCE, U. S. A.

AS YARDLEY IN HIS BOOK, "THE BLACK CHAMBER", INDICATED, THERE WERE ARMY UNITS HAVING THE RESPONSIBILITY OF INTERCEPTING FOREIGN RADIO TRANSMISSIONS AND TAKING DIRECTION FINDING BEARINGS TO CONFIRM THE SUSPECTED LOCATION OF TRANSMITTERS THAT MIGHT BE USED FOR DIPLOMATIC AND ESPIONAGE PURPOSES.

I HAVE LEARNED FROM TWO OF OUR CLUB MEMBERS, CLARENCE H. PFEIFER, W2FG, AND CONRAD J. BEDLAK, SR. THAT THEY WERE ENGAGED IN SUCH ACTIVITIES IN THE U.S. SIGNAL CORPS AND APPARENTLY THE FIRST INTELLIGENCE ACTIVITY OF THE SIGNAL CORPS. PFEIFER REPORTS THAT MEN IN THESE UNITS WERE PICKED FROM HAM AND COMMERCIAL RANKS AND THAT THEY WERE IN A MILITARY INTELLIGENCE DIVISION ATTACHED TO THE SIGNAL CORPS. WHILE IT APPEARS THAT MUCH OF THIS OPERATION WAS CONFINED TO THE VICINITY OF THE MEXICAN BORDER, SINCE CLARENCE'S WAS SET UP OUTSIDE OF LAS CRUCES, NEW MEXICO AND CONRAD SEDLAK OPERATED AT FORT SAM HOUSTON. OTHER UNITS WERE DISTRIBUTED ALONG THE MEXICAN BORDER.

I HAVE NO RECOLLECTION OF THE TERM "SNAFU" IN WORLD WAR I BUT IT APPARENTLY EXISTED AS CONNY SEDLAK RELATES HOW THEIR SPECIAL RADIO INTERCEPT RECEIVER HAD BEEN INSTALLED AS PART OF STATION WUJ AT FORT SAM HOUSTON AND USED FOR ROUTINE OPERATION AND HIS GROUP BECAME A "LOST SQUAD" FOR A YEAR UNTIL FINALLY SOMEONE REALIZED A MISTAKE HAD BEEN MADE. THEY WERE THEN RELIEVED OF ROUTINE OPERATION AND PLACED IN A SPECIAL INTELLIGENCE SECTION FOR WHICH THEY WERE ORIGINALLY INTENDED.

IT IS INTERESTING TO NOTE THAT CONNY'S UNIT INTERCEPTED THE CODE MESSAGES THAT YARDLEY PUBLISHED IN HIS BOOK. THESE TRANSMISSIONS WERE MADE BY THE HIGH POWERED STATION USING THE PREFIX HSI. CONNY ALSO INTERCEPTED SOME JAPANESE KANA CODE MESSAGES AS WELL AS OTHER IMPORTANT INTERCEPTS.

\* NOT ALL OF THE RADIO INTELLIGENCE ACTIVITY TOOK PLACE IN THE SOUTHWEST AS CAN BE SEEN FROM A REPORT FROM CLARENCE PFIEFER IN HIS OWN WORDS.

"IN LATE OCTOBER, 1918 I WAS PICKED OUT OF MY UNIT AND ORDERED TO HOULTON, MAINE WHERE A UNIT WAS BEING ESTABLISHED IN AN OLD FARM HOUSE A COUPLE OF MILES EAST OF THE TOWN ON TOP OF A HILL AND ABOUT A MILE FROM THE CANADIAN BORDER. I ARRIVED THERE ON ARMISTICE DAY AND FOUND THAT ART. HAD ASKED FOR ME BECAUSE I COULD OPERATE A MORSE WIRE. WE HAD A DIRECT WIRE TO WASHINGTON AND EVERYTHING WE COPIED OFF THE AIR HAD TO BE WIRED TO WASHINGTON. I WAS PRETTY BUSY. ONE NIGHT I COPIED A LONG STRING OF MESSAGES FROM POZ ADDRESSED TO PRESIDENT WILSON, JANE ADAMS AND OTHER PROMINENT PEOPLE, FROM THE WPMEN OF GERMANY APPEALING THE TERMS OF THE ARMISTICE.

THE NEXT MORNING THE PAPERS ALL OVER THE COUNTRY HAD THIS STORY IN HEADLINES AND TOLD THAT THE MESSAGES HAD BEEN COPIED BY THE MILITARY INTELLIGENCE SECTION OF HOULTON MAINE. THIS CAUSED A RUCKUS BETWEEN SECRETARY DANIELS OF THE NAVY AND SECRETARY BAKER OF THE ARMY, AS IT SEEMS THE NAVY STATIONS DID NOT COPY THESE TRANSMISSIONS, AND THERE WAS A RIVALRY BETWEEN THE SERVICES. AS A RESULT WE WERE STOPPED FROM COPYING FOR A WHILE AND PUT ON EXPERIMENTAL WORK, DIRECTION FINDING, ETC. A LITTLE LATER WE WERE STARTED UP AGAIN, AND KEPT AT IT UNTIL SEPTEMBER OR OCTOBER 1919, WHEN IT WAS DISBANDED AND WE WERE RELEASED."

SABOTAGE TOO, HAD APPARENTLY COME INTO PLAY IN THE EARLY PART OF WORLD WAR I AS CONNY SEDLAK REPORTS THAT THE FIRST THREE SC 72 RECEIVERS THEY TRIED DID NOT WORK AND INVESTIGATION REVEALED A SMALL PIECE OF WIRE ABOUT 1" LONG WAS BROKEN OR CUT IN EACH OF THESE RECEIVERS. ALSO THE DIRECTION FINDING LOOPS READ APPROXIMATELY FIFTEEN DEGREES OFF AND INVESTIGATION SHOWED THAT IRON BOLTS INSTEAD OF BRONZE WERE USED TO HOLD THE TRIPOD TOGETHER.

NO DOUBT THE ARCHIVES OF THE U.S. SIGNAL CORPS CONTAINS MUCH MORE ON THE RADIO INTELLIGENCE OPERATIONS OF IT'S SIGNAL CORPS UNITS WHICH OPERATED IN THE STATES BEFORE AND DURING WORLD WAR I THAN I HAVE RELATED IN THIS INTRODUCTION TO A REPORT ON WHAT WAS ACCOMPLISHED IN FRANCE IN 1917-1918 AND SUBSEQUENTLY BY THE RADIO INTELLIGENCE DIVISION OF THE FCC IMMEDIATELY PRIOR TO AND DURING WORLD WAR II.

#### MILITARY RADIO INTELLIGENCE AEF FRANCE 1917-1918

THE CHARACTER OF MILITARY RADIO INTELLIGENCE WHICH I WILL NARRATE HEREWITH WAS ACCOMPLISHED BY 12 OFFICERS AND 402 MEN OF THE RADIO SECTION, U.S. SIGNAL CORPS AEF, WW I, WHO OPERATED FIVE DIFFERENT KINDS OF STATIONS IN FRANCE FOR KEEPING TABS ON THE ENEMY AND POLICING OUR OWN COMMUNICATIONS TO SEE THAT THE ENEMY DID NOT KEEP TABS ON US.

THIS RADIO SECTION OPERATED INTERCEPT STATIONS WHICH COPIED GERMAN CODE MESSAGES TRANSMITTED TO AND BETWEEN ENEMY GROUND STATIONS; AIRCRAFT INTERCEPT STATIONS WHICH INTERCEPTED MESSAGES BETWEEN ENEMY PLANES AND THEIR GROUND STATIONS, DIRECTION FINDING STATIONS WHICH LOCATED ENEMY OBSERVATION PLANES, CONTROL STATIONS WHICH SUPERVISED AND POLICED THE PROCEDURES OF OUR OWN RADIO STATIONS, AND DIRECTION FINDING STATIONS WHICH TOOK BEARINGS ON THE ENEMY STATIONS.

ANOTHER INTELLIGENCE JOB PERFORMED BY THE RADIO SECTION WAS THE OPERATION OF LISTENING STATIONS WHICH COPIED ENEMY WIRE TELEPHONE MESSAGES AND TPS, TELEGRAPHY POUR LE SOIL. TELEGRAPHY POUR LE SOIL IS BETTER KNOWN AS TELEGRAPHY BY MAGNETIC ENERGY TRANSMITTED THROUGH THE EARTH BY POWERFUL AUDIO BUZZER STATIONS. I WILL NARRATE FURTHER ON THIS ACTIVITY SUBSEQUENTLY.

DURING OUR PARTICIPATION IN THE WAR A TOTAL OF 73,000 ENEMY MESSAGES WERE INTER-

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## MILITARY INTELLIGENCE AEF FRANCE 1917-1918

CEPTED AND 175,000 BEARINGS TAKEN ON ENEMY RADIO STATIONS BY OUR DIRECTION FINDERS. SIGNIFICANTLY 70 % OF THE OPERATORS PERFORMING THESE TASKS WERE FORMERLY RADIO AMATEURS AND THEIR EXTREME LOYALTY WAS SO GREAT THAT NOT A SINGLE LEAK OF THEIR SPECIAL WORK EVER OCCURED. AS MAJOR GENERAL GEORGE O. SQUIER, CHIEF SIGNAL OFFICER OF THE ARMY AT THE CLOSE OF THE WAR, STATED, "THE AMATEURS ARE CERTAINLY DESERVING OF OUR COUNTRY'S HIGHEST APPRECIATION AND THANKS FOR THIS GREAT WORK."

AS A MASTER SIGNAL ELECTRICIAN AND INSTRUCTOR IN THIS RADIO SECTION, AS WELL AS CHIEF OF THE RADIO INTELLIGENCE DIVISION OF THE FEDERAL COMMUNICATIONS COMMISSION IN WORLD WAR II, I SAY "AMEN AGAIN AND AGAIN" TO GENERAL SQUIER'S TRIBUTE TO THE AMATEURS. MORE ON THIS LATER.

I THINK IT MIGHT BE INTERESTING AT THIS POINT FOR ME TO DIGRESS FOR A BIT AND RELATE HOW A DOUGHBOY OF THE INFANTRY AND FORMER MARCONI MERCHANT MARINE OPERATOR GOT INTO THIS INTERESTING SPY WORK, BETTER IDENTIFIED AS COUNTER-INTELLIGENCE.

AT THIS TIME THAT WE WENT TO WAR WITH GERMANY IN APRIL 1917, I WAS A JUNIOR OPERATOR ON THE PASSENGER STEAMSHIP PHILADELPHIA OF THE RED D LINE OPERATING OUT OF BROOKLYN, NEW YORK TO PUERTO RICO, CUROCAO AND TWO PORTS IN VENEZUELA. ON OUR RETURN VOYAGE WE RECEIVED CODED ORDERS TO PAINT THE SHIP IN NAVY COLORS AND SAIL WITHOUT LIGHTS. THE UNITED STATES HAD DECLARED WAR ON GERMANY.

CHIEF OPERATOR RIBLER ON THE PHILADELPHIA HAD INFORMED ME PREVIOUSLY THAT GOOD RATINGS WERE BEING GIVEN TO MERCHANT MARINE OPERATORS ENLISTING IN THE NAVY. WHEN WE ARRIVED IN NEW YORK I WENT DIRECTLY TO THE BROOKLYN NAVY YARD AND TRIED TO ENLIST. I WAS INFORMED THAT THEY COULD NOT TAKE ME UNTIL I RECEIVED MY DISCHARGE FROM THE MAINE NATIONAL GUARD.

PRIOR TO GOING TO SEA I HAD SERVED ON THE MEXICAN BORDER WITH THE 2ND MAINE INFANTRY, DURING THE PANCHO VILLA RAIDS ON OUR BORDER TOWNS AND RANCHES. I WROTE TO THE ADJUDANT GENERAL OF THE STATE OF MAINE REQUESTING A DISCHARGE. I STATED THAT IF I DIDN'T HEAR FROM HIM IN FOUR DAYS I WAS GOING TO MAKE ANOTHER TRIP TO SOUTH AMERICA. WORD DIDN'T COME TO ME IN TIME SO I SAILED AGAIN. WHEN I ARRIVED BACK IN NEW YORK I FOUND ORDERS TO REPORT FOR DUTY WITH MY REGIMENT IN MAINE. THEY HAD BEEN CALLED OUT TO GUARD RAILWAY BRIDGES OF THE CANADIAN NATIONAL RAILWAY AND THE BANGOR AND AROOSTOOK RAILWAY IN NORTHERN MAINE. IT SEEMS THAT ATTEMPTS HAD BEEN MADE BY GERMAN SPIES TO BLOW UP SIMILAR BRIDGES IN NEW YORK STATE.

IN SEPTEMBER OF 1917 WE SAILED OVERSEAS AS THE 103RD INFANTRY, 26TH OR YD DIVISION. HAVING BEEN UNSUCCESSFUL IN MY ATTEMPTS TO JOIN THE NAVY I TRIED THROUGH MY COMPANY COMMANDER TO GET TRANSFERRED TO THE SIGNAL CORPS. I FELT THAT MY EXPERIENCE AS A RADIO OPERATOR COULD BE UTILIZED TO ADVANTAGE THERE. THE COMPANY COMMANDER TRIED TO NO AVAIL. THE REGIMENTAL COMMANDER WAS A MAN ADAMANT ABOUT LOSING A SINGLE DOUGHBOY BY TRANSFER.

