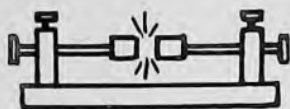
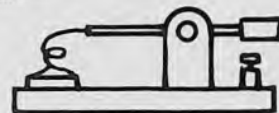


Spark-Gap Times



Published By
The Old Old Timers Club



NUMBER 28

CHATTANOOGA, TENN.

AUGUST 1965



JOHN HERLAND, W2MDB
DIRECTOR



ROY ARMSTRONG, W5RIH
DIRECTOR



RAY MEYERS, W6MLZ
DIRECTOR



ORRIE BAUMGARDNER, W8BF
DIRECTOR



BERT OSBORNE, W4MF
PRESIDENT



CHAS. MCAULEY, W1KJ
DIRECTOR



JACK DUNN, W6WPF
VICE-PRESIDENT



EUNICE THOMPSON, W1MPP
SEC'Y & TREAS.



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Spark-Gap Times

AUGUST 1965

PAGE 1

TABLE OF CONTENTS

	PAGE
EDITOR'S OPINION	2
LETTERS	3-10
FINANCES - REPORT BY OUR SECRETARY-TREASURER, EUNICE THOMPSON, W1MPP	11-12
"BAN OFF" (FROM W1MPP'S FILE)	13
ARTICLES	
"THE FIRST AIRSHIP RADIO & RESCUE" ... BY CAPT. JACK IRVIN	14-20
FROM THE AUGUST 1924 ISSUE OF "RADIO BROADCAST" WHOSE EDITOR IN	
THOSE DAYS WAS OOTC MEMBER ART LYNCH, W4DJK. SENT TO SGT BY	
JIM BURNS, W3KOU.	
"THE RIDE TO THE RESCUE", OR BREAD CAST UPON THE WATERS	20-21
BY HAROLD CASTNER, EX 1BI, "OLD HOT WIRE"	
RALPH BARBER, W2ZM	21
LAWRENCE DUNN, W2LP	
"HERR MAXIM TAKES A BATH"	22-23
BY HAROLD CASTNER, EX 1BI, ASSOCIATE MEMBER	
INTERESTING PUBLICATIONS ... BY HOWARD PYLE, W7OE	23
"IT'S 500 FATHOMS TO THE BOTTOM" ... BY RICHARD JOHNSTONE	24-25
PROPOSED OOTC QSL CARD; PICTURE 1AVY 1919, GEORGE ROGERS	27
"SATELITE CONTROL"; PICTURE ANTIQUE RIG, W9DQ; PICTURE LUØASC	28

*
*
* OUR COVER THIS MONTH SHOWS THE OFFICERS AND DIRECTORS OF OUR CLUB. THE
*
* CONSTITUTION OF THE CLUB REQUIRES THAT FIVE DIRECTORS BE APPOINTED BY
*
* THE PRESIDENT AND APPROVED BY THE OTHER OFFICERS. THOSE SHOWN HAVE
*
* AGREED TO SERVE OUT THE PRESENT TERM OF 1965.
*
*

EDITORS OPINION

YOCB-11 HAS BEGUN TO SEE SOME LIGHT GLIMMERING THROUGH THE TREES IN THE PAST TWO MONTHS WITH REFERENCE TO THE DUTIES OF HIS OFFICE. THIS HAS BEEN A STRENUOUS ADMINISTRATION WITH W4PPZ AND W2EG GOING SK; MOVING THE FILES FROM CLINE'S QTH, GETTING ACQUAINTED WITH THEM; TAKING ON THE EDITING OF "SPARK GAP TIMES"; CHANGING THE FORMAT; DEVISING A PLAN TO FINANCE IT; SETTING UP A DONATION - SUBSCRIPTION PLAN; GETTING SOME ADVERTISERS; THE STRUGGLE WITH THE PRINTING AND THE PRESS, ETC. ETC. IT ALL SEEMS LIKE SOME BAD DREAM. THEN WHEN IT SEEMED LIKE THINGS HAD SETTLED DOWN SOMEWHAT, EARL, W2EG WENT SK; AND WE WERE HOG-TIED FOR WEEKS AND MONTHS TILL EUNICE GOT THINGS UNDER CONTROL AGAIN. WHAT A TIME EUNICE HAD WITH ONLY PART OF THE MATERIALS AND FILES AT HER DISPOSAL. OOTC OWES HER AN EVERLASTING DEBT OF GRATITUDE FOR HER CONDUCT OF THE SECRETARY'S OFFICE UNDER THE MOST TRYING CIRCUMSTANCES DURING THE WINTER AND SPRING OF 1964-65. A LESS HARDY SOUL WOULD HAVE THROWN IN THE SPONGE.

TO ED EDWARDS, W2ABL, GOES OUR THANKS AND CHEERS FOR THE SHIPPING OF THE FINAL BATCH OF MATERIALS FROM EARL'S PLACE AT NEPTUNE TO EUNICE. WE'VE TRIED TO THANK ED BY LETTER BUT IT DOESN'T SEEM TO PROPERLY EXPRESS OUR GRATITUDE. THANKS, ED! WHAT A RELIEF!

YOCB-11 FINALLY GOT AROUND TO APPOINTING FIVE DIRECTORS AS THE CONSTITUTION DICTATES. THE DIRECTORS OF OOTC AS APPOINTED AND APPROVED BY YOUR OFFICERS ARE AS FOLLOWS: ORRIE BAUMGARDNER, W8BF; RAY MEYERS, W6MLZ; ROY ARMSTRONG, W5RIH; JOHN HERLAND, W2MDB; AND CHAS. MCAULEY, W1KJ. WE ASKED THESE MEN TO FINISH OUT OUR TERM WITH US AND THEY GRACIOUSLY CONSENTED. THEY ARE TO ADVISE AND COUNSEL WITH THE OFFICERS ABOUT THE CLUB'S OPERATION.

YOCB-11 ALSO APPOINTED A COMMITTEE THIS SPRING TO CONSIDER THE AMENDMENTS TO THE CLUB'S CONSTITUTION WHICH THEY DEEMED NECESSARY. THIS COMMITTEE CONSISTED OF JOHN HERLAND, W2MDB, CHAIRMAN; GEORGE THOMPSON, W1PS; WILLIAM MCKEE, W1KC; AND ROBERT SEED, W1PJM. THIS COMMITTEE HAS SOME EXCELLENT IDEAS AND THEIR REPORT ON THEIR FINDINGS WILL BE PRINTED IN A FALL ISSUE OF SGT.

A COMMITTEE WAS APPOINTED TO CONSIDER THE MATTER OF A 50 YEAR BAR, BADGE, PIN OR WHAT HAVE YOU FOR OUR MEMBERS WHO HAVE SPENT 50 OR MORE YEARS IN THE ART. THIS COMMITTEE WAS

MADE UP OF FRANK SHANNON, W3QR, CHAIRMAN; ED RASER, W2Z1; "BABE" CHARBONNEAU, W1SDT; AND ANDY SHAFER, W8TE.

LAST BUT NOT LEAST YOCB-11 APPOINTED A NOMINATING COMMITTEE CONSISTING OF BOB FENIMORE, W4TY, CHAIRMAN; GEORGE STERLING, W1AE; JOHN HERLAND, W2MDB; TATE THETREAU, W8FX; AND ROY ARMSTRONG, W5RIH.

WE WENT OUT FIELD DAY WITH THE KIDS FROM THE FRYE AMATEUR RADIO CLUB AND GAVE 'EM THE OLD CQ-FD "BIZNESS" ON CW UNTIL WE WERE BLACK IN THE FACE. SOME RAT-RACE! GOT ALL BIT UP BY CHIGGERS AND MOSQUITOES. ONE DAY A YEAR IS ENOUGH OF THAT.

WE'VE MOVED THE 4TH DISTRICT QSL BUREAU FROM ATLANTA TO CHATTANOOGA. TOM MOSS, W4HYW, ATLANTA, CALLED US ONE DAY RECENTLY AND ASKED IF WE WANTED THE BUREAU. WE SAID WE DID. QSL BUREAUS ARE CLUB PROJECTS THESE DAYS--NO JOB FOR AN INDIVIDUAL THE WAY THE CARDS COME ROLLING IN BY THE THOUSANDS. THE FRYE AMATEUR RADIO CLUB, CHATTANOOGA, TENN. HAS A BIG JOB ON ITS HANDS. WE'VE MOVED ABOUT 30,000 QSL CARDS IN 2 MONTHS. PLEASE PASS THE WORD TO YOUR CLUBS THAT ALL WE NEED HERE IS SASE (SELF-ADDRESSED STAMPED ENVELOPES) FROM THE AMATEURS OF THE 4TH DISTRICT AND THEY'LL GET THEIR CARDS, "PRONTO". THE ADDRESS OF THE QSL BUREAU HERE IS BOX 13, CHATTANOOGA, TENN. 37401.