MY BREAK CAME SOON AFTER WE HAD LANDED IN FRANCE AND BILLETED IN BARNs AND STABLES IN LE FAL LE GRAND. THE SKIPPER RECOGNIZED THAT I KNEW SEMAPHORE AND WIG-WAG AND DETACHED ME AS A CORPORAL FROM MY SQUAD. I WAS ON MY OWN. WITH ANOTHER CHAP THAT I PICKED FROM THE COMPANY WE PRACTICED FLAG SIGNALS WHILE THE OTHER BOYS WERE LEARNING GRENADERS AND TRENCH WARFARE.

THE OM SENT FOR ME ONE DAY AND ADVISED THAT THE COLONEL WAS ORDERING ME TO A FRENCH CORPS SPECIALISTS SCHOOL WHERE I WOULD LEARN FRENCH ARMY SIGNAL TACTICS. AT

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THE CONCLUSION OF THE COURSE I WOULD RETURN AS REGIMENTAL SIGNAL OFFICER. SO I WENT HAPPILY OFF TO GONDRECOURT, HEADQUARTERS OF THE FRENCH 1ST CORPS SCHOOL.

THIS SCHOOL TRAINED SPECIALISTS IN ALL BRANCHES OF THE SERVICE; GAS, GRENADES, ARTILLARY, AVIATION, SIGNALS, BAYONETRY AND CAMOFLAUGE. IT WAS ATTENDED BY BOTH OFFICERS AND NON-COMS. AS A DOUGHBOY I WAS LOW MAN ON THE TOTEM POLE, SURROUNDED BY OFFICERS OF ALL RANKS, MASTER SIGNAL ELECTRICIANS AND SERGEANTS GALORE, MOSTLY FROM THE SIGNAL CORPS.

AT THE CONCLUSION OF EACH COURSE, A COMBINED MANEUVER TOOK PLACE, UTILIZING THE STUDENTS OF EACH SCHOOL. ALL HANDS PARTICIPATED. WE WENT OVER THE TOP WITH A ROLLING ARTILLARY AND MACHINE GUN BARRAGE COMBINE WITH A GAS ATTACK FROM SOME OF THE CREW REPRESENTING THE ENEMY. OUR SCHOOL HANDLED COMMUNICATIONS.

I WILL NEVER FORGET THE GUY WHO BUNKED NEXT TO ME. HE TOOK HIS HAND GRENADE TRAINING RIGHT SERIOUSLY. AT NIGHT ON HIS BUNK HE WOULD TAKE BOTH DEFENSIVE AND OFFENSIVE HAND GRENADES APART, REASSEMBLE THEM, OPEN THE DOOR, PULL THE PIN AND ZOWIE! FORTUNATELY WE HAD LEARNED HIS LESSONS WELL. I WAS NONTHELESS DELIGHTED WHEN HE GRADUATED.

MUCH TO MY SURPRISE AT THE END OF THE COURSE I WAS INFORMED BY THE MAJOR OF THE SIGNAL CORPS SCHOOL THAT I WAS BEING RETAINED AS AN INSTRUCTOR AND THAT MY REGIMENTAL COMMANDER HAD BEEN SO INFORMED. I WAS TO INSTRUCT IN WIRELESS AND PYROTECHNICS. I HAD SOME MISGIVINGS AS TO HOW I, A DOUGHBOY CORPORAL OF THE INFANTRY WOULD MAKE OUT INSTRUCTING OFFICERS AND NON-COMS OF THE SIGNAL CORPS. IN THOSE DAYS THE SIGNAL CORPS TENDED TO LOOK DOWN THEIR NOSES AT THE DOUGHBOYS.

## I TRY TO FLY ON ONE WING

WHILE AT GONDRECOURT I REVIVED AN INTEREST IN AVIATION WHICH HAD BEEN INTERRUPTED A FEW YEARS PREVIOUSLY DUE TO PARENTAL INTERFERENCE AFTER I HAD CRASHED A HOME MADE GLIDER IN AN ATTEMPT TO TAKE IT OFF. EACH DAY A GROUP OF AVIATORS FROM THE FLYING SCHOOL AT MONTE CAME OVER TO OUR SCHOOL FOR CODE INSTRUCTION. I STRUCK UP AN ACQUAINTANCE WITH SEVERAL OF THEM. IN THOSE DAYS OF 1917 AVIATION WAS ONLY A BRANCE OF THE SIGNAL CORPS. THEY TOOK AN INTEREST IN ME AND ENCOURAGED ME TO APPLY FOR A COMMISSION AS OBSERVER. AT THAT TIME AN OBSERVER WAS A 2ND LIEUTENANT BUT RECEIVED ONLY ONE WING. SINCE AVIATION HAS ALWAYS APPEALED TO ME I DID SO. WHEN NOT DOING MY OWN DUTIES I TOOK UP THE LEWIS MACHINE GUN, READING PANELS SET OUT BY THE INFANTRY, STUDIED CARTOGRAPHY, AND USE OF CO-ORDINATES IN MAP READING. ONE OF THE DUTIES OF AN OBSERVER WAS TO CORRECT ARTILLARY FIRE BY WIRELESS SIGNALS. MY KNOWLEGE OF THE USE OF VARY PISTOLS AND ROCKETS STOOD ME IN GOOD STEAD.

MY FIRST AIRPLANE TRIP, IN FACT TWO IN THE SAME DAY, WERE IN BRITISH SOPWITHS, SOMETIMES CALLED CAMELS. WHAT A THRILL TO ME! THESE FLIGHTS ONLY SERVED TO STIMULATE MY INTENT TO BE COMMISSIONED AS AN OBSERVER IN THE AVIATION SECTION. MY APPLICATION HAD BEEN FAVORABLY ENDORSED BY THE MAJOR COMMANDING THE SIGNAL SCHOOL AND STARTED IT'S ROUNDS THROUGH "CHANNELS". I WAITED EAGERLY FOR OVER TWO WEEKS FOR FINAL ACTION. IT CAME MUCH TO MY DISMAY WHILE THUMBING THROUGH THE ENDORSEMENTS I CAME TO THE CORPS COMMANDER, GENERAL LIGETTS, "ENDORSEMENT DISAPPROVED". THIS MAN'S QUALIFICATIONS MAKE HIM A VALUABLE MAN FOR THE SIGNAL CORPS. RECOMENDED HE BE TRANSFERRED TO THE SIGNAL CORPS". SO ALL MY PREPARATIONS FOR BECOMING AN OBSERVER WERE FOR NAUGHT. IT DID LEAD HOWEVER TO THE SIGNAL CORPS FROM THE INFANTRY, AS YOU WILL LEARN LATER.

AS SOON AS POSSIBLE I SOUGHT AN AUDIENCE WITH THE COMMANDANT OF THE SIGNAL SCHOOL. I TOLD HIM OF MY DISAPPOINTMENT. I HAVE ALWAYS REMEMBERED WHAT HE SAID. "SON DON'T YOU WANT TO GO HOME AFTER THIS WAR IS OVER?" YOU WON'T IF YOU GO INTO AVIATION." I HAD GOOD REASON TO THINK OF THIS STATEMENT. ABOUT EACH WEEK A FUNERAL PROCESSION FROM THE FLYING FIELD AT MONTE WOULD GO BY US WHILE WE WERE ON FIELD MANEUVERS. THE FELLOWS WOULD CHANT

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SMALLY TO THE TUNE OF THE FUNERAL MARCH, "TEN THOUSAND DOLLARS GOING HOME TO SOMEONE'S FOLKS". THEY ALLUDED, OF COURSE, TO G.I. INSURANCE.

MY REPLY TO THE COMMANDANT'S OBSERVATION WAS THAT I HAD COME TO DO A JOB AND WAS DISAPPOINTED AFTER SPENDING ALL MY SPARE TIME STUDYING FOR AN OBSERVER TO BE TURNED DOWN. HE INFORMED ME THAT THERE WAS AN INTERESTING TASK TO WHICH I WAS TO BE ASSIGNED WHICH WOULD PROVIDE FOR MY TRANSFER TO THE SIGNAL CORPS. IT SEEMED THAT THE BRITISH AND FRENCH HAD BEEN SUCCESSFUL INTERCEPTING, DECODING AND LOCATING ENEMY RADIO STATIONS, AND THAT THE GERMANS HAD BEEN USING WIRELESS RIGHT UP TO THE FRONT LINE TROOPS. THIS, HE SAID, HAD LED THE U.S. SIGNAL CORPS TO ORGANIZE A SECTION TO PARTICIPATE IN THE SAME ACTIVITY.

HE REVEALED THAT ALREADY WE HAD A FEW QUALIFIED OPERATORS WITH THE FRENCH ARMY TO GAIN EXPERIENCE IN THIS ENDEVOUR. I WAS TOLD THAT I WAS TO GO TO GENERAL PERSHING'S HEAD QUARTERS AT CHANMOUNT AND FROM THERE I WOULD GO OUT TO THE FRONT WITH MAJOR LOGHRY TO OPERATE OUR OWN RADIO INTELLIGENCE SERVICE.

PERMIT ME TO DIGRESS AND RELATE TWO INTERESTING INCIDENTS THAT OCCURRED WHILE I WAS ON THE STAFF OF THE SIGNAL CORPS SCHOOL AT GONDRECOURT.

## INFRA-RED RAY LIGHT SIGNALLING

DURING MY TOUR OF DUTY AT GONDRECOURT AS AN INSTRUCTOR AT THE 1ST CORPS SCHOOL, I WAS ON OCCASION ASSIGNED SOME SPECIAL TASKS. I SHOULD MENTION THAT AT THE END OF THE COURSE WHEN I WAS TOLD THAT I WAS RETAINED AS AN INSTRUCTOR, ANOTHER FELLOW, A 2ND LIEUTENANT OF THE FIELD ARTILLERY, RICHARD RANGER, WAS ALSO BEING RETAINED. THIS SAME RICHARD RANGER, AFTER THE WAR BECAME FAMOUS FOR HIS RANGERTONE HI-FI EQUIPMENT, ELECTRIC ORGANS, AND A FACSIMILE SYSTEM. HE DESIGNED THE FAMILIAR NBC IDENTIFICATION CHIMES. SO THE WIRELESS SCHOOL WAS IN CHARGE OF AN ARTILLERY OFFICER AND A DOUGHBOY CORPORAL, ALONG WITH A MARINE CORPS SERGEANT WHO SPECIALIZED IN MAPS. EACH OF US HAD BEEN STUDENTS IN THE PRECEEDING CLASS. THE SIGNAL CORPS APPARENTLY WAS HARD UP FOR RADIO MEN WITH SUCH A MOTLEY CREW TO RUN THEIR SIGNAL SCHOOL. LT. RANGER WAS MY BOSS AT THE SIGNAL SCHOOL. HE LATER MADE THE RANK OF COLONEL. I READ OF HIS DEMISE RECENTLY.

ONE DAY TWO SIGNAL CORPS INTELLIGENCE OFFICERS ARRIVED AT OUR HEADQUARTERS FROM THE STATES WITH SPECIAL SIGNALLING LIGHTGEAR. I WAS ASSIGNED TO WORK WITH THEM. ONE OF THE PROBLEMS OF VISUAL SIGNALLING, PARTICULARLY FROM THE REAR TO THE FRONT, AS FOR EXAMPLE; HEADQUARTERS TO A FRONT LINE POSITION, WAS THE DIFFUSION OF THE LIGHT BEAM MAKING IT EASY FOR THE ENEMY TO READ AND LOCATE THE SOURCE. EACH INFANTRY COMPANY WAS EQUIPPED WITH A FRENCH SIGNAL LIGHT WHICH WAS MUCH LIKE THAT OF AN AUTOMOBILE LIGHT. IT'S BEAM APREAD OVER A FAIRLY WIDE ARC, EVEN THOUGH IT MIGHT BE PLACED IN A TROUGH IN A DUGOUT. THE TWO OFFICERS FROM THE STATES BROUGHT WITH THEM SOME SPECIAL BULBS AND ASSOCIATED GEAR THAT CONFINED THE BEAM TO A NARROW ARC. THEY ALSO BROUGHT AN INFRA-RED SIGNALLING LIGHT AND TWO RECEIVERS, ONE FIELD GLASS AND THE OTHER A SMALL MARINERS TELESCOPE WHICH WERE EQUIPPED WITH SPECIAL DARK RED FILTERS.

I WAS ASSIGNED TO FIELD TEST THIS EQUIPMENT. THE ONE THAT INTRIGUED ME THE MOST WAS THE INFRA-RED UNIT. I WAS TOLD TO GO OUT QUITE A DISTANCE AND TRAIN MY ESPECIALLY EQUIPPED GLASSES ON A CERTAIN POSITION WHICH HAD BEEN LAID OUT ON A MAP. MUCH TO MY SURPRISE WHEN I INTERCEPTED THE BEAM OF THE INFRA-RED DEVICE THE DOTS AND DASHES REGISTERED AS CRIMSON CHARACTERISTICS ON THE LENSES, YET NO SIGNALS WERE VISABLE TO THE NAKED EYE. AFTER THE WAR WAS OVER I LEARNED THAT THESE LIGHTS HAD BEEN DEVELOPED BY DR. ROBERT WOOD, THE WORLD RENOWNED JOHNS HOPKINS UNIVERSITY PHYSICIST. THEY WERE USED A GOOD BIT DURING THE REMAINDER OF WORLD WAR I AND BY ALL MAJOR ARMIES DURING WORLD WAR II.

STILL ANOTHER SPECIAL ASSIGNMENT RELATED TO THE TESTING OF SOME SMALL DIRECTION

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FINDER LOOPS DESIGNED IN MAJOR ARMSTRONGS LABORATORY IN PARIS TO REPLACE THE CUMBERSOME FRENCH ONES WE WERE USING. THESE SMALL LOOPS PERMITTED OUR OPERATORS TO TAKE TWICE AS MANY BEARINGS IN A GIVEN TIME AS COMPARED TO THE FRENCH VERSION.