WE HAVE DONE ABOUT ALL THAT CAN BE DONE ON THE MATTER OF THE FCC INCENTIVE LICENSING DOCKET NO. 15928. WE HAD SOME RATHER STRONG FEELING AS DID MANY OTHER MEMBERS OF OOTC AND I BELIEVE OUR LETTERS TO ARRL DIRECTORS, CONGRESSMEN; SENATORS, AND THE FCC HAVE BEEN EFFECTIVE. WE NOTICED THAT THE ARRL BOARD IN ITS RECENT MEETING IN QUEBEC TEMPERED ITS ORIGINAL CONCEPT OF THE RULES SOMEWHAT. AT LEAST ADVANCED CLASS LICENSE HOLDERS WOULD BE ISSUED AMATEUR FIRST CLASS LICENSES--AUTOMATICALLY WITHOUT FURTHER EXAMINATION. ALSO THE MATTER OF CALL LETTER SUFFIXES WHICH WE WERE SQUAWKING ABOUT HAVE BEEN TAKEN CARE OF IN THE ARRL RECOMMENDATIONS. WHAT THE FCC WILL ULTIMATELY COME OUT WITH REMAINS TO BE SEEN BUT WE HAVE HOPES THAT IT WILL NOT BE TOO FAR OFF THE BEAM (OUR BEAM, THAT IS). WE THANK ALL THE MEMBERS WHO WROTE LETTERS TO US AND THE AGENCIES INVOLVED.

WE HOPE YOU'RE HAVING A NICE SUMMER.

73's - BERT, W4MF

Spark-Gap Times

AUGUST 1965

PAGE 3

LETTERS

HENRY FORD MUSEUM AND GREENFIELD VILLAGE
DEARBORN, MICHIGAN
JUNE 2, 1965

EUNICE R. THOMPSON, W1MPP
SECY-TREASURER OF OOTC
CHRISTIAN HILL RD., LOVELL, MAINE
DEAR MRS. THOMPSON:

ENCLOSED PLEASE FIND \$3.00 IN PAYMENT FOR SUBSCRIPTION TO THE "SPARK-GAP TIMES". COMMANDER THOMAS APPLEBY WAS VISITING HERE TWO WEEKS AGO AND ACQUAINTED ME WITH YOUR INTERESTING PUBLICATION.

I WISH TO EXTEND AN INVITATION TO MEMBERS OF YOUR GROUP TO VISIT THE HENRY FORD MUSEUM AND SEE OUR DISPLAY OF HISTORIC WIRELESS AND RADIO EQUIPMENT WHEN YOU ARE IN THIS VICINITY

YOURS TRULY,
FRANK R. DAVIS, CURATOR
DEPT. OF COMMUNICATIONS
AND APPLIED SCIENCES

ANDERSON BASEMENT LABORATORY, MARCH 18, 1965

WALLACE H. LELAND
2457 LOFT AVE., BALDWIN, N.Y.
DEAR WALLACE:

THANK YOU VERY MUCH FOR YOUR LETTER, I APPRECIATE YOU HAVING TAKEN THE TIME TO WRITE ME.

THE AUTO-CALL IS FORWARDED, NOT ONLY TO YOU, BUT ALSO TO THE VARIOUS INDIVIDUALS CONNECTED WITH THE OOTC. WE DO THIS IN APPRECIATION OF THE WORK THAT ALL THESE PEOPLE ARE DOING TOWARDS GETTING A PAPER OUT. SO WE ALREADY HAVE EUNICE THOMPSON, ON THE LIST AS WELL AS A COUPLE MORE OF THEM.

WE WILL CONTINUE YOU ON THE LIST. YOU AND THE REST OF THOSE WHO GET OUT SPARK GAP TIMES ARE TO BE CONGRATULATED ON A VERY EXCELLENT PUBLICATION WHICH IS WELL DONE, INFORMATIVE AND INTERESTING. KEEP UP THE GOOD WORK.

73,

RALPH V. ANDERSON, W3NL
2509 - 32ND. ST., S.E., WASHINGTON 20, D.C.

MAY 27, 1965

YOCB-11:

MANY TNXS FOR YOUR WELCOME LETTER WE HAD A CARD FROM GEO W1AE. HE IS OK. WE MISSED HIM THIS YEAR AT THE QCWA DINNER BUT GUESS THE OLD FLA. SUNSHINE WAS TOO MUCH TO LEAVE. WELL GUD LUCK, BERT, AND THE BEST OF HEALTH.

73, JIM BURNS, W3KOU
2705 GIBBONS AVE.
BALTIMORE 14, MD.

YOCB 11:

ALL FOUR ARE MEMBERS OF: ARRL, QCWA, AWA, OOTC REPRESENTING 209 YEARS OF AMATEUR RADIO. FOUR AT THE QCWA BOOTH AT THE SAME TIME.

W8UZ SAYS MAYBE NEXT YEAR THERE CAN BE AN ACTIVITY FOR OOTC MEMBERS AT THE DAYTON HAMVENTION.

TERRIFIC - FOR SGT? AND PLEASE RETURN PHOTO TO ERT.



LEFT TO RIGHT: DAN MCCOY, W8DG
JACK GRAY, W8JDV
BILL BIDDLE, K8UZ
ANDY SHAFER, W8TE

JUNE 3, 1965

YOCB 11:

I WAS MOST HAPPY TO RECEIVE YOUR KIND LETTER, AND HAD INTENDED DROPPING YOU A LINE OF THANKS MUCH SOONER. HOWEVER, I NOW WISH TO EXPRESS MY SINCERE THANKS FOR YOUR TROUBLE, FOR I'M SURE YOU ARE A VERY BUSY MAN.

I WILL LOOK FORWARD TO SEEING MY STATION IN THE SPARK-GAP TIMES, AND YOU CAN BE SURE I WILL BE THE ENVY OF MANY FRIENDS. HI.

Spark-Gap Times

PAGE 4

AUGUST 1965

SORRY I HAVE BEEN UNABLE TO BE ON THE NET ON THURSDAY EVENINGS, BUT I HAVE HAD TROUBLE WITH MY 80 METER VERTICLE, BUT HOPE TO HAVE IT CORRECTED AS SOON AS I CAN GET THE CREW TO CLIMB MY APARTMENT-COMPLEX ROOF. I, OF COURSE, HAVE NO 50 FT. LADDER ETC., AND THESE MODERN APT-COMPLEX BUILDINGS REQUIRE LONG LADDERS AND MEN WITH THE PROPER EQUIPMENT AND "YOUNG AGE". HA.

IN ANOTHER WEEK OR SO I HOPE TO BE ABLE TO CHECK IN ON THE NET AND MEET THE BOYS AND GALS.

MY SINCERE THANKS TO YOU AND I WANT YOU TO KNOW I AM PROUD TO BELONG TO SUCH A DISTINGUISHED GROUP OF FINE PEOPLE. I HAVE TAKEN THE LIBERTY OF WRITING TO CN8AW, TOMMY WHOM I TALK TO OFTEN, THAT I WOULD SPONSOR HIM, IF I AM PERMITTED. HE WROTE ME AND INQUIRED ABOUT OOTC, SO I WROTE HIM BACK AND ASKED HIM FOR "SKETCH" OF HIS WIRELESS EXPERIENCES. I KNOW HE WAS IN THE NAVY FOR 30 YEARS, AND CHIEF RADIOMAN LIKE ME. I HOPE I HAVE DONE RIGHT BERT. I WILL CONTACT EUNICE ON THIS, SO AS NOT TO BOTHER YOU. PLEASE TAKE CARE AND ALL THE BEST.

SINCERELY,
DAVE BUDREAU, K1BPJ
APARTMENT 12
8 CONTINENTAL COURT
WOBBURN, MASS.

(WILL PRINT PHOTO IN OCTOBER ISSUE.)

APRIL 3, 1965

DEAR EUNICE:

AS YOU KNOW BY NOW OF THE FCC PROPOSED AMATEUR CHANGES IN THEIR RULES, I THINK THE OOTC WOULD DO WELL TO LOOK INTO THE SCOPE OF THE NEW FIRST CLASS LICENSE WITH A CODE SPEED OF 16 WPM AND A NEW WRITTEN TEST. I THINK YOU WILL FIND A LOT OF THE MEMBERS HOLD ONLY A CLASS A OR ADVANCED CLASS, ALSO THERE MAYBE SOME CONDITIONALS IN THE CLUB.

IN 1953 WHEN THE PHONE BANDS WERE ALL OPEN TO GENERAL CLASS, AND NO NEW ADVANCED CLASS WAS GIVEN OUT BY FCC, A NEW CLASS CALLED AMATEUR EXTRA CLASS WAS THEN PUT OUT BY FCC, WITH A WAIVER OF ALL REQUIREMENTS TO QUALIFY FOR SAME IF A HAM HAD A LICENSE PRIOR TO MAY 1917--CALLED THE GRANDFATHER CLAUSE. HERE IS WHAT I THINK THE CLUB SHOULD DO: ANY HAM WITH A GENERAL, ADVANCED, OR CONDITIONAL CLASS WHO HAS HELD SAME FOR 40 YEARS OR MORE CONTINUOUSLY, AS LONG AS HE NOW HOLDS A LICENSE, SHOULD BE GIVEN A NEW

FIRST CLASS LICENSE WITHOUT EXAMINATION.

I THINK THE OOTC WOULD DO WELL TO LOOK INTO THE ABOVE AS I KNOW IT WOULD BE A HARD-SHIP FOR A LOT OF THE MEMBERS TO TAKE A NEW TEST. BEST OF LUCK, EUNICE, AND WILL TRY AND SEE YOU THIS SUMMER.

73-88,
DON GUPTILL, W1HOG
17 PARK ST. CT.
MEDFORD, MASS.

FEDERAL COMMUNICATIONS COMMISSION,
WASHINGTON 25, D. C.

MAY 14, 1965

THE HONORABLE BILL BROCK
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515
DEAR CONGRESSMAN BROCK:

THIS IS IN REGARD TO YOUR APRIL 20, 1965 LETTER FORWARDING THE COMMENTS OF MR. BERT OSBORNE, W4MF, ON A RULE MAKING MATTER AFFECTING THE AMATEUR RADIO SERVICE.

ON MARCH 31, 1965, A NOTICE OF PROPOSED RULE MAKING WAS ADOPTED, DOCKET 15928, WHICH PRESENTS THE COMMISSION'S PROPOSED DISPOSITION OF ELEVEN PETITIONS RELATED TO "INCENTIVE LICENSING" IN THE AMATEUR RADIO SERVICE. A COPY OF THIS NOTICE IS ENCLOSED.

THE COMMISSION HAS INVITED THE FILING OF COMMENTS BY INTERESTED PERSONS ON OR BEFORE JULY 15, 1965. WE APPRECIATE RECEIVING MR. OSBORNE'S COMMENTS AND HIS SUGGESTIONS REGARDING CALL SIGNS. A COPY OF HIS LETTER WILL BE INCORPORATED IN THE RECORD AND WILL BE GIVEN ALL DUE CONSIDERATION IN THE DOCKET 15928 PROCEEDING.

YOURS SINCERELY,
E. WILLIAM HENRY
CHAIRMAN

CONGRESS OF THE UNITED STATES, HOUSE OF
REPRESENTATIVES WASHINGTON, D. C. 20515
MAY 17, 1965

MR. BERT OSBORNE, W4MF
1608 HIXSON PIKE
CHATTANOOGA, TENNESSEE
DEAR MR. OSBORNE:

ENCLOSED IS A COPY OF THE LETTER I RECEIVED FROM THE FEDERAL COMMUNICATIONS COMMISSION REGARDING YOUR RECENT INQUIRY.

I HOPE THAT THIS INFORMATION WILL BE HELPFUL AND THAT YOU WILL LET ME KNOW IF I CAN BE OF FURTHER ASSISTANCE IN ANY WAY, FOR I'LL

Spark-Gap Times

AUGUST 1965

PAGE 5

BE DELIGHTED TO DO ALL THAT I CAN.
VERY TRULY YOURS,
BILL BROCK

MAY 7, 1965

YOCB 11:

I HAVE BEEN A MEMBER OF OOTC FOR SOME TIME NOW AND HAVE THOUGHT OF SENDING SOME COPY FOR YOUR SPLENDID PAPER.

SINCE I AM RETIRING NOW FROM A GOVERNMENT JOB, HAVING RETIRED ONCE FROM THE NAVY (AFTER 30 YEARS ACTIVE AND INACTIVE DUTY), I THOUGHT THE SHORT PIECE I WROTE UP FOR THE LOCAL NAVY PAPER MIGHT BE ALRIGHT FOR THE SPARK-GAP TIMES.

MY RETIREMENT THIS TIME IS FROM A CIVIL SERVICE POSITION. I'LL BE 65 YEARS OLD MY NEXT BIRTHDAY AND I GUESS ITS TIME TO SPEND MORE TIME ON THE AIR.

BESIDES HAM RADIO I DO A LITTLE OIL PAINTING, TAKE STEREO PICTURES AND AM A AMATEUR LAPIDIST (ROCK HOUND).

IF YOU CAN USE THE WRITE-UP, PLEASE DO SO.

THANKS AND 73's,
HAROLD E. WILCOX, W4OP
206 SOUTH WEST STREET
FALLS CHURCH, VA. 22046

(WILL PRINT IN OCTOBER ISSUE.)

YOCB 11:

YOUR FINE LETTER OF MAY 10TH HAS GONE UNANSWERED UNTIL NOW FOR QUITE A NUMBER OF REASONS, SOMEWHAT BEYOND MY CONTROL. SIMILAR LETTERS, FROM BERT INGALLS AND CHARLEY ELLSWORTH HAVE LED ME TO BELIEVE THAT I DO HAVE SEVERAL INTERESTING STORES TO TELL AND THAT SOMETHING SHOULD BE DONE ABOUT IT! I HAVE BEGUN!

CHARLEY SENT ME AN APPLICATION FOR THE ROOSEVELT FIELD ALUMNI ASSOCIATION, WITH THE SUGGESTION THAT I JOIN; WHICH I AM DOING. MARGE, SHE'S MY "BOSS", AND I WILL GO TO GARDEN CITY, FOR THE "HOMECOMING" OF THE ASSOCIATION, JUNE 25TH.

I WROTE A LONG LETTER TO HIM, GIVING HIM A FEW OF THE MANY INTERESTING EXPERIENCES WHICH I HAD THERE. HE WILL RECEIVE QUITE A LOT OF PICTURES, WITH SOMEWHAT "GLORIFIED" CAPTIONS, AND WILL FORWARD THEM TO YOU. A COPY OF THE LETTER AND THE CAPTIONS IS ENCLOSED.

THERE IS ANOTHER STORY, HOWEVER, WHICH I BELIEVE WOULD FIND MUCH MORE GENERAL INTEREST AMONG OUR MEMBERS RIGHT NOW. IT IS THE STORY

OF W2USA, THE AMATEUR RADIO STATION AT THE N.Y. WORLD'S FAIR, 1938, 39 AND 40. I HAVE PREPARED SUCH A STORY FOR QST. SPARK GAP TIMES WOULD BE THE ONLY OTHER PUBLICATION TO CARRY IT! IT IS IN TWO DISTINCT PARTS; THE FIRST, HAVING TO DO WITH THE ORGANIZATION AND OPERATION, AS WELL AS THE INSTALLATION OF THE EQUIPMENT AND ANTENNA SYSTEMS, ALL OF WHICH WERE VERY ELABORATE. THE SECOND PART, WHICH I WILL NOT RELEASE FOR SOME TIME, HAS TO DO WITH THE TWO-WAY VOICE AND VIDEO CIRCUIT, WHICH WE HAD BETWEEN THE FAIR AND THE ROOF OF THE N.Y. DAILY NEWS BUILDING. THE PHOTOS, FOR THE TV STORY ARE EVEN BETTER THAN WHICH GO ALONG WITH THIS. MANY OF OUR MEMBERS ARE IN THEM. TO THE BEST OF MY KNOWLEDGE, TWO-WAY TV, WITH VOICE, HAS NEVER BEEN ACCOMPLISHED BEFORE OR SINCE. SOME FOLKS HAVE DEBATED THAT STATEMENT, REMARKING THAT TWO-WAY TV IS A MORE OR LESS COMMON THING, IN CONJUNCTION WITH POLITICAL CAMPAIGNS, ETC. THAT, HOWEVER, IS DONE BY CABLE, NOT BY RADIO.

THE CAPTIONS WILL TELL MOST OF THE STORY BUT YOU MAY WISH TO USE SOME OF THE INFORMATION, CONTAINED IN MY DESCRIPTION, WHICH APPEARED IN RADIO AND TELEVISION, FOR JUNE, 1940. I AM SURE THAT MY GOOD FRIEND, HUGO GERNSBACK, WOULD BE HAPPY TO HAVE YOU USE IT, WITH SUITABLE CREDIT. THE GALLEY PROOFS ARE ENCLOSED, BUT I DO NOT HAVE THOSE OF THE PRECEDING ARTICLES, TO WHICH REFERENCE IS MADE. I WOULD SURELY APPRECIATE HAVING THE TWO "EDITORIAL NOTES" USED!

73,
ARTHUR H. LYNCH, W4DKJ
2878 VALENCIA WAY
FORT MYERS, FLORIDA

CQD CQD CQD - W5RIH W5RIH

TO THOSE INTERESTED IN OOTC NETS

WE HAVE IN THE PAST SET UP NET SCHEDULES AND PRINTED SAME IN SGT AND ASKED OOTC MEMBERS TO EXPRESS THEIR OPINIONS AS TO ANY CHANGES OR ADDITIONS. TO DATE THE REPLIES HAVE BEEN A BIG ZERO.

ANYONE WHO HAS IDEAS EITHER FOR LOCAL NETS OR COUNTRY WIDE NETS I WOULD APPRECIATE HEARING FROM YOU. IN THE MEANTIME UNTIL FURTHER NOTICE, THIS STATION WILL RESUME CALLING OOTC FOR PARTICIPATION ON THE FOLLOWING FREQUENCIES AND TIMES:
SSB-14295Kc (PLUS OR MINUS) 1800Z DAILY EXCEPT SUNDAYS.

Spark-Gap Times

PAGE 6

AUGUST 1965

CW - 7035 Kc (PLUS OR MINUS) 0100Z (GMT)
DAILY EXCEPT SUNDAYS.

AS THIS NOTICE WILL NOT APPEAR UNTIL THE
MIDDLE OF AUGUST THE ABOVE NETS WILL START
16 AUGUST 1965.

LET'S GET GOING, WE CAN CUSS AND DISCUSS
THE NET PROBLEMS ON THESE NETS.

R. E. ARMSTRONG, W5RIH
NET MANAGER OOTC
511 CHERRY RIDGE DRIVE
SAN ANTONIO, TEXAS 78213

OCTOBER 22, 1962

YOGB II:

A FINE EFFORT BERT, AND GREETINGS TO YOU.
JUST A QUICK LINE TO YOU AND ALL OOTC!

THE TIME 1911.

THE PLACE - FEDERAL COURT - PORTLAND, ME.

THE CASE - UNITED WIRELESS VS. PEOPLE
(11 TO 13 STATES).

THE SUBJECT - \$20,000,000 - YEP TWENTY
MILLION, OK?

MISSING - \$15,000,000 - YEP FIFTEEN MILLION,
OK?