## AN EXPERIMENT WITH ROCKETS

DURING MY TOUR OF DUTY AT THE SCHOOL THERE WERE TIMES WE ENGAGED IN A BIT OF EXPERIMENTATION AS THE FOLLOWING WILL INDICATE. ROCKETS WERE OF COURSE AN ESSENTIAL PART OF PYROTECHNIC SIGNALLING. IN ATTENDANCE AT THE SCHOOL DURING ONE OF THE CLASSES WERE TWO BROTHERS FROM KANSAS CITY, THE PERKINS BOYS. THEY WERE LICENSED HAMS AND HAD SERVED ON THE MEXICAN BORDER, IN THE SIGNAL CORPS. IT WAS THEIR SUGGESTION THAT WE DO SOMETHING TO IMPROVE THE RANGE OF OUR ROCKETS. WE DID! WE FASHIONED WINGS AND STABILIZERS AND ATTACHED THEM TO THE ROCKETS. OUR FIRST TESTS WERE PROMISING, BUT ONE DAY WE OVEREXTENDED OUR EXPERIMENTATION. WE FIRED TWO ROCKETS SIMULTANEOUSLY, BUT SOMETHING WENT WRONG AND THEY TOOK OFF IN A DIRECTION IN WHICH WE HAD NOT INTENDED THEM TO GO. AFTER SEVERAL LOOPS AND TAILSPINS THEY LANDED IN A BATTERY OF FIELD ARTILLARY WHERE A BULL SESSION OF ARTILLARY TRAINEES WAS GOING ON. A RUNNER HAILED ME WITH A SUMMONS FROM THE C.O. WHEN I REPORTED TO HIM, HE INFORMED ME THAT THE COMMANDANT OF THE ARTILLARY SCHOOL WANTED TO KNOW WHY SIGNALS WERE SHOWERING HIS BATTERIES WITH ROCKETS. WHEN I TOLD THE O.M. WHAT WE WERE TRYING TO DO HE SUGGESTED THAT WE MOVE UP NEARER THE FRONT AND TRY IT OUT ON THE ENEMY. THIS WAS THE END OF OUR EXPERIMENT TO EXTEND THE RANGE OF ROCKETS.

WE WERE INDEED PIONEERS IN ROCKETRY. WHILE WE DIDN'T SUCCEED IN GETTING ANYTHING INTO ORBIT, WE SURE RAISED HELL WITH THE ARTILLARY. WE SURE COULD HAVE USED A RANGE OFFICER TO DESTROY THE ITINERANT ROCKETS HAD WE HAD THE RADIO FACILITIES AVAILABLE TODAY.

## I AM ORDERED TO GENERAL PERSHING'S HEADQUARTERS

MY TRAVEL ORDERS ARRIVED AND EVENTUALLY I REPORTED IN AT CHAUMONT. THERE I WAS ASSIGNED TO A LONG WAVE INTERCEPT WATCH TO COPY POZ AND OTHER LONG WAVE STATIONS FOR A FEW DAYS UNTIL THE MAJOR WAS READY TO SHOVE OFF FOR THE FRONT.

A HITCH IN MY TRAVEL ORDERS LED TO INTERESTING RESULTS, TO BE OF GREAT SIGNIFICANCE TO ME SOMETIME LATER. ON MY TRANSFER TO THE SIGNAL CORPS, I WAS ASSIGNED TO HEADQUARTERS COMPANY AT LANGRES, FRANCE, BUT MY TRAVEL ORDERS READ TO TOURS, FURTHER SOUTH IN FRANCE. WHILE ENROUTE, FROM GONDRECOURT I CAME TO THE CONCLUSION SOMEONE HAD MADE A MISTAKE. ONE MORNING MY TRAIN STOPPED AT LANGRES WHICH IS NEAR CHAUMONT AND I HOPPED OFF AND PROCEEDED TO FIND MY COMPANY HEADQUARTERS.

LANGRES, FRANCE IS AN INTERESTING CITY. IT IS A WALLED CITY BUILT BY THE ROMANS. DOWN BELOW ARE PLAINS ON WHICH THE BATTLES OF THE FRANCO-PRUSSIAN WAR WERE FOUGHT. DURING WORLD WAR I, IT WAS HEADQUARTERS OF THE ALLIED STAFF COLLEGE AS WELL AS THE WEST POINT OF THE AEF WHICH TRAINED CANDIDATES FOR COMMISSIONS. I LITTLE KNEW WHEN I FIRST ARRIVED THERE THAT SOME TIME LATER I WOULD BE GRADUATED FROM THIS SCHOOL AND COMMISSIONED A 2ND LIEUTENANT IN THE SIGNAL CORPS RESERVE.

ON REPORTING AT THE HEADQUARTERS OF MY COMPANY TO MY SURPRISE I WAS TOLD THAT APPARENTLY I DID THE RIGHT THING BY LEAVING THE TRAIN THERE INSTEAD OF GOING ON TO TOURS. I HAD EXPECTED TO GET BAWLED OUT FOR DISOBEYING ORDERS. I WAS TOLD TO STICK AROUND AND REPORT IN EACH MORNING FOR ORDERS.

ONE DAY I LEARNED THAT THE FRENCH HEAVYWEIGHT CHAMPION, GEORGES CARPENTIER, A MEMBER OF THE FRENCH ARMY, WAS PUTTING ON AN EXHIBITION FIGHT AT THE OFFICERS TRAINING

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LD. I WENT TO SEE IT AND WAS VERY MUCH IMPRESSED WITH HIS BOXING ABILITY. LITTLE DID I REALIZE THAT MONTHS LATER I WAS TO BOX IN THE SAME RING. PART OF THE OFFICERS TRAINING INCLUDED PARTICIPATION IN ATHLETICS. I WAS CHOSEN BY MY PLATOON AT THE SCHOOL TO FIGHT A CHAP FROM CALIFORNIA. I WON THE FIGHT AND GAINED TWO ATHLETIC POINTS FOR THE PLATOON. IT WAS IN THE SAME RING IN WHICH I HAD WATCHED THE GREAT CARPENTIER FIGHT MONTHS PREVIOUSLY.

I WAS NOT OF MUCH USE ON LONG WAVE INTERCEPT ASSIGNMENTS AT CHAUMONT. I HAD TO TAKE EVERYTHING DOWN WITH A STICK SINCE MY HUNT AND PECK METHOD OF TYPING ON A MILL LIMITED ME TO SLOW SPEED. THE DAY FINALLY CAME WHEN MAJOR LOGRY AND MASTER ELECTRICIAN HOPKINS CORP. DUNN AND MYSELF TOOK OFF FOR TOUL, FRANCE WHICH WAS TO BE OUR HEADQUARTERS.

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THE FOREGOING IS THE FIRST OF A SERIES OF ARTICLES TO BE GIVEN BY GEORGE STERLING, AND IS BUT A SAMPLE OF THE MATERIAL YET TO COME. THANK YOU GEORGE FOR YOUR CONTINUING EFFORT IN BEHALF OF SGT AND OOTC....YE OLDE COPPYE BOYE

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\*\*\* K6BX \*\*\*

WE ARE HAPPY TO HAVE WORDS OF WISDOM FROM CLIF EVANS AND ARE SURE OF THE ENJOYMENT OUR READERS WILL HAVE IN READING HIS MOST INTERESTING EPISTLE. NO INTRODUCTION IS NECESSARY BECAUSE IF YOU DON'T KNOW CLIF YOU ARE NOT A MEMBER OF OOTC. THE EPISTLE FOLLOWS:

CL: THANKS FOR THE SWL-CHC PLUG IN OCT. SGT.

WE WERE AMAZED THAT YOU AND THE OTHER EARL DID NOT KNOW THE DIRECTORY ALSO SPONSORS THE FLYING HAMS CLUB, A WORLD WIDE ORGANIZATION NOW WITH OVER 600 MEMBERS AND EVEN FIVE SQUAD RONS (CHAPTERS). WE ARE HOLDING A CONVENTION IN 1963 AND EXPECT SEVERAL THOUSAND ATTEND.

WE SENT OOTC SECRETARY A BROCHURE ON FHC, CHC, USA-CA, DIRECTORY, REVISION SERVICE, D-EXT NEWS LETTER, DX-QSL-NEWS LETTER, HTH, FHC, QCWA AND USA-CA AWARDS PROGRAMS; PEOPLE-TO-PEOPLE, CALL BOOK, USA, QSL MANAGERS ETC, AND OTHER INFO COVERING K6BX WORLD WIDE PROGRAMS SO YOU FOLKS WON'T BE EMBARRASSED AGAIN BY PRINTING A STORY LIKE THE FLYING HAMS WHEN SUCH HAS BEEN FREQUENTLY CARRIED AS TOP STORIES IN ABOUT EVERY MAGAZINE IN THE WORLD INCLUDING AL U.S. MAGAZINES, BOTH AMATEUR AND AVIATION --HI--EARL, YOU OLD BUZZARDS OUGHTA LIVE MORE IN THE PRESENT AND THE FUTURE AND QUIT LOOKING BACKWARD EXCEPT TO POKE FUN AT THE PAST--WE FEEL IT, THE PAST AND THE DEAD, SHOULD NOT BE GLORIFIED EXCEPT WHEN IT OFFERS GUIDANCE FOR THE FUTURE---BUT THAT'S ONE MAN'S OPINION---AND THIS OOTC'S ENDEAVORS AND PROGRAMS ARE ATTUNED TO AND PROMOTING THE PRESENT, THOSE MAKING TODAY'S HISTORY, AND TO HELP DEVELOPE FUTURE LEADERS...

SPEAKING OF THE PAST, EACH YEAR WE DO ATTEMPT TO RECOLLECT SOME INCIDENT OF 40 YEARS VINTAGE AMONG OUR EXPERIENCES WHICH MAY BE HUMOROUS 'HISTORY'. OUR 1963 RECOLLECTION:

WE PROBABLY WERE GUILTY OF BEING THE FIRST HAM TO MAKE A COMBINED HAM/MUSIC BROADCAST FROM A NAVY SHIP. IN 1923 WAS AIRCRAFT RADIOMAN ON AN F5L TWIN ENGINE FLYING BOAT BASED ON THE OLD USS WRIGHT, KNOWN AS THE FIRST BALLOON SHIP. WE WERE ON AN ADVANCE BASE TRIP FLYING FROM NORFOLK, VA. TO THE PANAMA CANAL WHICH, IN THOSE DAYS, WAS QUITE A JUNKET. WE WERE AT KEY WEST, FLA. STOPOVER AND BASED ON THE WRIGHT. WHILE ASORE WE AND OTHERS OF THE RADIO GANG ATTENDED A PARTY WHICH INCLUDED A FEW CIVILIAN HAMS AND, OF COURSE SOME 'INSPIRING' YOUNG LADIES. THEY TOLD THEIR STORIES. WE TOLD OURS. WE USED SPARK SETS ON THE F5L'S, BUT ON THE WRIGHT IN ADDITION TO SPARK, ARC, AND MOTOR BUZZER SETS, WE HAD A NEWFANGLED 500 WATT VOICE TRANSMITTER. IN OUR ILL-ADVISED DESIRE TO IMPRESS OUR CIVILIAN FRIENDS WE SET UP A HAM SCHEDULE FOR THE FOLLOWING DAY, SUNDAY. THE CHIEF RADIOMAN AND COMMUNICATION OFFICER WERE ASHORE SO WE WERE FREE 'WHEELING' WE THOUGHT. ONE OF US

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PLAYED A BANJO, ANOTHER A UKE, AND SEVERAL THOUGHT THEY HAD GOOD VOICES. WE PICKED A FREQUENCY ON THE HIGH END OF THE BC BAND AND LET FLY. FOR AN HOUR WE PROUDLY ANNOUNCED THAT OUR 'BEAUTIFUL' MUSIC CAME FROM THE WRIGHT ANCHORED OFF SHORE. EVERYTHING WAS LOVELY WE THOUGHT ONLY WE AND OUR CONSPIRING CIVY FRIENDS WERE IN ON THE ACT. THEN THE MAIL STARTED POURING IN COMPLEMENTING THE COMMANDING OFFICER ON THE BROADCAST. WELL, CAN'T BLAME HIM, HE WANTED NO FURTHER PUBLICITY OF THE FACT HIS CREW WAS SO CONFOUNDED DUMB AS HE WILDLY STATED IT. WE GOT OFF EASY.