SO THE FIREWORKS: AS IT TURNED OUT 5 OF
THE MILLIONS WERE ACCOUNTED FOR OUR GOOD OLD
STATIONS, MOBILE - SEA GOING, ETC. A BIG
FEATURE IN THE CASE THE 35 BUCKS PER MONTH
WITH FOOD WHILE AFLOAT. (ONLY) Wow! POOR OLE
OPS!

VERDICT: 20 REMANDED TO PRISON TERMS
1 FREE (STATE'S EVIDENCE)

CHIEF RASCAL: CHRISTOPHER COLUMBUS WILSON
FOUND HIM ON HIS FINE STEAM YACHT IN FLORIDA
WATERS.

THE MORAL: HAD OUR GOOD OLE OPS BEEN PAID
SAY \$200 PER MONTH, WOULDN'T WIRELESS AND ALL
CONCERNED DEVELOPED SOMEWHAT DIFFERENT OR AT
BEST AT ITS REAL VALUE.

YOURS,
CHET KENNEDY, W1AN (1AC)
199 HIGH
SOUTH PORTLAND, MAINE

MAY 21, 1965

E. V. EDWARDS, W2ABL

GABLES APT. #37

NEPTUNE, N. J. 07753

DEAR ED:

I RECEIVED YOUR LETTER ABOUT THE SHIPMENT
YOU SENT TO EUNICE VIA RWY EXPRESS. WE SURELY
ARE GRATEFUL TO YOU, ED. EUNICE WILL REIM-

BURSE YOU PROMPTLY FOR THE \$50.00 THAT YOU
ADVANCED FOR THE SHIPMENT.

THIS IS A WORRISOME ITEM OFF MY SHOULDERS
AND I AM SURE IT WILL BE FOR EUNICE ALSO.
SHE HAS BEEN WORRYING ABOUT THE BLUEBOOK
COVERS AND I WOULD HAVE WORRIED TOO IF I
HAD HAD TIME.

I HAVE JUST SENT THE JUNE "SPARK-GAP
TIMES" UP TO ROB-ROY, W8HR, FOR PRINTING
OR I WOULD HAVE PUT THE ITEM IN IT ABOUT THE
GOOD WORK YOU HAVE DONE FOR OOTC. WILL BE
SURE AND GIVE IT A GOOD BIG MENTION IN THE
AUGUST ISSUE. YES, I HAD HEARD ABOUT MRS.
WILLIAMS.

THANKS A MILLION FOR THE GOOD TURN YOU
HAVE DONE FOR OOTC.

SINCERELY,
YOGB II

JUNE 15, 1965

YOGB II:

I HAVE ENJOYED MY MEMBERSHIP IN THE OOTC
SO MUCH SINCE JOINING THAT I WANT TO DO
SOMETHING FOR THE CLUB. SO I HAVE DECIDED TO
GO OUT LOOKING FOR SOME NEW MEMBERS IN THIS
AREA. I NEED APPLICATIONS, SO PLEASE SEND
FIVE OR SIX TO ME IMMEDIATELY. THANKING YOU
IN ADVANCE, I REMAIN,

SINCERELY YOURS,
JOSEPH H. UHALT, W5NO
5 WARBLER, ST.
NEW ORLEANS, 70124 LA.

MAY 9, 1965

MR. ROBERT Y. CHAPMAN, DIRECTOR
AMERICAN RADIO RELAY LEAGUE
28 SOUTH ROAD

POQUONNOCK BRIDGE, CONN.

SUBJECT: FCC DOCKET NO. 15929 (RM-499)

DEAR MR. CHAPMAN:

I AM OBJECTIVELY IN ACCORD WITH THE SUB-
JECT PROPOSAL WITH REGARD TO INCENTIVE
LICENSING, BUT WITH TWO SUBJECTIVE EXCEPT-
IONS:

(1) I BELIEVE THAT THE ADVANCED CLASS
LICENSEE SHOULD BE ACCORDED PRIVILEGES BE-
YOND THOSE OF THE GENERAL CLASS, I.E., SUCH
AS THOSE OF THE PROPOSED FIRST CLASS. RE-
VERTING AN ADVANCED LICENSEE TO GENERAL
WOULD BE COMPARABLE TO REVOKING A COLLEGE
DEGREE UNDER THE IMPROPER ASSUMPTION THAT
THE HOLDER IS NOT ADVANCING HIMSELF PRO-
FESSIONALLY. I "UPGRADED" MYSELF WHEN I

Spark-Gap Times

AUGUST 1965

PAGE 7

ACQUIRED THE OLD CLASS A LICENSE, WHICH WAS LATER CHANGED TO ADVANCED CLASS. I HAVE BEEN CONSTANTLY IMPROVING MYSELF TECHNICALLY. I BUILT ALL MY TRANSMITTERS FOR ALL THE BANDS FROM 200 AND 160 METERS TO THE 435-MEGACYCLE BAND, A SINGLE-SIDEBAND TRANSMITTER INCLUDED. DURING THE LAST ELEVEN YEARS WITH RCA, I HAVE BEEN WORKING PRINCIPALLY WITH ELECTRONICS, INCLUDING MICROWAVE AND VIDEO TAPE. IT IS A FAIR ASSUMPTION THAT MANY OTHER ADVANCED CLASS LICENSEES ARE IN COMPARABLE STATUS. I MAINTAIN THAT THERE IS PRESENTLY A DISTINCTION BETWEEN THE ADVANCED AND GENERAL CLASSES AND THAT THIS SHOULD NOT BE ABROGATED.

(2) I BELIEVE THAT PRESENT HOLDERS OF CALL SIGNS SHOULD RETAIN THEIR CALL LETTERS. PASSAGE OF TIME IDENTIFIES A CALL SIGN WITH A PERSON. I HAD THE CALL SIGN 1AAQ MORE THAN FORTY YEARS AGO AND WOULD LIKE TO RETAIN THE ONE I NOW HAVE, NAMELY K1AAQ, OR AT LEAST THE THREE-LETTER SUFFIX.

I AM NOT OPPOSED TO REQUIRING AMATEURS TO BE ABLE TO COPY THE MORSE CODE AT A REASONABLE SPEED AND I DO BELIEVE THAT AMATEURS SHOULD SPEND SOME TIME IN MORSE OPERATION; HOWEVER, I HAVE ALWAYS FELT THAT THE ARRL ATTACHES TOO MUCH IMPORTANCE TO THIS SUBJECT. IN RECENT TIMES THE IMPORTANCE OF MANUAL TRANSMISSION AND RECEPTION BY MEANS OF MORSE HAS DIMINISHED STEADILY. IT IS ARGUED THAT AMATEURS, BY BEING PROFICIENT IN MORSE, ARE BETTER SUITED FOR MILITARY SERVICE. MILITARY COMMUNICATIONS ARE MADE MOSTLY BY VOICE AND BY TELETYPE OR OTHER AUTOMATIC MEANS. I MENTION THIS MATTER INCIDENTALLY, SINCE IT IS NOT A STRONG POINT AT ISSUE WITH ME; HOWEVER IT IS APPARENT THAT THE TWENTY WORD-PER-MINUTE SPEED REQUIREMENT COULD BAR TECHNICALLY PROGRESSIVE AMATEURS FROM THE EXTRA CLASS LICENSE.

I OFFER THESE COMMENTS FOR THE WEIGHT THEY MAY HAVE IN INFLUENCING THE ARRL BEFORE THE FCC. WITH KIND PERSONAL REGARDS, I AM

VERY TRULY YOURS,
WILLIAM F. EGLIT, K1AAQ
397 CARTRIDGE TRAIL
LEDYARD, CONN. 06339

JUNE 19, 1965

YOCB II:

JUST BEEN ADMITTED TO THE OOTC AND THE 50 YEAR RIBBON RECEIVED. AND, I AM PROUD AS CAN BE.—IF YOU LACK A SPACE FILLER AT ANY TIME I CAN PARAPHRASE THE HOME-TOWN STORY ABOUT

RADIO REMOTE CONTROL OF FIFTY YEARS AGO APPEARING IN THE PRESS-JOURNAL ENCLOSED. JUST SAY THE WORD. I'M A COLLECTOR, TOO. YOU'LL SEE MY AD IN CLASSIFIED ON PAGE 5 OF THE P-J. BUT, MY STRONG FORTE IN COLLECTION IS LESS IN THE GEAR BUT MORE IN WIRELESS RADIO PRINTED MATTER OF PRE-1925.

I DO ENJOY THE SGT AND AM NOW TRYING TO GET EUNICE TO DIG UP AS MANY OF THE BACK NUMBERS AS POSSIBLE. I ONLY OWN TWO. THE LAST ONE AND THE ONE I GOT FROM YOU AT THE ARRL MEET LAST FALL IN NYK.

HEAR FM EUNICE OFTEN. SHE SUGGESTS THAT A BRIEF ON HOW SHE AND I BECAME ACQUAINTED VIA RADIO AND DR. VANNEVER BUSH WOULD MAKE INTERESTING READING. I TALKED WITH HER WHEN SHE WAS ANNOUNCING ONE EVE VIA MORSE AND PHONE WHEN I WAS ON A USN WARSHIP, BUT MET HER AT AMRAD ENGINEERING YEARS LATER. WAS INTRODUCED TO HER BY DR. VANNEVER BUSH. I FESSED UP THAT I WAS THE MYSTERIOUS "HC" WHO COULD OPERATE ON 200 M WITH EITHER KEY OR MIKE, WITH HER AMRAD BDCST STATION. THE MODERN MILITARY MEN CALL SUCH SHENANIGANS AN "ANTENNA TEST".