WE MENDED OUR WAYS UNTIL 1935 WHILE K6HLP AND STATIONED IN HAWAII. WE WERE A FLYBOY AND QUITE ACTIVE HAM. WITH OUR WRIGHT EXPERIENCE TO GIVE US BETTER JUDGEMENT WE COOKED UP WITH WEBLEY EDWARDS, HAWAII BC ANNOUNCER (AND STILL SUCH) A DEAL WHERE WE COULD GIVE THE FIRST HAM/BC FROM AN AIRCRAFT FLYING OVER HONOLULU AND AREA. THE COMMANDING OFFICER AGREED IT WOULD GIVE THE NAVY GOOD PUBLICITY AND GAVE US THE "GO". WHILE THE NAVY HAD VOICE AIRCRAFT SETS, WE HAD NONE AT PEARL HARBOR SO WE BORROWED A SET FROM THE ARMY WHO THEN SHARED THE FIELD. WITH THE ARMY RIG TEMPORARILY INSTALLED IN A TWO-ENGINE 'GOOSE' AMPHIBIAN, WE WERE AIRBORNE. SEVERAL ASSISTING HAMS HAD SET UP GROUND STATION EQUIPMENTS FEEDING INTO THE LOCAL BC STATION. WITH 'LIBERTY' WE PICKED A FREQUENCY IN THE 'FREE' HIGH END OF THE BC BAND, AND THE PROGRAM WAS ON THE AIR BROADCAST THROUGH THE HONOLULU BC STATION. WEBLEY WAS WILD EYED WITH EXCITEMENT OVER THE FIRST ADVENTURE ON RECORD. WE ALTERNATED WITH HIM AND PLAYED A PORTABLE RECORDING MACHINE..WE WERE SET FOR A WHOLE HOUR PROGRAM...TOWARDS THE END WE WERE RUNNING OUT OF 'COPY'. WEBLEY SAID, LET'S SING THE FIRST DUET EVER BROADCAST FROM AN AIRPLANE...WHAT DO YOU KNOW?..WITHOUT THINKING I SHOUTED...THE OLD GREY MARE...AND BEFORE EITHER GAVE IT A SECOND THOUGHT, OUT WE BURST SINGING WHAT WAS SUPPOSED TO BE "THE OLD GREY MARE", BUT IN TWO VERSIONS OF WORDS AND IN DIFFERENT KEY. THE BC STATION WAS FLOODED WITH LETTERS OF HIGH APPROVAL OF THE HISTORIC HAPPENING, AND UNLIKE THE KEY WEST FIASCO, THE NAVY WAS HAPPY TO PROVIDE SUCH 'ACCEPTABLE' PUBLIC SERVICE.

WE AGREE EARL, RECOLLECTIONS OF PAST 'DUBIOUS' DEEDS BRING BACK FOND MEMORIES...AND EVEN TODAY, WHEN I HEAR WEBLEY'S MELODIOUS VOICE ANNOUNCING TO THE TUNE OF EXCITING HAWAIIAN MUSIC, I THINK AGAIN AND BELIEVE THAT HISTORY MAKING HOUR OVER HAWAII.

SOMETIME WE'LL TELL YOU OTHER HUMOROUS EXPERIENCES DURING THE WAR YEARS, OR PIONEERING IN ALASKA, AND EVENTS OF OUR 33 YEARS IN THE NAVY AS AN AVIATOR WHEN EACH DAY OF OUR LIFE WE COULD HAVE HAD A MEDAL PINNED ON OUR CHEST OR BEEN GIVEN A GENERAL CORTS MARTIAL FOR THE EXACT SAME 'DEED', BUT ENDED UP WITH A GOOD CONDUCT MEDAL FOR AS WE SMILINGLY ADMIT, 33 YEARS OF 'UNDETECTED SCOUNDRALISM'.

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CLIF, WE ALL HOPE YOU WILL FAVOR US WITH SOME MORE LIKE THIS. WE CAN ALL USE MORE CHUCKLES, AND PARTICULARLY WHEN THEY COME FROM TRUE EXPERIENCES. THANKS FELLA.

A YOUNG PASTOR CAME RUNNING OUT OF A CHURCH ONE AFTERNOON AND DASHED INTO THE RECTORY. HE WAS FLUSHED WITH EXCITEMENT. TO THE VETERAN PASTOR IN CHARGE, HE SAID: "YOU WON'T BELIEVE THIS--I KNOW YOU WON'T--BUT THE GOOD LORD IS SITTING IN OUR VERY CHURCH RIGHT NOW!" THE OLD PASTOR SMILED TOLERANTLY. "YOU'VE BEEN WORKING TOO HARD," HE SAID, "YOU NEED A REST."

"NO, SIR", THE YOUNG ASSISTANT PRESSED ON, "IT'S TRUE. COME SEE FOR YOURSELF." SO THE TWO MEN WALKED INTO THE CHURCH AND SURE ENOUGH, THERE WAS THE GOOD LORD SITTING IN THE FRONT PEW.---THE YOUNG FELLOW TURNED TO THE PASTOR AND SAID, "WHAT 'LL WE DO?"--SAID THE PASTOR SOFTLY, "LOOK BUSY, MAN! LOOK BUSY!"

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## WISDOM AND WIRELESS

By

HOWARD S. PYLE, "YB" OF W70E

### HOT PLATE? HERE'S ONE ABOUT A "COLD PLATE."

WHEN I WAS A KID OF NINETEEN, WORLD WAR I HAD JUST LOWERED IT'S CLOUDS THROUGHOUT THE WORLD. FOLLOWING THE FOOTSTEPS OF OTHER 'JUNIOR' COMMERCIAL RADIO OPERATORS, AS WELL AS A GOODLY NUMBER OF THE 'SENIOR' GROUP, I TOO, FORSOOK MY JOB AS A RADIO OPERATOR ON AN ALASKAN EXCURSION VESSEL AND ENLISTED IN THE U.S. NAVY AS A "RADIOMAN, SECOND CLASS." I LATER LEARNED THAT IF I HAD BEEN 'SMART', I COULD HAVE BEEN FIRST CLASS, BUT THATS' ANOTHER STORY.

MY FIRST ASSIGNMENT WAS AS A NAVAL RADIO OPERATOR AT NPD; THE U.S. NAVAL RADIO STATION AT TATOOSH ISLAND, WASH., THEN THE MOST NORTHWESTERLY POINT IN THE UNITED STATES ALASKA, HAVING SINCE BECOME RECOGNIZED A STATE IN THE UNION, HAS STOLEN THIS DISTINCTION NOW! AT ANY RATE, I SIMPLY BECAME ONE OF THE SOME SIX NAVAL RADIO OPERATORS STATIONED THERE AND PERFORMED MY DAILY TOUR OF OPERATING DUTY AND THE USUAL MISCELLANEOUS WORK AROUND THE STATION. THIS PARTICULAR SPOT WAS A BARREN, 17 ACRE ROCK, A MILE OR SO FROM THE MAINLAND (IF YOU COULD JUMP THAT FAR); IT WAS A SEVEN MILE ROW IN A FOUR-OARED WHALE BOAT!

ALL OF US WITH THE EXCEPTION OF THE CHIEF OF THE STATION, AN OLD TIME NAVY 'REGULAR', WERE IN THE 'KID' CATEGORY WITH THE EXCEPTION OF "POP" JAMES. JUST AS NEW TO THE NAVY AS WE YOUNG KIDS, HE DID HAVE IT ON US AGE-WISE BY SOME 30/40 YEARS. POP HAD ACTUALLY BEEN A STATION AGENT (OR IN RAILROAD PARLANCE, A 'BAGGAGE' SMASHER') AT A RELATIVELY SMALL TOWN IN OREGON. HE DID HOWEVER, MANAGE TO CONVINCE THE NAVY RECRUITER THAT HE HAD BEEN A 'HOT-SHOT' TELEGRAPH OPERATOR AT THAT POINT. SO, HE TOO CAME UP WITH A RATING AS A "RADIOMAN 2ND CLASS". AN HOUR OR SO IN FORMAL WATCH STATUS WAS SUFFICIENT TO CONVINCE THE STATION CHIEF THAT POP WAS, IN A WAY, A FUDGER. POP COULD DISTINGUISH DOTS FROM DASHES ALL RIGHT, IF THEY CAME SLOW ENOUGH, BUT TRYING TO KEEP ABEAST OF THE SOMEWHAT SNAPPY EXCHANGE WHICH WAS PRETTY MUCH A REQUIREMENT OF NAVAL COMMUNICATIONS AT THAT TIME, WAS JUST A BIT TOO MUCH FOR THE OLD GEEZER! AS A CONSEQUENCE, THE STATION CHIEF ASSIGNED MOST OF POP'S DUTIES TO MOWING GRASS (YES...WE HAD A FEW SPEARS!), PAINTING, KEEPING THE FUEL OIL TANKS FOR OUR GASOLINE GENERATING EQUIPMENT FULL (IT'S ALL THE POWER WE HAD), AND SIMILAR CHORES.

POP WAS, LIKE MANY OF US NOT ONLY THEN, BUT TODAY, A BIT PECULIAR IN HIS HABITS. FOR EXAMPLE, ONE OF HIS IDIOSYNCRASIES WAS TO SLEEP IN HIS 'BIRTHDAY SUIT' WITHOUT THE BENEFIT OF PAJAMAS OR EVEN THE OLDER NIGHTGOWN, WINTER OR SUMMER. TO THAT HE ADDED A MANIA FOR FRESH AIR WHICH MANIFESTED ITSELF BY HIS OPENING THE WINDOW ALONGSIDE HIS COT, TO IT'S FULL RXTENT, BEFORE RETIRING. THIS OF COURSE DID NOT CONTRIBUTE TO THE COMFORT OF THE OTHER FOUR OR FIVE OF US WHO SHARED THE DORMITORY SPACE WITH HIM THROUGHOUT MANY A LONG AND COLD AND BITTER NIGHT!

AFTER A FEW WEEKS OF THIS, WE DECIDED TO DO SOMETHING ABOUT POP'S "SCREW-BALL" IDEAS. HE HAD A HABIT OF COMING INTO THE OPERATING ROOM EVERY EVENING AND REGALING (?) THE POOR GUY ON WATCH WITH TALL TALES OF HIS PROWESS AS A RAILROAD EMPLOYEE BEFORE JOINING THE NAVY. FREQUENTLY, THE OPERATOR ON WATCH WOULD SUDDENLY HIT THE TRANSMITTING KEY OF THE 10 KW TELEFUNKEN TRANSMITTER AND, AS POP WAS GENERALLY DRAPED ACROSS THE RACK OF COPPER-PLATED LEYDEN JARS WHICH FORMED THE CONDENSER FOR THE TRANSMITTING GEAR, HE WOULD SUDDENLY BECOME SOMEWHAT TONGUE-TIED AND 'WOOZY' AND WOULD ABRUPTLY WOBBLE HIS WAY TO HIS DORMITORY BUNK!

SO - O - O, ONE NIGHT WE CADGED A BRASS PLATE ABOUT  $\frac{1}{4}$ " THICK AND PERHAPS TWO FEET

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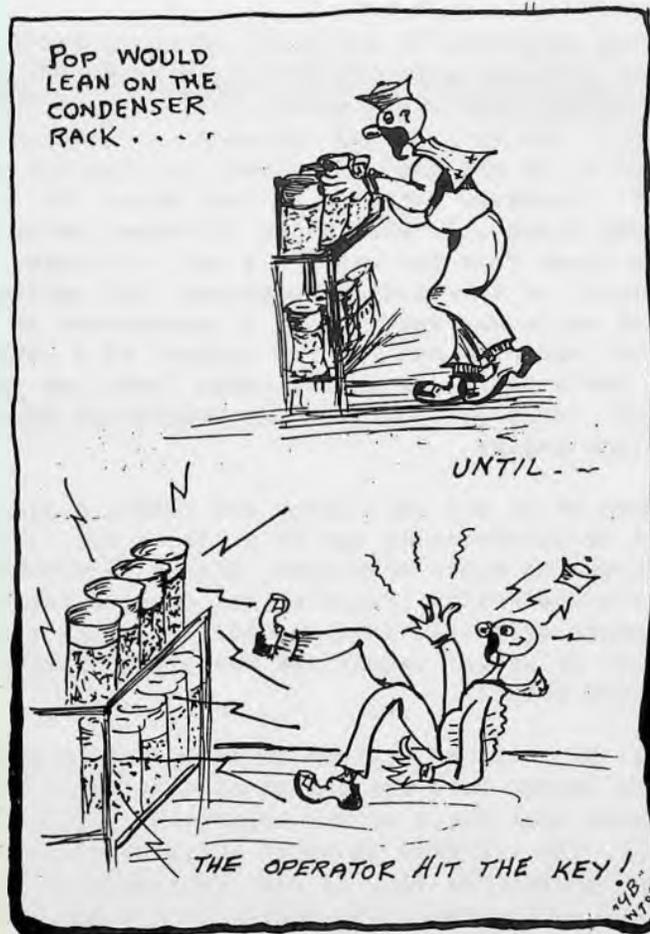
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SQUARE, FROM THE STATION'S MACHINE SHOP. WE SNEAKED IT OUT AFTER DARK AND LAID IT IN THE SNOW...IT WAS OF COURSE, MID-WINTER. WITHIN A COUPLE OF HOURS A MOST GENEROUS COATING OF FROST CRYSTALS HAD FORMED ON THE PLATE. AS IT WAS THEN APPROACHING POP'S NORMAL BED-TIME 10.00 PM WHEN WE SHUT DOWN THE LIGHT PLANT AND WENT TO KEROSENE LAMP FOR THE BALANCE OF THE NIGHT WATCHES..ONE OF US (PROBABLY ME IF YOU WANT TO READ IT THAT WAY), SNEAKED THE C-O-L-D BRASS PLATE OUT OF THE SNOW AND CAREFULLY PLACED IT IN POP'S BUNK. TRUE TO FORM HE ENTERED THE DORMITORY ROOM A FEW MINUTES LATER, GROPPED HIS WAY TO HIS COT, REACHED ACROSS IT AND OPENED THE WINDOW...WIDE. THROWING BACK HIS BLANKETS AND SHEETS, HE HOPPED IN...RIGHT ON THAT FROSTY BRASS PLATE! WITH AN AGONISED HOWL, HE LEFT THAT PLATE BUT FAST! AND...WHERE DID HE LAND? BELIEVE IT OR NOT, BUT RIGHT OUT OF THAT WINDOW INTO SIX INCHES OF SNOW AND NOT A STITCH OF CLOTHING!

SURE, ONE OF US (BLAME IT ON ME AGAIN IF YOU LIKE), FOLLOWED THROUGH AND QUICKLY CLOSED THE WINDOW BEHIND POP LEAVING HIM STARK NAKED ON THE OUTSIDE IN SOMETHING LIKE 18 OR 20 DEGREE TEMPERATURE! HE HAD PRESENCE OF MIND ENOUGH TO RUN AROUND TO THE DOOR OF THE OPERATING ROOM WHERE THE COMPASSIONATE OPERATOR LET HIM IN!

I'VE GOT A COUPLE OF SCARS WHICH SUSPICIOUSLY RESEMBLE THE BUTT END OF A 2 x 4 TIMBER, TO PROVE THE RETALIATION WHICH POP TOOK THE NEXT MORNING!



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AMATEUR RADIO STATION "HN" OF THOMAS APPLEBY IN THE 1908-1909 PERIOD

THE ABOVE PICTURE WAS SENT IN BY HOWARD S. PYLE, "YB" OF W7OE AND IS PARTICULARLY APPROPRIATE BECAUSE OF THE ARTICLE BY TOM APPLEBY THAT FOLLOWS THIS ITEM BY "YB".

THE STATION WAS LOCATED IN WEST PHILADELPHIA, PA., AND FROM THE PHOTO ON THE WALL EVIDENTLY ABRAHAM LINCOLN WAS TOM APPLEBY'S HERO. ANY OF YOU OLD TIMERS RECOGNIZE THIS GEAR? IT WAS CURRENT AND POPULAR AT THAT TIME. TAKE IT FROM LEFT TO RIGHT: A 2-SLIDE TUNER IN THE LEFT FOREGROUND WITH A THEN-CURRENT COPY OF "MODERN ELECTRICS", THE WORLD'S FIRST 'WIRELESS' MAGAZINE, INTRODUCED BY HUGO GERNSBACH, DIRECTLY BEHIND THE TUNER.

NEXT, TO THE RIGHT, A WOOD-ENCASED SPARK-COIL: (MESCO, BUNNEL OR WHOSE?) IN FRONT OF WHICH WE SUSPICION TO BE A CRYSTAL DETECTOR (OR MAYBE EVEN AN E.I CO. ELECTROLYTIC?). THE HEADPHONES (NEXT RIGHT) APPEAR TO BE PADDED WITH RABBIT-FUR OR THE EQUIVILENT FOR A POSSIBLY SORE LEFT EAR FROM WEARING THE CANS TO MUCH AND IT LOOKS LIKE BEHIND THE UN-PAD ED EARPHONE, A FIXED CONDENSER FOR THE RECEIVING CIRCUIT! TO THE RIGHT OF THE SPARK COIL WE CAN ONLY GUESS BUT IT LOOKS LIKE A TRANSMITTING CONDENSER BUILT UP FROM ALTERNATE GLASS PHOTO PLATES AND TIN-FOIL IN FRONT OF WHICH APPEARS TO BE A SPARK-GAP (?) AND EITHER A "POWER-ON/POWER-OFF" SWITCH OR PERHAPS THE ANTENNA CHANGE-OVER SWITCH. OF COURSE THE "HELIX" FOR SO-CALLED TUNING AT THAT TIME, IS EASILY RECOGNIZABLE AT THE FAR RIGHT. THIS PHOTO REPRESENTS A TYPICAL EXAMPLE OF THE TYPE OF AMATEUR STATIONS EXISTANT PRIOR TO THE PASSAGE OF THE U.S. RADIO LAW IN LATE 1912...RATHER A FAR CRY FROM THE CURRENT COLLINS KILOWATT, GONSET TRANSCIEVERS AND SIMILAR PRESENT-DAY EQUIPMENT, EH?

HOWARD S. PYLE, "YB" OF W7OE

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THE CONSPIRATORS AT WORK



## "THE NATION'S PERIL"

THE TOPIC OF THE HOUR



### THE NATION'S PERIL

BY

TOM APPLEBY

THE ACCOMPANYING PHOTOGRAPH SHOWS WHAT MIGHT WELL BE THE FIRST COMMERCIAL TYPE WIRELESS STATION EVER TO APPEAR IN A MOVIE FILM. WHAT HAPPENED AND HOW I UNWITTINGLY BECAME AN "ACTOR" IS AS FOLLOWS:

AROUND ABOUT 1914 OR 1915 THE U. S. WAS FACED WITH THE POSSIBILITY OF ENTERING WORLD WAR I WHICH WAS ALREADY IN PROGRESS ABROAD. THE PUBLIC SEEMED TO BE QUITE APATHETIC TO THE CIRCUMSTANCES AND NEEDED AROUSING, SO THE U.S. NAVY AND LUBIN'S MOVIE STUDIOS IN PHILADALPHIA GOT TOGETHER AND PRODUCED ONE HUMDINGER OF A FILM ENTITLED "THE NATION'S PERIL" WHICH APPEARED TO INCLUDE THE ENTIRE FLEET OF THE U.S. NAVY AND NEARLY ALL OF THE MARINES TOGETHER WITH COMPONENTS OF THE ARMY.

ONE OF THE FEATURES OF THIS EXCITING PICTURE WAS A CLANDESTINE ENEMY WIRELESS

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STATION IN THE WOODS OF MAINE WHICH WAS EVENTUALLY LOCATED AND RAIDED BY THE U.S. SECRET SERVICE. THIS IS WHERE I CAME IN. I WAS CONDUCTING A SMALL RADIO MANUFACTURING BUSINESS AND RETAIL STORE IN PHILADELPHIA SHORTLY AFTER HAVING LEFT WHE-WANAMAKER'S MARCONI STATION AND TURNING IT'S MANAGEMENT OVER TO DAVE HEILIG WHO WAS MY PARTNER IN THE OLD PW (PHILADELPHIA WIRELESS) SCHOOL THAT WE FOUNDED IN APRIL 1911.

THE UNITED WIRELESS TELEGRAPH CO., HAD BEEN TAKEN OVER BY THE AMERICAN MARCONI COMPANY AND HAD A LOT OF SURPLUS USED EQUIPMENT FOR SALE. THEY SENT ME A STOCK OF OPEN CORE TRANSFORMERS, THE "COFFIN" TYPE, CONDENSERS, MOTOR GENERATORS, HELIX, ROTARY SPARK-GAPS, KEYS, AERIAL SWITCHES, HEAD-PHONES AND TUNERS (RECEIVERS) TO DISPOSE OF TO AMATEURS.

JUST AFTER THAT CONGLOMERATION ARRIVED I WALKED A REPRESENTATIVE OF THE FAMOUS LUBIN MOVING PICTURE CONCERN WHO ASKED WHETHER THEY COULD RENT SUFFICIENT EQUIPMENT TO SET UP A COMPLETE AND OPERABLE 1 OR 2 KW COMMERCIAL TYPE WIRELESS STATION WITH NOISY SPARK-GAP. WE MADE A DEAL AND I WAS ALSO ENGAGED TO SET UP THE STATION ON THEIR LOT LOCATION IN THE NORTHWEST SECTION OF PHILADELPHIA.

WHEN ALL OF THE EQUIPMENT WAS IN PLACE, HOOKED UP AND TESTED, THE MOVIE DIRECTOR, SOMEWHAT NERVOUS FROM THAT LOUD BRILLIANT ROTARY SPARK, ASKED ME WHETHER I WOULD BE IN THE PICTURE JUST IN CASE ANYTHING WENT WRONG DURING THE FILMING. THERE WERE THEN THREE REGULAR ACTORS AND MYSELF MANNING THE STATION.

WE WENT THROUGH TWO REHEARSALS AS PER SCRIPT, I WAS STATIONED NEAREST THE ROTARY GAP WHERE I COULD LOOK OUT OF A WINDOW INTO THE WOODS, A REGULAR ACTOR WAS AT THE KEY, AND ANOTHER IMPERSONATING THE STATION MANAGER STOOD BEHIND HIM, WHILE A THIRD LOOKED ON.

I WAS SUPPOSED TO LOOK OUT OF THE WINDOW AND SEE THE U.S. SECRET SERVICE MEN APPROACHING THE STATION AND ALARM THE OTHERS. ALL WENT WELL DURING BOTH REHEARSALS AND WHEN THE SECRET SERVICE MEN BROKE IN THE STATION DOOR THEY ORDERED US TO PUT UP OUR HANDS AND HANDCUFFED US. AFTER EACH REHEARSAL OUR HANDCUFFS WERE UNLOCKED WITHOUT ANY UNDUCE TROUBLE.. WHEN IT CAME TIME TO MAKE THE FILM, THE DIRECTOR ORDERED "CAMERA", "ACTION", "ROLL EM", AND "TAKE". THE SCENE WAS ON AND CAME OUT PERFECTLY AS THE SECRET SERVICE MEN FINISHED HANDCUFFING US AND THE DIRECTOR SHOUTED "CUT".

THE HANDCUFFS ON THE OTHER THREE ACTORS WERE QUICKLY UNLOCKED BUT WHEN THEY CAME TO ME THE LOCK WOULDN'T WORK, FOR SOME REASON OR OTHER THE KEY WOULDN'T DO IT'S JOB. THE DIRECTOR ASKED ONE OF THE STAGE HANDS TO TAKE ME OVER TO THE BLACKSMITH SHOP AND AS WE WALKED TO THE OTHER SIDE OF THE LOT, ACTORS FROM THE OTHER SETS ALL STARED AND SNICKERED, BELIEVING THAT I HAD DONE SOMETHING WRONG AND WAS UNDER ARREST.

AT THE BLACKSMITH SHOP THE MECHANICS PLACED ASBESTOS STRIPS BETWEEN THE METAL OF THE HANDCUFFS AND MY FLESH TO PREVENT POSSIBLE INJURY AND BURNS FROM HOT FILINGS, THEN CLAMPED EACH HANDCUFF IN A LARGE BENCH VISE AND PROCEEDED TO SAW OFF THE CUFFS WITH AN ORDINARY HACK-SAW. IN A FEW MINUTES I WAS FREE AND PROCEEDED ON MY WAY WITH THE LASTING MEMORY OF MY FIRST, AND LAST, APPEARANCE AS A MOVIE "STAR".

INCIDENTALLY, LUBINS WAS THE FIRST MOVIE PRODUCER IN THE UNITED STATES AND, AT THE TIME, THE LARGEST. THAT FILM WAS SUCH A LARGE AND EXPENSIVE PRODUCTION THAT LUBINS WENT BROKE SHORTLY AFTERWARD BUT IT IS QUITE SAFE TO SAY THAT NO COMPLETE WIRELESS STATION HAD EVER BEEN FILMED BEFORE, NOR TO MY KNOWLEDGE HAD ANY COMMERCIAL OR AMATEUR OPERATOR EVER APPEARED IN A MOVING PICTURE PRIOR TO THAT TIME, SO PERHAPS WE MADE TWO "FIRSTS."

73, W3AX.

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WI 1HQ  
508 LAUREL STREET  
LONGMEADOW, MASSACHUSETTS

DECEMBER 13, 1962

MR. EARL E. CLINE SR.  
408 WEST VIEW AVENUE  
CHATTANOOGA II, TENN.

DEAR EARL:

I READ THE SPARK GAP TIMES WITH GREAT INTEREST. IT BRINGS BACK SO MANY FOND MEMORIES. I HAVE FREQUENTLY WANTED TO WRITE TO YOU AND RELATE SOME OF MY EXPERIENCES, BUT IT SEEMS LIKE EVERYONE IS BEATING ME TO THE GUN. I WENT THROUGH THE STAGES OF COHERER, FORD IGNITION COILS AND ELECTROLYTIC INTERRUPTERS. I DON'T GO BACK QUITE AS FAR AS SOME OF THE BOYS AND WHILE THEIR EXPERIENCES HAVE BEEN VERY SIMILAR TO MINE, I GOT THERE A LITTLE AFTER THEY DID. NEVERTHELESS, I THINK I HAVE A COUPLE OF ITEMS THAT THE 'OLD TIMERS' MIGHT GET A KICK OUT OF. FIRST, LET ME TELL YOU A LITTLE ABOUT HOW I BECAME A HAM.

BACK IN 1910, WHEN I WAS A 10 YEAR OLD KID, I WAS LAID UP FOR ALMOST A YEAR WITH A SERIES OF ILLNESSES. MY UNCLE WAS AN OLD PIONEER IN THE TELEPHONE COMPANY AND HE THOUGHT THAT I WOULD LIKE A TELEGRAPH SET, WHICH WAS A POPULAR GIFT FOR A YOUNG BOY AT THAT TIME.

I HAD BEEN READING POPULAR MECHANICS AND WAS BEGINNING TO GET ACQUAINTED WITH COMMUNICATIONS, WIRELESS, ETC. I WAS LIVING IN NEW YORK ON PARK AVENUE, WHERE THE NEW YORK CENTRAL RAILROAD TRACKS BECAME ELEVATED. FROM MY ROOM, FACING THE NEW YORK CENTRAL I COULD SEE AND OCCASIONALLY HEAR ONE OF THE SIGNAL TOWERS. I BECAME FASCINATED BY THE SOUND OF THE TELEGRAPH SYSTEM, THEN IN CONSTANT USE. IT WAS, THEREFORE, NATURAL THAT WHEN PRESENTED WITH THE TELEGRAPH SET I TRIED TO BECOME PROFICIENT IN IT'S USE. I SET UP THE DUAL EQUIPMENT FROM ONE ROOM TO ANOTHER AND INTERESTED ONE OF MY FRIENDS TO LEARN THE CODE WITH ME. AFTER STUDYING THE AMERICAN MORSE CODE FOR A WHILE I DECIDED THAT MR. MORSE DIDN'T KNOW WHAT HE WAS DOING. I, THEREFORE, INVENTED MY OWN CODE. IT DIDN'T TAKE ME VERY LONG TO CONCLUDE THAT MY INVENTION WAS NOT SO GOOD AND PERHAPS I SHOULD TRY SOMETHING EASIER, WHICH LEAD ME TO THE CONTINENTAL CODE. THE TELEGRAPH SOUNDER WAS NOT EASY TO MASTER. IN TIME I SUBSTITUTED BUZZERS AND IN A COUPLE OF YEARS I BECAME A FAIR OPERATOR. AT THE TIME OF THE TITANIC DISASTER, I HAD VERY CRUDE RECEIVING EQUIPMENT, AND ALTHOUGH MY SPEED WAS NOT UP TO THE COMMERCIAL BOYS, I DID MANAGE TO RECEIVE A NUMBER OF MESSAGES, SOME OF THEM UNDOUBTEDLY RELAYED WHICH TOLD ABOUT THE SINKING OF THE TITANIC. I DISTINCTLY REMEMBER THE FREQUENT REPETITION OF THE NAME SMITH, THERE APPARENTLY WAS A LARGE PASSENGER LIST OF SMITHS AND, IF I AM NOT MISTAKEN, ONE OF THE CAPTAINS ON THE TITANIC WAS ALSO NAMED SMITH. I WAS 12 YEARS OLD AT THE TIME.