THAT OBIT ON JIM CLAPP WAS REAL NEWS TO ME. I SPENT WWI IN THE BOSTON AREA AND WAS IN JIM'S CLASS OF 1923 IN EE AT TECH; BUT DID NOT HAVE ANY INKLING OF HIS PRACTICAL RADIO BACKGROUND. DID NOT KNOW OF HIS CONNECTION WITH WBF. I WAS AT HARVARD NR SCHOOL AND THEN IN BOSTON YARD AS RC SPECIALIST. I WAS AT ONE TIME OR OTHER PREXY OF THE MIT RADIO CLUB. JIM WAS A CLASS OFFICER. BUT, I NEVER REALIZED HE WAS THE ONE ASSOCIATED WITH GEN. RDO. CO.

BEST 73 OM & 30 FR NW.
SINCERELY,
CHARLES C. HENRY
6705 CALDWELL AVENUE
CHICAGO 46, ILLINOIS

YOCB II:

THANKS FOR THE HONOR OF SUGGESTING I SERVE AS A DIRECTOR OF THE OOTC. IT'S DARNED HARD TO REFUSE BUT THE WAY THINGS ARE FOR ME, IT'S IMPOSSIBLE. I AM MORE THAN SATISFIED WITH THE WAY YOU WONDERFUL CHAPS AND XYL HAVE BEEN CARRYING ON. I CAN'T UNDERSTAND HOW YOU ALL CAN DO SO MUCH.

THINK THE BLUE BOOK SO FAR IS TOPS. OF COURSE WE FOREIGNERS ARE WAITING FOR THE COMPLETION--BUT WE ARE NOT DISCOURAGED. AS FOR THE SPARK GAP TIMES, IT'S GRAND. I HAVE BEEN GOING TO WRITE YOU, IN FACT HAVE GIVEN MY APPRECIATION OF EVERYTHING TO EARL SOME TIME AGO. WHEN HE WAS UP HERE, WE HAD A WONDERFUL CHAT

AND VISIT WITH EARL AND XYL. PLEASE KEEP UP THE GOOD WORK, I MUST TRY AND GET ON TO 20 METER BAND, HAVE CHATS OFTEN WITH VE3LY/W4 AT CLEARWATER, FLA. AND HAVE HAD DURING WINTER LOTS OF OTHER QSO WITH SOME OF THE VE2 DOWN AT DAYTONA.

BERT, DON'T THINK FOR ONE MOMENT ALL YOUR EFFORTS AND WORK ARE NOT APPRECIATED. I KNOW THAT VE2TH, VE2SF, AND VE2NB ARE ALL OF THE SAME OPINION.

BEST IN THE WORLD TO YOU AND YOURS,

73,
Tom Letts VE2BG
192 VICTORIA AVENUE
LONGUEUIL 23, P. Q.

MAY 19, 1965

BERT INGALLS, W1NQ
EPPING, NEW HAMPSHIRE 03042
DEAR BERT:

FIRST OF ALL EXCUSE THE PAPER, IT'S WHAT I HAVE HANDY IN THE MARCONI ROOM AT THE MOMENT. WE ARE IN THE THROES OF HOUSE CLEANING AND RIGGING BOATS.

LES HEARTZ CALLED ME FROM PORTLAND A FEW DAYS AGO AND REPORTED THAT EITHER YOU OR BERT OSBORNE, I FORGET WHO, WANTED MY OPINION OF WHAT THE OOTC SHOULD DO RE FCC DOCKET 15928. ONLY TWO THINGS CAME TO MIND AFTER A SECOND READING OF THE PROPOSALS.

1. RE PARAGRAPH H (10) WHEREIN THE BURDEN IS PLACED ON THE LICENSEE TO SUBMIT EVIDENCE OF HAVING AN AMATEUR STATION LICENSE ISSUED BY THE US GOV'T PRIOR TO JULY 1, 1932 IF HE IS TO RETAIN HIS PERSENT PREFIX SUCH AS W1AE OR W2AB ON RENEWAL OF HIS AMATEUR EXTRA CLASS OPERATORS LICENSE. I AM AFRAID THAT SOME FELLOWS WILL HAVE A DIFFICULT TIME OF SUBMITTING EVIDENCE OF BEING LICENSED PRIOR TO 7/1/32 UNLESS THEY HAVE SAVED ALL THEIR EXPIRED LICENSES. OTHERWISE ONE WOULD HAVE TO SECURE PHOTOSTAT LISTINGS FROM CALL BOOKS OR OTHER SOURCES.

SINCE THE FCC HAS CARD RECORDS THEY COULD EASILY CHECK THE STATEMENT MADE AT THE TIME OF RENEWAL ESPECIALLY IF IT WAS MADE UNDER OATH.

I THINK THE BURDEN SHOULD BE PLACED ON THE FCC TO CHECK SUCH A STATEMENT AT THE TIME AN APPLICATION FOR RENEWAL IS ACTED ON BY THE STAFF. I'M SURE I DON'T HAVE ANY STATION LICENSES AROUND EXCEPT THE CURRENT ONE AND 1BH I RECEIVED AFTER 1AE ALTHOUGH I AM LISTED IN THE DEPT. OF COMMERCE LIST OF 1912 (1AE) THE FIRST 50 YEAR LICENSEES. I CAN SUBMIT THAT

EVIDENCE BUT I WONDER HOW MANY OOTC MEMBERS WHO HELD AN EXTRA CLASS LICENSE CAN, AS THE RESULT OF MOVING, ETC.

2. THE FCC ALSO INVITES COMMENT AS TO WHETHER OR NOT THE UTILITY AND INTEREST IN CONTINUING THE AMATEUR EXTRA CLASS LICENSE IN THE LIGHT OF THE PROPOSAL TO ESTABLISH AN AMATEUR FIRST CLASS LICENSE AND THE POSSIBILITY THAT THE RESERVED FREQUENCIES ASSOCIATED WITH THE AMATEUR EXTRA CLASS MAY NOT BE FULLY OCCUPIED, ETC., ETC.

I THINK THE CLUB SHOULD COMMENT ON THIS SUBJECT BY SAYING THAT THE EXTRA CLASS LICENSEE SHOULD BE RETAINED REGARDLESS OF WHETHER THE RESERVED FREQUENCIES ASSOCIATED WITH THE AMATEUR EXTRA CLASS MAY NOT BE FULLY OCCUPIED. THE RETENTION OF IT WILL PROVIDE THE CURRENT HOLDERS WITH THE INCENTIVE TO OPERATE IN THE PROPOSED RESERVED BANDS.

MOREOVER I WOULD PREFER THAT ALL HOLDERS OF EXTRA CLASS LICENSES SINCE 1945 BE RENEWED AS A MARK OF DISTINCTION FOR CONTINUOUS SERVICE SINCE THAT DATE OR PERHAPS AN EARLIER DATE PRIOR TO WW2 SO THAT THE OOTC MEMBERS WILL NOT LOSE THEIR CURRENT OPERATORS LICENSES AND IN LIEU THEREOF BE ISSUED AN AMATEUR FIRST CLASS LICENSE.

THE MEMBERS MAY FIND OTHER COGENT REASONS RE THIS PROPOSAL BUT THE FOREGOING REPRESENTS ALL THE COMMENT I DESIRE TO MAKE AT THIS TIME.

IF THE CLUB FILES COMMENT IT SHOULD DO IT FORMALLY BEFORE JULY 15 (14 COPIES) OTHER MEMBERS MAY HAVE OTHER COMMENTS. I SUGGEST THEY BE POLLED BY MAIL QUICKLY WITH A POSTAL CARD TO EACH MEMBER. IF THIS IS TOO GREAT A TASK THEN BY THE FEELINGS OF THE OFFICERS AND DIRECTORS. IF YOU WERE NOT THE BERT THAT WANTED LES TO CALL ME PLEASE SEND ON TO BERT OSBORNE.

HOPE YOUR HEALTH IS OK. WOULD LIKE TO HEAR YOU ON THE AIR DOWN THERE W3DF/4.

73 TO YOU BOTH,
HASTILY,
GEORGE E. STERLING, W1AE
PEAKS ISLAND
PORTLAND, MAINE

YOCB 11:

I PROBABLY SHOULD HAVE WRITTEN THIS LETTER BEFORE NOW AND SHOULD HAVE SENT YOU MY CHECK TO HELP ON THE PAPER. IS IT TO HAVE A SUBSCRIPTION RATE OF \$2.50 PER YEAR? IF I OWE MORE THAN THIS LET ME KNOW AND I WILL SENT IT TO YOU.

Spark-Gap Times

AUGUST 1965

PAGE 9

AS I HAVE BEEN IN AMATEUR RADIO SINCE 1915, THIS IS MY FIFTIETH YEAR AND I AM WONDERING IF I AM ENTITLED TO A FIFTY YEAR CERTIFICATE. IF SO WHAT DO I HAVE TO DO TO OBTAIN THIS CERTIFICATE?

WOULD APPRECIATE HEARING FROM YOU, BERT, AND YOU CAN REST ASSURED THAT I CERTAINLY ENJOY THE SPARK GAP TIMES.

73,
CLARENCE J. WHITE, JR.
W4KR
P. O. Box 701
LAGRANGE, GEORGIA

JUNE 10, 1965

YOCB 11:

RECEIVED YOUR LETTER AS OF JUNE 7 AND SURE WAS GLAD TO HEAR FROM YOU.

I WILL BE HONORED TO SERVE WITH YOU AS A DIRECTOR IN OOTC, AND WILL DO ALL I POSSIBLY CAN TO HELP YOU OUT.