ALTHOUGH I EXPERIMENTED WITH RECEIVERS AND TRANSMITTERS I WAS NOT A LICENSED HAM. ON A NUMBER OF OCCASIONS I CAUSED INTERFERENCE WITH THE BROOKLYN NAVY YARD NAH, AND BECAME VERY CAUTIOUS WITH MY EXPERIMENTS FROM THAT TIME ON. IT WAS NOT UNTIL 1915, 1916 THAT I WAS OFFICIALLY LICENSED AS A RADIO HAM. I OPERATED THE STUYVESANT HIGH SCHOOL STATION IN NEW YORK (2YS).

NOW LET ME TELL YOU A TALE THAT HAPPENED TO ME, WHICH I THINK IS AMUSING. AT ABOUT 14 I HAD SAVED ENOUGH MONEY TO BUY A VARIABLE CONDENSER MADE BY THE ELECTRO IMPORTING COMPANY SITUATED ON FULTON STREET. IT WAS A BEAUTIFUL PROFESSIONAL TYPE CONDENSER WITH ABOUT 11 PLATES, MOUNTED BETWEEN TWO FLAT MOLDED PLATES AND ENCASED IN A GLASS CYLINDER ABOUT 4" IN DIAMETER. THE INSTRUCTIONS ISSUED WITH THE CONDENSER INDICATED THAT IF THE GLASS ENCLOSURE WAS FILLED WITH CASTOR OIL, IT WOULD INCREASE THE CAPACITY OF THE CONDENSER BY APPROXIMATELY 5 TIMES. I WAS THEN USING THE CONDENSER IN MY CRUDE RECEIVING SET AND PICKING UP BROOKLYN NAVY YARD NAH AS ONE OF MY TEST POINTS. I RAN A FEW ERRANDS FOR THE NEIGHBORS AND COLLECTED 25 CENTS WHICH I IMMEDIATELY SPENT IN THE DRUG STORE BY BUYING 2 OUNCES OF CASTOR OIL. I EMPTIED THE SMALL BOTTLE OF CASTOR OIL INTO THE CONDENSER CASING

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AND MUCH TO MY DISMAY IT HARDLY FILLED THE BOTTOM OF THE ENCLOSURE. A FEW DAYS LATER I AGAIN ACCUMULATED 25 CENTS AND WENT BACK TO THE DRUG STORE, AND BOUGHT ANOTHER BOTTLE OF CASTOR OIL. AGAIN I EMPTIED IT INTO THE CONDENSER ENCLOSURE BUT IT WAS HARDLY MAKING AN IMPRESSION.

THE FOLLOWING WEEK I HAD ABOUT 35 CENTS SAVED AND WENT BACK TO THE SAME DRUG STORE FOR MORE CASTOR OIL. THIS TIME WHEN I EMPTIED THE OIL INTO THE CONDENSER, IT STARTED TO COVER SOME OF THE PLATES AND I GOT A GERAT THRILL WHEN I NOTICED THAT MY TUNING POSITION ON THE CONDENSER FOR NAH HAD BEEN CHANGED INDICATING AN INCREASE IN CAPACITY. NOW MORE THAN EVER DID I ATTEMPT TO ACCUMULATE ADDITIONAL FUNDS TO FILL THE ENTIRE CONDENSER. AT THE END OF THE WEEK I WAS BACK AGAIN TO THE DRUGGIST FOR ANOTHER SUPPLY OF CASTO OIL AND BY THIS TIME THE DRUGGIST WAS REALLY SUSPICIOUS OF ME. WHEN I ASKED FOR THE CASTO OIL, HE LOOKED ME SQUARE IN THE EYE AND SAID, "SON, WHAT THE HELL IS THE MATTER WITH YOU?" MY FACE TURNED RED AND I EXPLAINED TO HIM IN THE MOST PROFESSIONAL MANNER WHAT I WAS DOING WITH THE CASTOR OIL-HOW I WAS MAKING A WIRELESS RECEIVER AND NEEDED THE CASTOR OIL TO OBTAIN MORE CAPACITY FROM THE CONDENSER. I AM SURE IT MUST HAVE SOUNDED VERY SCIENTIFIC ALTHOUGH IT MAY HAVE GONE OVER THE HEAD OF THE DRUGGIST. HOWEVER, HE MUST HAVE BEEN A GOOD SCOUT BECAUSE HE THEN GAVE ME A FAIRLY LARGE BOTTLE OF CASTOR OIL FOR THE SAME 25 CENTS, GIVING ME REALLY THE WHOLESALE DEAL, AND AT LAST I WAS ABLE TO FILL MY CONDENSER.

I', SURE MANY OF THE OLD-TIMERS REMEMBER THE ELECTRO IMPORTING COMPANY'S PRODUCTS AND THE USE OF CASTOR OIL AS A DIELECTRIC FOR THESE CONDENSERS. PERHAPS SOME OF THE OLD-TIMERS ACQUIRED THEIR OIL IN THE SAME MANNER AS I. IT'S HARD TO TELL WHETHER THE DRUGGIST REALLY BELIEVED ME, BUT HE SURE PROVED TO BE A GOOD SCOUT SELLING CASTOR OIL AT WHOLESALE.

BY THE TIME WORLD WAR I CAME ABOUT I WAS ALREADY A COMMERCIAL OPERATOR AND HAD SOME INTERESTING EXPERIENCES AT SEA. ONE THAT I REMEMBER WHICH WAS RATHER AMUSING HAPPENED SHORTLY AFTER THE END OF THE WAR, WHILE I WAS ON A TANKER GOING TO THE NORTH SEA, SOME WHERE IN THE MID-ATLANTIC WHILE ON WATCH ON A ONE OPERATOR SHIP, I HAD A LONG EXTENSION ON MY EAR PHONES, WHICH PERMITTED ME TO REST WHEN OUT OF THE BLUE I HEARD A VOICE SAYING, "WHAT SHIP ON THE PORT BOW?" I WAS SO STARTLED I JUMPED UP, AT FIRST THINKING THAT I WAS DREAMING, AND THEN REALIZED I WAS ACTUALLY HEARING WIRELESS TELEPHONE. THIS WAS NOT THE FIRST TIME I HAD HEARD WIRELESS TELEPHONE, BECAUSE I DID PICK UP THE EARLY DEFOREST EXPERIMENTS IN NEW YORK SEVERAL YEARS BEFORE. HOWEVER, I NEVER EXPECTED TO HEAR A WIRELESS 'PHONE AT SEA. IN MY EXCITEMENT I STARTED THE TRANSMITTER AND ALTHOUGH THE VOICE WAS COMING FROM A SHORT DISTANCE, PERHAPS IN SIGHT OF MY VESSE,, I ANSWERED WITH THE FULL 2 KILOWATTS, GIVING THE OPERATOR THE NAME OF OUR SHIP, ETC. HE CAME BACK AND TOLD ME HE WAS A HOSPITAL SHIP OR TRANSPORT CARRYING WOUNDED TROOPS BACK TO THE STATES-THE NAME WAS EITHER COLUMBIA OR COLUMBIAN. HE HAD ONE OF THE EARLY SIGNAL CORPS WIRELESS TELEPHONE PACK SETS WHICH HE HAD HOOKED UP TO THE SHIP'S ANTENNA. I TOLD HIM THAT I WANTED TO GET MY CAPTAIN AND HE IN RETURN SAID HE WOULD GET ONE OF THE ARMY NURSES TO SING TO ME. I RUSHED UP TO THE CAPTAIN'S CABIN AND BROUGHT THE 'OLD-MAN' DOWN IN A HURRY.. I GAVE HIM THE EARPHONES (ONE) AND I USED THE OTHER AND WE BOTH HEARD THE VOICE OF THE OPERATOR AND SUBSEQUENTLY ONE OF THE ARMY NURSES DID SING OVER THE WIRELESS PHONE. MY CAPTAIN BECAME SO EXCITED HE STARTED TO ANSWER BACK BY LOOKING AT THE P-4 TRANSMITTER AND TALKING INTO THE FRONT PANEL. HE HAD NO IDEA WHAT WAS GOING ON AND WAS SO EXCITED AND THRILLED THAT HE WANTED TO TALK BACK TO THE NURSE. OF COURSE, I HAD TO USE MY CODE TRANSMITTER TO RETURN THE CONVERSATION WHICH LASTED FOR ABOUT 15 MINUTES AT WHICH TIME WE GOT OUT OF RANGE OF EACH OTHER.

IT WAS A REAL EXCITING EXPERIENCE BOTH FOR THE CAPTAIN AND FOR ME, AND WAS THE SUBJECT OF OUR CONVERSATION FOR THE REST OF THE TRIP TO EUROPE. I IMAGINE THE TRANSPORT REPEATED HIS EXPERIMENTS WHENEVER HE GOT IN RANGE OF ANOTHER SHIP. RADIO 'PHONE HAS COME A LONG WAY SINCE THEN.

NOW FOR MY LAST STORY BEFORE I SIGN OFF, SOMETIME AFTER THE END OF WORLD WAR I, THE

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COAST GUARD INSTALLED DIRECTION FINDING STATIONS ALONG THE EAST COAST. OUR SHIP'S TRANSMITTER WAS ADJUSTED FOR THIS SERVICE WHICH I THINK WAS ON THE 450 METER BAND. ON ONE OF OUR TRIPS BACK FROM EUROPE, SHORTLY AFTER THE SERVICE WAS STARTED, WE RAN INTO A SERIOUS FIG OFF THE COAST OF NANTUCKET. OUR CAPTAIN HAD BEEN NAVIGATING FOR A LONG TIME ON DEAD RECKONING AND WAS APPROACHING THE COAST WITH REAL CAUTION. I TOLD HIM THAT I WAS WITHIN RANGE OF THE NEW DIRECTION FINDING STATIONS ALONG THE COAST AND THAT I WOULD GET A RADIO BEARING FOR HIM. I PROCEEDED IN CALLING THE MASTER STATION SOMEWHERE AROUND NANTUCKET USING THE TEST SIGNALS WHICH I REMEMBER AS MO. I REPEATED THE MO AND OUR CALL SIGN FOR SEVERAL MINUTES AND THE COAST GUARD STATION CAME BACK AND GAVE ME A DEFINATE BEARING FROM TWO LOCATIONS. I GAVE THE BEARINGS TO THE CAPTAIN WHICH HE PLOTTED ON THE CHART. HE WAS TERRIBLY UPSET BECAUSE THE INTERSECTION OF THE TWO BEARINGS DIFFERED VERY GREATLY WITH HIS DEAD RECKONING POSITION. HE IMMEDIATELY INFORMED ME THAT I COULDN'T BE RIGHT BECAUSE THE POSITION WAS TOO FAR FROM WHAT HE EXPECTED.

I WAITED A LITTLE WHILE AND AGAIN TRIED FOR A NEW SET OF READINGS. IN DUE TIME I GOT TWO NEW BEARINGS FROM THE SAME TWO STATIONS WHICH THE CAPTAIN PLOTTED AGAIN. THE BEARINGS WERE CONSISTANT WITH THE FIRST READINGS WHICH INDICATED THAT WE HAD TRAVELED A FEW MILES FROM THE ORIGINAL POSITION. BY THIS TIME THE CAPTAIN WAS ALARMED. IF THE RADIO BEARING WAS CORRECT AND HE KEPT GOING ON HIS COURSE, WE WERE HEADED FOR REAL DISASTER. WE WOULD HAVE GROUNDDED ON THE COAST. IF HIS DEAD RECKONING POSITION WAS CORRECT, AND HE KEPT ON GOING, HE WOULD BE IN THE CLEAR. I WAITED A SHORT TIME AND WENT BACK TO THE COAST GUARD FOR A NEW SET OF BEARINGS. FORTUNATELY, ON THIS OCCASION I WAS PICKED UP BY THE THIRD DF STATION SOMEWHERE DOWN ALONG THE LONG ISLAND COAST WHICH GAVE ME THREE BEARINGS INSTEAD OF TWO. I BROUGHT THE THREE BEARINGS UP TO THE SKIPPER AND WHEN HE PLOTTED THEM ON THE CHART THEY FITTED INTO POSITION VERY NICELY MAKING A CLEAN INTERSECTION IN A VERY SMALL TRIANGLE. AS FAR AS I WAS CONCERNED THIS WAS VERY CONCLUSIVE, THE RADIO BEARINGS WERE RIGHT AND THE SKIPPER'S DEAD RECKONING WAS WRONG.

I WAS IN A VERY DIFFICULT POSITION. THE CAPTAIN DID NOT HAVE ANY FAITH IN THE WIRELESS BEARINGS AND I HAD TO DO A SELLING JOB ON HIM. I KNEW ENOUGH ABOUT NAVIGATION AND GEOMETRY TO INDICATE THAT IF WE HAD THREE BEARINGS WHICH INTERSECTED IN A VERY SMALL SPOT THAT THE CHANCES OF THEIR BEING RIGHT WAS VERY GOOD. I HAD TO DO A SALES JOB TO CONVINCCE THE CAPTAIN THAT THE BEARING WAS RIGHT AND THAT HE HAD TO CHANGE HIS COURSE BEFORE WE WENT AGROUND. HE FINALLY AGREED TO ACCEPT THE RADIO BEARINGS. NEVERTHELESS, HE PROCEEDED CAITIOUSLY AND STARTED TO TAKE SOUNDINGS AS HE PROCEEDED. THE SKILL OF THE CAPTAIN SHORTLY CAME INTO PLAY WHEN HE WAS ABLE TO COORDINATE HIS SOUNDINGS WITH THE RADIO BEARING AND CONFIRM HIS POSITION. THIS PERMITTED HIM TO PROCEED WITH MORE CONFIDENCE ON THE COURSE UNTIL HE HEARD THE SIREN ON THE LIGHT SHIP AND SUBSEQUENTLY WE WERE ABLE TO SIGHT THE LIGHT SHIP THROUGH THE DIMINISHING FDG. THIS WAS A WONDERFUL TEST FOR RADIO BEARINGS AND PERHAPS ONE OF THE EARLIEST WITH THE NEW SERVICE. I THINK I HAVE SAID ENOUGH FOR MY FIRST COMMUNIQUE WITH YOU.

SINCERELY,

MONTE COHEN WI1HQ

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"JOHN," SAID THE WIFE, "I'M ASAMED OF THE WAY WE LIVE. MOTHER PAYS OUR RENT. AUNT MARTHA BUYS OUR CLOTHES, AND MY SISTER SEND US MONEY FOR FOOD. I DON'T LIKE TO COMPLAIN, BUT I'M SORRY WE CAN'T DO BETTER THAN THAT.

"YOU SHOULD BE," REPLIED THE HUSBAND INDIGNANTLY. "YOU'VE GOT TWO UNCLES THAT DON'T SEND US A DIME!"

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BOY: A NOISE WITH SOME DIRT ON IT.....BRAT: A CHILD WHO DISPLAYS HIS PEST MANNERS.

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COLLECTING TUBES AND MOMENTOS THE HARD WAY

BY PAUL WATSON W3BO

DURING WORLD WAR II WHILE GERMAN SUBMARINES WERE ACTIVE ALONG THE ATLANTIC COAST, QUITE A FEW SHIPS WERE SUNK ALONG THE NEW JERSEY SHORE ABOVE CAPE MAY. ONE MORNING WE GOT WORD THAT A MERCHANT VESSEL OF A FOREIGN ALLY HAD BEEN SUNK ABOUT 12 OR 15 MILES N.E. OF FIVE FATHOM LIGHT VESSEL AND THAT THE SKIPPER HAD NOT DESTROYED HIS CODE BOOKS, NOR HAD THE RADIO OPERATOR DESTROYED HIS LOG OR CONFIDENTIAL INSTRUCTION BOOK.

KNOWING THAT SOME, IF NOT ALL, GERMAN SUBS CARRIED DIVING GEAR AND FREQUENTLY "LOOK-ED OVER" THEIR VICTIMS RESTING IN SHALLOW WATER, ORDERS WERE ISSUED PROMPTLY TO GET OUT TO THE WRECK AND TO SALVAGE THE SKIPPER'S SAFE AND TO INSURE ONE WAY OR ANOTHER THAT THE RADIO PAPERS WERE NOT "AVAILABLE".

GOT TO THE SCENE OF THE WRECK BY DAYLIGHT THE NEXT MORNING WITH A DIVING RIG SET ON THE STERN OF A NAVY TUG, AND A COUPLE OF PATROL VESSELS FOR GUARD DUTY. WENT TO WORK AS SOON AS THE EXACT LOCATION WAS DETERMINED, WHILE THE PATROL VESSELS CIRCLED TO KEEP US OUT OF AS MUCH TROUBLE AS WAS POSSIBLE.

FOUND THE RADIO ROOM UP ON THE TOPSIDE, BROKE OPEN THE DOOR, LOOKED FOR ALL THAT FLOATED UP AND THAT WHICH SANK TO THE DECK INSIDE THE RADIO ROOM, AND THEN PIECE BY PIECE KNOCKED THE CABINETS AND CLOSETS TO PIECES, FINALLY LOCATING THE INSTRUCTIONS AND A LOG. AS THE DIVERS TORE THINGS APART, AS MUCH OF THE DEBRIS AS WAS POSSIBLE WAS PUSHED OUT OF THE RADIO ROOM, TO PREVENT PUNCTURING DIVING SUITS AND TO MAKE WORK ROOM.

IN SOME COMPARTMENT OR SPACE WAS A SUPPLY OF SPARE TUBES, WHICH WHEN EJECTED FROM THE RADIO ROOM BOBBED TO THE SURFACE, AND WHILE WE WAITED FOR THE DIVERS TO COMPLETE THIS STAGE OF THEIR WORK, WE FISHED A FEW TUBES OUT OF THE SEA, AND FOUND SUBSEQUENTLY THAT WE HAD NONE OF THEM IN THE COLLECTION.

AFTER CLEARING THE RADIO END OF THE RECOVERY, THE DIVERS CAME UP FOR A REST. WHILE ON DECK ONE OF THEM SAW THE TUBES, ASKED ABOUT THEM, AND I BRIEFLY EXPLAINED ABOUT THE COLLECTION.

IT WAS NECESSARY TO MAKE SEVERAL MEDIUM HEAVY BLASTS TO UNCOVER THE SKIPPER'S SAFE SUFFICIENT TO BEND ON A FALL. AFTER A BRIEF REST THE DIVERS DESCENDED TO PLACE THE EXPLOSIVES FOR THE FIRST BLAST AND WHEN THEY CAME UP AFTER COMPLETING THE PLACEMENT, THE DIVER WHO HAD ASKED ABOUT THE TUBES, HANDED ME A PIECE OF METAL. IT WAS THE METAL SIGN FROM OVER THE RADIO ROOM DOOR, READING "TELEGRAPHYTT. NEEDLESS TO SAY, THIS AND THE TUBES, ARE AMONG OUR MOST PRIZED RELICS OF THE WAR. WE COMPLETED OUR WORK, GOT THE SAFE, AND RETURNED TO PORT WITH IT.

AS A MATTER OF EXPLANATION TO THOSE WHO HAVE NOT HAD TO DO WITH MARINE SALVAGE AND RECOVERY, ANYTHING MADE OF WOOD, DOORS, PORTS, CABINETS AND DRAWERS WHEN SUBMERGED SWELL QUICKLY TO A POINT WHERE NONE CAN BE OPENED WITHOUT DESTRUCTIVE FORCE. WITHIN CABINS, ABOVE THE DOOR OR OTHER OPENING, AIR IS SOMETIMES RETAINED AND AT THIS LEVEL, OR AGAINST THE OVERHEAD IF NO AIR REMAINS, WILL BE FOUND FLOATING CHAIRS, MATTRESSES, BOOKS, AND ANY OTHER BUOYANT MATERIALS CONTAINED IN THE CABIN. MIGHT ALSO ADD THAT, HAD THE ESCORT VESSELS COVERING OUR OPERATION ENCOUNTERED A SUBMARINE IN AS CLOSE AS THEY WERE TO OUR DIVING OPERATION, WOULD HAVE HAD TO GIVE US TIME, IF IT WERE POSSIBLE AT ALL, TO GET THE DIVERS OUT OF THE WATER BEFORE THEY DROPPED DEPTH CHARGES NEARBY, AS THE PRESSURE WAVE IN THE WATER RESULTING FROM THE DEPTH CHARGES WOULD CAUSE SERIOUS, IF NOT FATAL, INJURIES TO THE SUBMERGED DIVERS.

PAUL WATSON W3BO

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## FOREWORD

TO

1913 CALL BOOK LIST

BY

WILLIAM B. GOULD K2NP EX-W1NP

EARL WILLIAMS, W2EG, FIRST CAME UP WITH THE IDEA OF MAKING UP A LIST OF PRESENT DAY HAMS WHO ARE IN THE 1913 GOVERNMENT CALL BOOK. I IMAGINE THAT I GOT INVOLVED IN HELPING EARL BECAUSE I HAPPENED TO HAVE A PHOTOSTATIC COPY OF THE 1913 BOOK WHICH COULD BE USED AS SOURCE MATERIAL. STAN POOR, W1PO, HAD NOTICES PRINTED IN THE AUGUST 1961 ISSUES OF CQ 73, QST, THE WESTERN RADIO AMATEUR, ETC., SAYING THAT THE OOTC WAS COMPILING A LIST. I SOON FOUND THAT I HAD 'VOLUNTEERED' TO HANDLE THE JOB. SOME 25 REPLIES WERE RECEIVED FROM THE MAGAZINE NOTICES AND FROM THEN ON IT WAS A CASE OF CHECKING THE BOOKS AND WRITING MANY LETTERS TO PROSPECTS. ED RASMUSSEN, W6YPM, SENT ME THE NAMES OF A NUMBER OF 6TH DISTRICT POSSIBILITIES AND HAS BEEN MY MAIN SOURCE OF INFORMATION FOR THE WEST COAST.

WE SHOULD STATE THAT THE 1913 LIST IS NOT AN ATTEMPT TO DETERMINE THE FIRST AMATEUR. JUST A LIST OF THOSE WHO HAPPENED TO BE IN THE BOOK. NO CLAIM IS MADE THAT THE LIST IS COMPLETE. ALSO, OUR LIST HAD NO CONNECTION WITH THE "50" YEAR LIST WHICH WAS USED AT THE 1962 HUDSON ARRL CONVENTION.

THE 1913 CALL BOOK WAS NOT THE FIRST ONE TO BE PUBLISHED BY THE UNITED STATES GOVERNMENT BUT THE FIRST GOVERNMENT CALL BOOK TO LIST AMATEURS. "RADIO STATIONS OF THE UNITED STATES", EDITION OF JULY 1, 1913 WAS PUBLISHED BY THE BUREAU OF NAVIGATION, DEPARTMENT OF COMMERCE. IT WAS PRINTED BY THE GOVERNMENT PRINTING OFFICE AND WAS SOLD BY THE SUPERINTENDENT OF DOCUMENTS FOR \$0.15 PER COPY. IT IS A PAPER BACK BOOK OF 147 PAGES AND IS IN TWO PARTS. PART I LISTS COMMERCIAL, SPECIAL AND GOVERNMENT LAND AND SHIP STATIONS. PART II LISTS AMATEUR STATIONS.

THE SUPPLEMENTS TO THE 1913 BOOK ARE MOST INTERESTING. AS FAR AS I KNOW THIS IS THE ONLY GOVERNMENT EDITION TO WHICH SUPPLEMENTS WERE ISSUED. NO. 1 IS DATED OCTOBER 1, 1913. NO. 2 JANUARY 1, 1914 AND NO. 3 APRIL 1, 1914. I DID NOT KNOW OF THE EXISTANCE OF THESE SUPPLEMENTS, UNTIL EDWIN C. FICHTNER, W6LFZ, TOLD ME IN NOVEMBER, 1960 THAT HE WAS LISTED IN SUPPLEMENT NO. 3. LATER, GEORGE F. KOENIG, K2EQ, INFORMED ME THAT HE WAS LISTED IN SUPPLEMENT NO. 1. I LOCATED SUPPLEMENT NO. 1 IN THE LIBRARY OF CONGRESS, BUT I COULD NOT FIND ANY TRACE OF NO. 2 OR NO. 3. W6YPM WROTE TO ME IN APRIL OF 1962 SAYING THAT HE HAD LOCATED ALL OF THE SUPPLEMENTS IN THE CALIFORNIA STATE LIBRARY. THESE PUBLICATIONS WERE THEN BORROWED FROM CALIFORNIA AND PHOTOSTATED FOR THE OOTC. SUPPLEMENT NO. 1 HAS 27 PAGES, NO. 2, 30 PAGES AND NO. 3, HAS 31 PAGES. LIKE THE BASIC BOOK, THESE SUPPLEMENTS WERE AVAILABLE FROM THE SUPERINTENDENT OF DOCUMENTS, BUT AT A COST OF \$0.10 PER COPY.

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IT HAD BEEN PLANNED TO ADD THIS FOREWORD TO THE BLUE BOOK PREVIOUSLY BUT IT WAS NOT RECEIVED SOON ENOUGH TO GET IN PREVIOUS PRINTINGS. THIS SHEET SHOULD BE ADDED TO YOUR BLUE BOOK AS EXPLANATION OF THE 1913 CALL BOOK AND SUPPLEMENTS. THIS WORK BY BILL GOULD REPRESENTS A TREMENDOUS EFFORT AND HE IS ENTITLED TO OUR EARNEST THANKS FOR HIS CONTRIBUTION. IT MEANT MANY HOURS OF DETAIL WORK OF THE MOST CAREFUL NATURE.

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20 METER SSB NET.

ROY ARMSTRONG HAS SET AN ALTERNATE FREQUENCY FOR THE NOON-DAY NET OF 14.275 IN ADDITION TO THE 14.295 IN ORDER TO EVADE AS FAR AS POSSIBLE, INTERFERENCE THAT IS BECOMING MORE FREQUENT AND SEVERE. THE TIME IS STILL 1800 GMT WITH AN EFFORT TO MEET ON 14.295 WITH A SWITCH TO 14.275 IF NECESSARY. IT MAY BE NECESSARY TO MONITOR BOTH FREQUENCIES IN ORDER NOT TO MISS THE NET.