ENCLOSED IS A PHOTO AS YOU REQUESTED, PLEASE RETURN WHEN YOU CAN. ALSO ENCLOSED IS AN ARTICLE FOR AUGUST SGT CONCERNING OOTC NETS, ETC.

BERT, I AM GOING TO RESIGN AS AREA-CO-ORDINATOR FOR NAVY MARS AT OUR 8TH NAVY MARS DIST. CONVENTION 6, 7 & 8 AUGUST. IT IS GETTING TOO MUCH FOR ME ALONG WITH OTHER ACTIVITIES THAT I WANT TO GET BACK TO, ESPECIALLY OOTC. I WILL BE STILL ACTIVE IN THE TRANS-CON TFC NET OF NAVY MARS AND RELIEVE THE DIRECTOR WHEN HE IS AWAY FROM STATION. THIS WILL ALLOW ME TO TRY AND GET THE OOTC NETS ROLLING, IF, THE MEMBERS WILL COOPERATE.

DON'T WORK TOO HARD AND HAVE SOME FUN, BERT. YOU HAVE BEEN VERY FAITHFUL TO OOTC AND KNOW IT HAS BEEN A HARDSHIP ALONG WITH YOUR CIVIC AND BUSINESS OBLIGATIONS.

73 AND GOOD LUCK AND HEALTH
FRATERNALLY YOURS,
R. E. ARMSTRONG, W5RIH
511 CHERRY RIDGE DRIVE
SAN ANTONIO, TEXAS 78213

MAY 18, 1965

HARRY J. DANNALS, W2TUK
DIRECTOR ARRL
HUNTINGTON, LI, NY
SUBJECT: FCC DOCKET 15928

DEAR OM:

AS YOU KNOW THERE ARE A NUMBER OF US WHO HAVE EXTRA CLASS LICENSES WITH CALL SIGNS IN

THE "K" SERIES. PARAGRAPH H2 INDICATES THAT THIS SERIES MIGHT BE USED FOR THE FIRST CLASS LICENSEES. IN SUCH A CASE WHAT PROVISION IS OR WILL BE MADE FOR EXISTING K'S WITH EXTRA CLASS?

I NOTE A DOUBLE ASTERISK NOTE THAT THERE MIGHT BE W'S WITH TWO LETTER PREFIXS AND ONE LETTER SUFFIX AS A POSSIBILITY; ALSO THAT THESE MODIFICATIONS WOULD BE MADE EFFECTIVE IN RENEWALS ETC. IN MY OWN CASE AND I AM SURE OTHERS, I HAVE JUST HAD A FIVE YEAR RENEWAL. WHAT WOULD THE CALL BE IN THE MEANTIME?

OTHERS AND I THINK THAT SENIORITY SHOULD BE GIVEN PARTICULARLY IN THE ASSIGNMENT OF CALLS IN THE EXTRA CLASS. I HAPPEN TO BE ONE OF THE SEVENTY ODD HAMS WHO WERE IN THE FIRST CALL BOOK. I WAS 2DB IN DECEMBER 1912 AND RECEIVED THE HARC AWARD IN 1962; ALSO THE QCWA CERTIFICATE FOR 50 YEARS. THERE ARE NOT TOO MANY OF US LEFT IN THIS VERY OLD GROUP AND ATTRITION IS TAKING ITS TOLL, AND I THINK IT WOULD BE APPROPRIATE TO RECOGNIZE THAT THIS SITUATION HAS A PRIORITY IF, WHEN AND AS MODIFICATION TAKES PLACES, AND NOT JUST WHEN THE TIME FOR RENEWAL COMES AROUND AND MAYBE MANY OF US WON'T EVEN BE HERE. THINK IT OVER.

BY WAY OF FURTHER BACKGROUND OF MYSELF (AND I KNOW MANY OF THE REAL OLD, OLD TIMERS CAN MORE THAN MATCH IT); I STARTED IN 1909 AS FV, THEN 2DB IN 1912, AND A COMMERCIAL TICKET IN 1914, SIGNAL CORPS IN 1918.

WOULD BE GLAD TO DISCUSS IN FURTHER DETAIL IF YOU WANT TO.

CORDIALLY YOURS AND 73,
RICHARD D. ZUCKER, K2CR
COVE ROAD
WATER MILL, LI, NY

MAY 31, 1965

WALLACE H. LELAND, W2WL
ASST. SECTY. OOTC
2457 LOFT AVE.
BALDWIN, N.Y. 11510
WALLY:

I RECEIVED THE LAST THREE COPIES OF SGT AS I REQUESTED IN MY LETTER TO BERT, AND WHICH WAS FORWARDED TO YOU. THANK YOU BOTH VERY MUCH. I CAN'T UNDERSTAND THE POST OFFICE SLIPPING LIKE THAT BUT I GUESS THEY ARE HUMAN, LIKE THE REST OF US.

SURE APPRECIATE THE BACK COPIES AS I ENJOY THE OLD TIME TALES VERY MUCH. ONE OF THESE DAYS I'LL BREAK DOWN AND SEND ONE IN.

Spark-Gap Times

PAGE 10

AUGUST 1965

GLAD TO HEAR EUNICE THOMPSON IS TAKING OVER THE DUTIES OF SECRETARY. I AM SURE SHE WILL TAKE GOOD CARE OF IT AND KEEP JOGGING OUR OLD MEMORIES, AS EARL USED TO DO.

SPEAKING OF MEMORIES, I AM ENCLOSING A CHECK FOR THE NEXT YEAR'S SUBSCRIPTION TO SGT AND SHALL FOLLOW YOUR SUGGESTION ABOUT HAVING IT SENT TO FLORIDA DURING THE WINTER. I SEE FRED SCHNELL, W4CF, EACH YEAR BUT AS YET HAVE NOT BEEN ABLE TO GET HIM TO JOIN THE OOTC.

VERY 73,
CHAS. W. THOMAS
Box 102
ALDEN, MICH. 49612

OOTC:

THIS IS TO INFORM YOU THAT DR. J. JAY JAKOSKY, W6QJR, DIED SEPT. 1964. HIS INTEREST IN HAM RADIO STARTED IN 1911 IN KANSAS AND CONTINUED THRU THE YEARS. HE DESIGNED AND MANUFACTURED THE "AUTRONIC KEY AND KEYSER". IT WILL BE DISTRIBUTED FROM 898 W. 18TH ST., COSTA MESA, CALIF. FROM NOW ON.

VERY SINCERELY,
MRS. J. J. JAKOSKY
1042 W. BAY AVE.
NEWPORT BEACH, CALIF.

JUNE 13, 1965

YOCB II:

I CERTAINLY APPRECIATED RECEIVING PERMISSION TO USE SOME OF THE MATERIAL FROM SGT FOR OUR CLUB PAPER, THE ROUND TABLE, AND APOLOGIZE FOR NOT WRITING YOU BEFORE NOW. THE CLUB OFFICERS ALSO ASKED ME TO EXTEND THEIR THANKS TO YOU FOR THIS COURTESY.

ATTACHED IS A COPY OF THE MAY ISSUE OF THE ROUND TABLE, IN WHICH APPEARED THE FIRST ARTICLE TAKEN FROM SGT ISSUE NUMBER 9, DATED JUNE 1, 1961 BY CDR. PAUL G. WATSON (RET.), W3BO. WHEN THE CLUB PAPER RESUMES IN THE FALL, I EXPECT TO PASS ALONG SOME MORE OF THE INTERESTING ARTICLES WHICH I KNOW WILL BE OF INTEREST TO ALL THE CLUB MEMBERS.

THANKS AGAIN AND BEST WISHES. KEEP UP THE GOOD WORK.

SINCERELY,
JOHN A. MCGINTY, K3ODA
121 FLINTLOCK RD.
DREXEL HILL, PA.

YOCB II:

MY, THAT WAS QUICK WORK, I RECEIVED THE PACKAGE OF SPARK-GAP TIMES IN NO TIME AT ALL. SURE WISH THE SLOW POKES HERE WOULD DO THINGS AS QUICKLY.

THANKS FOR THE COPIES BUT YOU PUT SO MUCH POSTAGE ON THEM THAT I AM ENCLOSING \$2. FOR THAT ANYWAY. I DO NEED ANOTHER OF THOSE FOLDERS IN WHICH TO FILE MY COPIES, THE PRESENT ONE IS FULL, BUT I DON'T SEE THEM LISTED ANY LONGER. DO YOU HAVE THEM, IF SO I WILL PURCHASE ONE.

BEST WISHES AND THANKS FOR THE MIGHTY QUICK SERVICE; MY SON AND DAUGHTERS WILL NOW BE HAPPY AND SATISFIED.

SINCERELY,
THOMAS APPLEBY, W3AX
CDR. USNR, RETIRED
5415 CONNECTICUT AVE., NW
WASHINGTON 15, D. C.

JUNE 21, 1965

THOMAS APPLEBY, W3AX

DEAR TOM:

I'M GLAD THE SPARK-GAP TIMES REACHED YOU SO QUICKLY. THAT'S A GOOD MAGAZINE, IT GETS THERE FAST. HOPE THE CHILDREN ARE HAPPY NOW.

NO, TOM, I HAVEN'T ANY BINDERS FOR SGT, AND WE JUST HAVE ENOUGH OF THE BLUEBOOK BINDERS TO SEND OUT TO THE MEMBERS IF WE EVER GET THE BLUEBOOK SHEETS. IT IS SOME JOB TO WORK UP THOSE BLUEBOOK SHEETS AND I GUESS ROB-ROY (W8RH) HAS HIS HANDS FULL. YOU CAN BUY A BLUE PLASTIC COVERED, 3 RING BINDER AT THE BOOK SUPPLY STORE THAT WILL DO OK.