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YOU REAL OLD-TIME COMMERCIAL OP'S SHOULD RECOGNIZE THIS ONE! REMEMBER HOW YOU HAD TO PRY THE LID FROM THE 2 KW "COFFIN" AS IT WAS DUBBED, WHEN AN INTERNAL FLASH-OVER IN THE 20,000 VOLT SECONDARY BURNED OFF A CONNECTING WIRE IN ONE OF THE SECONDARY 'PIES'?

YOU MERELY HOOKED A JUMPER AROUND THE DAMAGED PIE WHICH THE SHOP REPLACED WHEN YOU HIT PORT. THE TEMPORARY REPAIR LOWERED THE SECONDARY VOLTAGE A BIT BUT THE OLD HELIX-ENCLOSED SPARK GAP IN IT'S MUFFLING DRUM, SOUNDED JUST AS CICIIOUS AS ALWAYS!

UNITED WIRELESS WENT 'KAPHOOT' IN 1909; MARCONI COMPANY TOOK OVER.

(PHOTO FROM THE AUTHOR'S COLLECTION)

"YB" OF W7OE

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OLD OLD TIMER: "SON, CAN'T YOU EVER THINK OF ANYTHING BUT GIRLS? DON'T YOU KNOW A WOMAN IS NOTHING MORE THAN A RAG, A BONE AND A HANK OF HAIR?" JUST AND OLD TIMER, "YEAH? WELL THEN, SHAKE HANDS WITH A JUNK DEALER!"

-----

(NEXT PAGE PLEASE)

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## STUFF AND NONSENSE

LAUGH AND THE WORLD LAUGHS WITH YOU. KNOCK AND YOU KNOCK ALONE, FOR THE CHEERFUL GRIN, WILL LET YOU IN, WHERE THE KNOCKER IS NEVER KNOWN.

-----  
LADY PASSENGER: "DRIVER, IS SMOKING PERMITTED IN THIS BUS?" CITY TRANSIT DRIVER: "OO MA'AM," LADY PASSENGER: "THEN WHERE DID ALL THESE CIGARETTE BUTTS COME FROM?" CITY TRANSIT DRIVER: "FROM PEOPLE WHO DIDN'T ASK QUESTIONS, MA'AM,"

-----  
SHOP FOREMAN: "WITH THOSE BLEARY EYES, YOU SURE LOOK LIKE YOU HAVE AN AWFUL HANGOVER. WHERE WERE YOU LAST NIGHT?" TRUCK DRIVER: "I WAS FISHING THROUGH THE ICE." SHOP FOREMAN: "FISHING FOR WHAT?" TRUCK DRIVER: "MARASCHINO CHERRIES."

-----  
CUTE REDHEAD: "WHAT ARE WE GOING TO DO TONIGHT?" SAILOR: "LET'S HAVE A FEW DRINKS AND FIND OUT."

-----  
BLOND BOMBSHELL: "COME ON, BIG BOY, DON'T BE SO IMPOLITE. YOU'VE YAWNED FIVE TIMES WHILE I WAS TALKING TO YOU." TRUCK DRIVER: "I WASN'T YAWNING--- I WAS TRYING TO SAY SOME THING."

-----  
OLD OLD TIMERS WIFE: "DEAR COME QUICK AND HELP ME! LITTLE GRAND DAUGHTER HAS JUST SWALLOWED THE MATCHES." OLD OLD TIMERS: "HERE USE MY LIGHTER."

-----  
WEAVIN' WILLIE SAYS, "A HANGOVER IS SOMETHING THAT HAPPENS TO A HEAD THAT WASN'T USED THE NIGHT BEFORE!"

-----  
TAKE TIME TO THINK---IT IS THE SOURCE OF POWER  
TAKE TIME TO PLAY---IT IS THE SECRET OF PERPETUAL YOUTH.  
TAKE TIME TO READ---IT IS THE FOUNTAIN OF WISDOM.  
TAKE TIME TO PRAY---IT IS THE GREATEST POWER ON EARTH.  
TAKE TIME TO LOVE AND BE LOVED---IT IS A GOD GIVEN PRIVILEGE.  
TAKE TIME TO BE FRIENDLY---IT IS THE ROAD TO HAPPINESS.  
TAKE TIME TO LAUGH---IT IS THE MUSIC OF THE SOUL.  
TAKE TIME TO GIVE---IT IS TOO SHORT A DAY TO BE SELFISH.  
TAKE TIME TO WORK---IT IS THE PRICE OF SUCCESS.

-----  
SUBMITTED BY W3KOU, JIM BURNS.

-----  
THE FOLLOWING SHEET IS DEVOTED TO THE PICTURES IN THE BLUE BOOK THAT WERE NOT TOO GOOD. THESE GENTLEMEN ARE THE GENTLEMEN SHOWN ON PAGE 7 DISTRICT 6. PLEASE PASTE THESE PICTURES ON PAGE 7 OF THE BLUE BOOK--DISTRICT 6.





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## NEW BOOK ANNOUNCEMENTS

THIS OFFICE HAS RECEIVED THE FOLLOWING TWO ITEMS FOR EXAMINATION AND COMMENT: "NORTH AMERICAN RADIO-TV STATION GUIDE" BY VANE A. JONES, PRICE \$1.95--AND "NEW PROGRAMMED SYSTEM FOR LEARNING INTERNATIONAL CODE ", PRICE, \$6.95---

THE "RADIO-TV STATION GUIDE" IS A PAPER BACK LISTS OVER 7,500 BROADCASTING STATIONS, INCLUDING 5,000 AM AND 1,500 FM STATIONS BY CITY, STATE, AND FREQUENCY; AND NEARLY 1,000 TV STATIONS (BOTH UHF AND VHF.)

THIS GUIDE LISTS THE CALL LETTERS, FREQUENCY, POWER, AND NETWORK AFFILIATION FOR ALL STATIONS NOW OPERATING, THOSE WHICH ARE SCHEDULED TO BEGIN OPERATION WITHIN THE YEAR, AND THOSE TEMPORARILY OFF THE AIR IN THE U.S. AND ITS POSSESSIONS, CANADA, CUBA, MEXICAO, AND THE WEST INDIES.----- PUBLISHED BY HOWARD W. SAMS., INC. 4300 W. 62ND STREET, INDIANAPOLIS 6, INDIANA.

-----

THE NEW "PROGRAMMED SYSTEM FOR LEARNING INTERNATIONAL CODE" IS A COMPLETELY NEW CONCEPT IN THE ART OF TEACHING CODE. THE SYSTEM CONSISTS OF RECORDS AND A UNIQUE DIAGRAM BY WHICH THE STUDENT USES BOTH SOUND AND SIGHT TO LEARN THE CODE. ACCORDING TO THE PUBLISHERS, LEARNING THE BASIC CODE REQUIRES ONLY 30 MINUTES OF RECORDED EXERCISE. IT WOULD SEEM THAT THIS METHOD COULD GREATLY ACCELERATE THE BEGINNERS RATE OF LEARNING CODE, AFTER WHICH PRACTICE WOULD OF COURSE BE NECESSARY. PRODUCED BY HOWARD W. SAMS, 4300--WEST 62ND STREET, INDIANAPOLIS 6, INDIANA.

BOTH OF THE ABOVE ITEMS MAY BE OBTAINED FROM ELECTRONIC PARTS DISTRIBUTORS AND BOOK STORES. (EEC)

-----

OUR MEMBERSHIP CHAIRMAN, WIKC, BILL MCKEE HAS INDICATED A DESIRE FOR MEMBERS WHO ARE INTERESTED IN THE HEALTHY GROWTH OF OOTC, TO HAVE A FEW APPLICATION FORMS AND OTHER LITERATURE FOR SENDING TO KNOWN FRIENDS WITH OOTC QUALIFICATIONS. OUR SECRETARY HAS AGREED TO SUPPLY THIS MATERIAL AND THOSE MEMBERS DESIRING THIS MATERIAL SHOULD CONTACT W2EG, EARL C. WILLIAMS AT THE ADDRESS SHOWN ON THE BACK COVER.

-----

RECENTLY OUR ATTENTION HAS BEEN DIRECTED TO REQUESTS FOR ADDITIONAL COPIES OF SPARK GAP TIMES. IT HAS BEEN OUR PRACTICE TO SEND ADDITIONAL COPIES TO AUTHORS OF ARTICLES PUBLISHED IN OUR JOURNAL. SOME OF THESE REQUESTS HAVE BEEN A LITTLE ON THE HEAVY SIDE AND IT REPRESENTS ADDITIONAL COSTS. BECAUSE OUR PUBLICATIONS ARE PRODUCED NECESSARILY AT AS LOW A FIGURE AS POSSIBLE, IT HAS BECOME NECESSARY TO RESTRICT THE NUMBER ALLOWED TO EACH MEMBER. IT HAS BEEN DECIDED TO RESTRICT THE NUMBER TO THE AUTHOR TO FIVE COPIES WITH A PRICE OF 15¢ EACH FOR ADDITIONAL COPIES.

WE REGRET THAT THIS IS NECESSARY, BUT THE LIFE MEMBERSHIP DUES DOES NOT ALLOW FOR BUT THE MOST URGENT NECESSARY EXPENSES. ALL WORK IS NOW DONE BY OOTC MEMBERS AND OUR ONLY PRODUCTION COST IS FOR MATERIALS AND MAILING. THIS HOWEVER IS RATHER CONSIDERABLE AND IT IS NECESSARY TO EMPLOY EVERY MEANS TO MAINTAIN OUR PROGRAM. WE HOPE YOU WILL UNDERSTAND AND SUPPORT OUR EFFORTS.

(NEXT PAGE PLEASE)

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IN CLOSING SPARK GAP TIMES FOR THIS ISSUE, THE EDITOR OFFERS HIS SINCERE THANKS FOR THE ARTICLES SENT IN AND FOR THE PHOTOS. MOST EVERYONE LIKES THE PHOTOS AND IF YOU ARE ONE OF THESE AND HAVE SOME INTERESTING PHOTOS, HOW ABOUT SENDING THEM IN TO SPARK GAP TIMES FOR REPRODUCTION? EVERY EFFORT WILL BE MADE TO TAKE THE BEST OF CARE OF THEM AND THEY WILL BE RETURNED IN AS RECEIVED CONDITION.

ALL OF OUR MEMBERS ARE INVITED TO SUBMIT MATERIAL TO SPARK GAP TIMES. YOU HAVE BEEN REMINDED MANY TIMES THAT THIS JOURNAL IS YOUR JOURNAL AND IT WILL BE AS GOOD AS YOUR CONTRIBUTIONS. I AM SURE THAT MANY OF YOU HAVE FOR A LONG TIME INTENDED TO SEND IN MATERIAL BUT JUST HAVE NOT GOTTEN AROUND TO IT YET. HOW ABOUT YOU FELLOWS GETTING THE LEAD OUT AND SENDING IN THAT MATERIAL NOW.

-----

AT THE INVITATION OF ONE OF OUR MEMBERS, G6BY, BILL PARKER, A LETTER OF CONGRATULATORY GREETINGS HAS BEEN SENT TO "RADIO AMATEUR OLD TIMERS ASSOCIATION". THIS FINE ORGANIZATION IS THE BRITISH COUNTERPART OF THE OLD OLD TIMERS CLUB. ALTHOUGH NOT FORMALLY ORGANIZED ALONG THE LINES OF OOTC, THE RAOTA HAS AN ANNUAL MEETING AND BANQUET THAT IS QUITE AN AFFAIR. WE HOPE TO HAVE A REPORT ON THIS YEARS MEETING FROM BILL SOME TIME AFTER THE MEETING WHICH IT IS UNDERSTOOD WILL BE HELD ON THE THIRD OF MAY. -----YE OLDE COPPYE BOYE.

-----

A REPORT HAS NOT BEEN RECEIVED FROM THE AWARDS CHAIRMAN FOR PUBLICATION IN THIS ISSUE OF SGT BUT NO DOUBT JAEL WILL HAVE A FULL REPORT READY FOR THE JUNE ISSUE.

-----

IN CONCLUDING EACH ISSUE OF SGT, THE WRITER IS ALWAYS HAS A CERTAIN RELUCTANCE BECAUSE OF THE FEAR THAT SOMETHING IMPORTANT HAS BEEN OMITTED. THE SAME FEELING PERSISTS TODAY BUT CLOSE WE MUST AND WITH HOPES THAT THE APRIL ISSUE OF SGT WILL HAVE AN INTEREST FOR YOU AND WILL ENCOURAGE FURTHER CONTRIBUTIONS.

AN APOLOGY IS OFFERED TO THE MEMBERS TO WHOM I OWE LETTERS. WHEN SGT IS IN PROCESS IT IS DIFFICULT TO REPLY TO MY LETTERS AND YOUR INDULGENCE IS REQUESTED. NO DOUBT THEY WILL ALL BE ANSWERED BY THE TIME YOU RECEIVE SGT BUT THE FOREGOING IS OFFERED AS EXPLANATION FOR DELAY. YE OLDE COPPYE BOYE.

THE OLD OLD TIMERS CLUB

BY

CLINE-W4PPZ

# Spark-Gap Times

SPARK-GAP TIMES IS PUBLISHED BI-MONTHLY BY THE OLD OLD TIMERS CLUB AT NO COST TO MEMBERS. A LIMITED NUMBER CAN BE FURNISHED TO NON-MEMBERS AT A COST DONATION OF \$2.00 PER YEAR

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