YOU NEEDN'T HAVE SENT THE POSTAGE BUT SINCE YOU DID - THANK YOU! I'VE BEEN INTENDING TO PUT THAT ARTICLE ABOUT "MAHLON LOOMIS" IN SGT, BUT IT HAS BEEN SQUEEZED OUT LATELY - WILL PRINT IT SOON I HOPE.

73'S AND MY BEST TO YOU,
YOCB II

PLEASE CHECK THE ADDRESS ON YOUR ENVELOPE TO SEE IF THE ZIP CODE NUMBER IS SHOWN, AND IF SHOWN CORRECTLY. IF NOT, WILL YOU ADVISE THE SECRETARY, EUNICE R. THOMPSON WIMPP, CHRISTIAN HILL ROAD, LOVELL, MAINE 04051, OF THE CORRECT NUMBER. SPARK-GAP TIMES IS HANDLED AS THIRD CLASS MATERIAL, DELIVERY TO YOU WILL BE INTERRUPTED UNLESS, OR UNTIL YOUR ZIP CODE NUMBER IS AVAILABLE.

Spark-Gap Times

AUGUST 1965

PAGE 11

FINANCES

OPERATING STATEMENT

DECEMBER 14, 1964 THRU MAY 15, 1965

BALANCE TRANSFERRED DECEMBER 14, 1964 FROM FORMER TREASURER

\$ 812.29

INCOME

MEMBERSHIPS	\$990.40
SPARK GAP TIMES SUBSCRIPTIONS	713.50*
BLUE BOOKS	105.00
1913 CALL BOOKS	12.00
E.I. Co. CALL	9.00
OOTC LAPEL PINS	4.00
OOTC LETTERHEADS	12.00
OOTC STICKERS	24.10
AWARD FEES	11.00
SPARK GAP TIMES (EXTRA COPIES)	17.50
DONATIONS	221.50
POSTAGE REMITTED	3.35
ADVERTISING REVENUE	250.00
TOTAL INCOME	

2373.35

TOTAL BANK CREDITS

\$3185.64

DISBURSEMENTS

POSTAGE	84.53
TELEPHONE	6.67
SPARK GAP TIMES	578.67
EQUIPMENT (ADDRESSOGRAPH PAYMENTS)	304.57
PRINTING	56.90
SUPPLIES	96.71
CARRIAGE CHARGES	10.98
FLOWERS	20.00
MEMBERSHIP REFUND	15.00
BANK DEBITS AND SERVICE CHARGES	15.64
TOTAL DISBURSEMENTS	

1189.67

BALANCE IN BANK MAY 15, 1965

\$1995.97

* \$22.50 PAID THRU 1966
\$22.50 PAID THRU 1969

/s/ EUNICE R. THOMPSON, TREASURER

LOVELL, MAINE
MAY 31, 1965

Spark-Gap Times

PAGE 12

AUGUST 1965

BALANCE SHEET

MAY 15, 1965

(PRELIMINARY)

ASSETS

CASH IN BANK	\$1995.97	
CASH ON HAND	0.00	
POSTAGE STAMPS ON HAND	0.00	
EQUIPMENT - (PRINTING PRESS IN CUSTODY OF ?) CBO	500.00*	
EQUIPMENT - (TYPEWRITER IN CUSTODY OF ?) CBO	172.50	
SUPPLIES AND FORMS (IN CUSTODY OF SECRETARY)	75.00	
SPARK GAP TIMES ENVELOPES (IN CUSTODY OF W2WL)	129.00	
BLUE BOOK COVERS (175 - INCUSTODY OF SECRETARY)	100.00	
BLUE BOOK INSERTS (IN CUSTODY OF ROB ROY)	100.00	
TOTAL ASSETS		\$3072.47

LIABILITIES, CURRENT AND DEFERRED

ACCOUNTS PAYABLE (PAID BEFORE 6-1-65)	364.20	
BLUE BOOK OBLIGATIONS - ASSEMBLY AND POSTAGE	200.00	
SPARK GAP TIMES COSTS FOR JUNE, AUG., OCT. ISSUES	750.00	
TOTAL LIABILITIES	1314.20	
SURPLUS	1758.27	
TOTAL LIABILITIES AND SURPLUS		3072.47

*ESTIMATED RESALE VALUE, OTHER ITEMS AT COST.

OOTC PINS ON HAND - LAPEL TYPE 7, REGULAR TYPE 16. COST UNKNOWN.

RECONCILIATION OF JOURNAL BALANCE WITH BANK BALANCE

MAY 15 - JOURNAL BALANCE AFTER BANK DEBIT OF \$.64 MARCH 24		1996.47
ISHERWOOD CREDITED WITH \$2.50 ON MAY 3 ONLY \$2.00		
OF WHICH WAS SENT TO BANK AND \$.50 DIVERTED TO POSTAGE		
CAUSING EXCESS JOURNAL BALANCE OF		.50
ADJUSTED JOURNAL BALANCE		1995.97
MAY 15 - REPORTED BANK BALANCE	2080.89	
UNCOLLECTED CHECKS #33 AND #34	84.92	
NET BANK BALANCE PER OPERATING STATEMENT		\$1995.97

/s/ EUNICE R. THOMPSON, TREASURER

LOVELL, MAINE
MAY 31, 1965

Supplement to QST for October 1919 (Vol. III, No. 3)

BAN OFF!

THE JOB IS DONE, AND THE A.R.R.L. DID IT

See next QST for details

21700-49

NAVY DEPARTMENT
NAVAL COMMUNICATION SERVICE
Office of the Director

Washington, Sept. 26, 1919.

Sir:

The Secretary of the Navy authorizes the announcement that, effective October 1, 1919, all restrictions on amateurs and amateur radio stations are removed. This applies to amateur stations, technical and experimental stations at schools and colleges, and to all other stations except those used for the purpose of transmitting or receiving commercial traffic of any character, including the business of the

owners of the stations. The restrictions on stations handling commercial traffic will remain in effect until the President proclaims that a state of peace exists.

Attention is invited to the fact that all licenses for transmitting stations have expired and that it will be necessary for the amateurs to apply to the Commissioner of Navigation, Department of Commerce, for new licenses. In so far as amateurs are concerned, radio resumes its pre-war status under the Department of Commerce.

Very respectfully,

(Sgd) E. B. Woodworth,

Commander, U. S. Navy,

Assistant Director Naval Communications

COMING!

The Biggest Boom in Amateur Radio History.

AMATEURS: Order your apparatus and get your licenses!

MANUFACTURERS & DEALERS: Tell us what you have!

NON-SUBSCRIBERS: Get in your QST subscription

At Once -- Immediately -- To-day -- Now!

WE'RE OFF!

ARTICLES

THE FIRST AIRSHIP RADIO AND RESCUE By: CAPT. JACK IRVIN

AS TOLD IN THE AUGUST ISSUE (1924) OF RADIO BROADCAST AND PUBLISHED BY DOUBLEDAY-PAGE CO. (THE EDITOR OF "RADIO BROADCAST" IN THOSE DAYS WAS OOTC MEMBER ART LYNCH, W4DJK.) THIS OLD ARTICLE WAS SENT TO SGT BY OUR GOOD FRIEND AND FREQUENT CONTRIBUTOR JIM BURNS, W3KOU, OOTC MEMBER 206.

IN THE SPRING OF 1910 I RECEIVED WHAT, AT THAT PERIOD IN THE HISTORY OF RADIO, WAS THE STRANGEST ASSIGNMENT A WIRELESS OPERATOR EVER HAD. I HAD RETURNED TO NEW YORK AFTER A TRIP TO ENGLAND AS RADIO OPERATOR ON THE OLD AMERICAN LINER ST. LOUIS. THE MARCONI WIRELESS TELEGRAPH CO. OF AMERICA WAS THEN A SMALL ORGANIZATION AND I WAS ONE OF THE FOUR SEA-GOING OPERATORS IN THE COMPANY'S EMPLOY (THERE WERE ONLY FIFTEEN OPERATORS IN THE COMPANY'S ENTIRE SERVICE). TO BE IN CHARGE OF ONE OF THE FOUR SHIP STATIONS THE COMPANY CONTROLLED WAS CONSIDERED, IN THOSE DAYS, A GOOD JOB. I WAS CONTENTED WITH MY LOT AND SATISFIED WITH WHAT LIFE OFFERED--A FINE SHIP, GOOD FELLOWS FOR SHIPMATES, AND A PLEASANT RUN.

IT WAS THEN CUSTOMARY, IN THAT SMALL FAMILY-LIKE ORGANIZATION, FOR SHIP OPERATORS TO REPORT AFTER EACH VOYAGE DIRECT TO THE CHIEF ENGINEER OF THE COMPANY, MR. FREDERICK M. SAMMIS. HE OCCUPIED A SIMILAR POSITION TO POO BAH - THAT EXTRAORDINARY AND VERSATILE CHARACTER IN GILBERT AND SULLIVAN'S "MIKADO". HE ACTED IN ALMOST EVERY CAPACITY. WITHOUT ANY OTHER THOUGHT IN MIND, EXCEPT, PERHAPS, THE USUAL OPERATOR'S GENIUS FOR SMELLING A SALARY ADVANCE, I ENTERED MR. SAMMIS' OFFICE AND MADE THE CUSTOMARY REPORT. IT WAS THEN I RECEIVED THE JOLT HE HAD PREPARED FOR ME. HE NONCHALANTLY INQUIRED WHETHER I WAS PREPARED FOR A TRANSFER TO ANOTHER SHIP, AND AS THOUGH IT WAS AN EVERYDAY DUTY WITH HIM IN A FEW WORDS TENDERED ME THE JOB OF OPERATOR ON THE AIRSHIP AMERICA, THEN BEING CONSTRUCTED AT ATLANTIC CITY. WHETHER I JUMPED AT THIS OFFER OR NOT I CANNOT REMEMBER NOW, BUT I FOUND MYSELF IN THE COURSE OF A DAY OR TWO IN ATLANTIC CITY, DULY SIGNED ON AS A MEMBER OF THE CREW OF A DIRIGIBLE AND COMMITTED TO MAKE THE FIRST ATTEMPT TO CROSS THE ATLANTIC BY AIRLINE.

ASSIGNED TO AN AIRSHIP IN 1910

MY CONTRACT WITH MR. WALTER WELLMAN, WHO

COMMANDED THE EXPEDITION, CALLED FOR MY SERVICES NOT ONLY AS A WIRELESS MAN, BUT AS A GENERAL AIDE, AND THE MONTHS INTERVENING BETWEEN JUNE, WHEN I JOINED THE CREW, AND OCTOBER 15TH, WHEN WE SAILED FOUND ME HANDLING MANY JOBS AND ASSIMILATING A KNOWLEDGE OF AERONAUTICS. THERE WAS ALSO BORN IN ME A LOVER FOR THE FLYING GAME THAT HAS PERSISTED TO THIS DAY. ONE OF THE JOBS NEARLY COST ME MY TRIP WHEN THE VALVE ON THE HYDROGEN PLANT, WHICH I WAS TENDING, CAME OFF IN MY HAND AND FILLED MY SHOE WITH A BOILING SULPHURIC SOLUTION. I WAS WEEKS IN A HOSPITAL AND MY SUBSTITUTE HAD ALREADY BEEN SELECTED, BUT FORTUNATELY MANY DELAYS IN THE SAILING DATE INTERVENED, WITH THE RESULT THAT I WAS ABLE TO HOBBLE DOWN TO THE SHIP AND SAIL WITH THE ORIGINALLY SELECTED CREW.

THE AMERICA WAS WHAT IS KNOWN AS A NON-RIGID TYPE OF DIRIGIBLE, CIGAR SHAPED, SHE WAS 228 FEET LONG AND 52 FEET IN DIAMETER AT THE CENTRAL OR THICKEST PART. THIS GREAT GAS RESERVOIR WAS MADE OF COTTON, SILK AND RUBBER AND BEAUTIFULLY TAILORED, ALL SEAMS BEING WIDE LAPPED SEWN AND GUMMED, AND EXTRA STRIPS CEMENTED OVER TO COVER THE STITCHES AND PREVENT LEAKAGE OF HYDROGEN. THE HUGE ENVELOPE CONTAINED WHEN FULLY INFLATED, 345,000 CUBIC FEET OF HYDROGEN GAS. THIS LIFTED A LOAD OF 28,000 POUNDS.

UNDER THE BALLOON OR GAS ENVELOPE WAS BUILT A HUGE STEEL FRAME, ENCLOSED WITH VARNISHED LINEN, AND ATTACHED TO THE BALLOON BY EIGHTY STEEL CABLES FASTENED TO WHAT IS KNOWN AS THE "RELINQUE", OR, IN OTHER WORDS, A BELT SEWN TO THE BALLOON ABOUT TEN FEET BELOW ITS EQUATOR AND EXTENDING ITS FULL LENGTH. THIS FRAME WAS FASHIONED OF THE BEST STEEL TUBING AND WIRES, STRUNG AS A BRIDGE, THE WHOLE BEING 156 FEET LONG, 8 FEET WIDE AT THE TOP, V-SHAPED, AND AT THE BOTTOM OF THE V THERE WAS A STAUNCH STEEL CYLINDER TWO FEET IN DIAMETER, DIVIDED INTO TEN COMPARTMENTS, WITH A CAPACITY OF 1500 GALLONS OF GASOLINE. ALONG THE TOP OF THIS CYLINDER RAN A THIN BOARDWALK 2½ FEET WIDE, FORMING THE FLOOR OR

THE FIRST AIRSHIP RADIO AND RESCUE CONT'D

DECK OF THE CAR. CELLULOID WINDOWS WERE PLACED AT INTERVALS IN THE LINEN SIDES OF THE CAR ENCLOSURES; AND ABOUT THE ENGINE ROOMS, AMIDSHIPS, STEEL SCREENINGS REPLACED THE LINEN. NON-INFLAMMABLE PAINT WAS EMPLOYED TO MINIMIZE FIRE RISKS. IN THIS CAR WERE THE CREW'S QUARTERS, ENGINE ROOMS, DYNAMO, AND CONTROL OR NAVIGATING BRIDGE.

THE EQUIPMENT OF THIS PIONEER SHIP

SHE WAS ENGINED WITH TWO MOTORS, ONE A LORRAINE-DIETRICH ENGINE DRIVING, AT 500 REVOLUTIONS PER MINUTE, A PAIR OF PROPELLERS EACH 12 FEET LONG. THE OTHER ENGINE WAS AN E.N.V 8-CYLINDER MOTOR, DRIVING TWIN PROPELLERS 10½ FEET IN LENGTH AT 750 RPM. WE ALSO HAD A SMALL GAS ENGINE TO OPERATE AIR PUMPS FOR THE BALLOONETTES. THIS SMALL ENGINE ACTED AS A DONKEY ENGINE FOR CRANKING THE BIG ENGINES.

SLUNG UNDER THE CENTRAL PORTION OF THE CAR WAS THE LIFEBOAT. THIS LIFEBOAT WAS THEN THE LAST WORD IN BOAT-BUILDING. IT WAS BUILT OF SEWN, LAMINATED MAHOGANY - 27 FEET LONG, 6 FEET WIDE, WITH A DEPTH OF 3½ FEET AMIDSHIPS. EACH END WAS DECKED OVER AND MADE INTO A WATER-TIGHT COMPARTMENT BY SIMPLY BATTENING DOWN A CIRCULAR HATCH IN EACH DECK. AMIDSHIPS WAS A SPACIOUS COCKPIT IN THE CENTER OF WHICH WAS A SELF-BALING DEVICE AND IN THE FORWARD END A CUBBYHOLE FOR THE WIRELESS APPARATUS.

BELOW THE LIFEBOAT, MADE FAST TO THE LONG STEEL CAR FORE AND AFT, SWUNG THE EQUILIBRATOR, DESIGNED TO EQUALIZE OUR ALTITUDE. THIS DEVICE ALSO SERVED FOR OUR RADIO GROUND CONNECTION AND PROVIDED STORAGE FOR OUR RESERVE GASOLINE SUPPLY. THIS EQUILIBRATOR CONSISTED OF A GREAT MANY STEEL CYLINDRICAL TANKS, CONVEX AT EITHER END, THREADED LIKE COTTON SPOOLS ON A 340 FOOT ½-INCH STEEL CABLE.

THE RADIO APPARATUS, DESIGNED BY MR. SAMMIS, WAS CONSIDERED THE ULTIMATE IN EQUIPMENT IN THOSE DAYS, BUT HOW I HAVE LAUGHED SINCE, AND YET MARVELED AT ITS SIMPLE EFFICIENCY. THOSE WHO READ THIS WILL ALSO SMILE AT THE DESCRIPTION OF THE SET, NEVERTHELESS, PAUSE AND CONSIDER THAT THIS WAS THE FIRST TIME THAT THE RADIO ENGINEERS OF THAT DAY HAD BEEN CALLED UPON TO EQUIP AN AIRSHIP OF ANY KIND. WE HAD NOTHING TO GUIDE US - NO PRECEDENT TO FOLLOW. THERE WERE INNUMERABLE PROBLEMS TO SOLVE, THE GREATEST BEING THE ELIMINATION OF FIRE HAZARD BY SPARKING IN THE RIGGING ADJACENT TO THE GAS CONTAINER.

HYDROGEN GAS, WHEN COMBINED WITH A CERTAIN MIXTURE OF AIR IS A MIGHTY EXPLOSIVE, AS I WAS TO LEARN IN THE SUBSEQUENT AKRON EXPEDITION. OTHER PROBLEMS TO OVERCOME WERE LIMITATIONS IN WEIGHT AND SIZE. LIKE RADIO ARRANGEMENTS ON ANY SHIP IN THOSE DAYS, THE WIRELESS ACCOMMODATION WAS GIVEN THE LEAST CONSIDERATION AT THE TIME OF DRAWING THE SHIP'S PLANS. RADIO WAS INDEED AN EXPERIMENT. THE EVENTS OF THE VOYAGE CHANGED THIS ATTITUDE.

THE FIRST AIRSHIP RADIO SET

BECAUSE WE HAD ABSOLUTELY TO ELIMINATE FIRE HAZARDS THE TRANSMITTER WAS OF THE INDUCTIVELY COUPLED SPARK TYPE AND CONSTRUCTED TO PROVIDE EXCEPTIONALLY LOOSE COUPLING. A SPECIALLY BUILT INDUCTION COIL WAS INSTALLED INSIDE A SQUARE CABINET ABOUT 12 BY 12 INCHES BY 18 INCHES HIGH. THIS CABINET WAS HINGED SIX INCHES FROM THE TOP. IN THE LOWER PART WITH THE INDUCTION COIL THE CONDENSERS AND SPARK GAP WERE INSTALLED. THE LEADS FROM THE SPARK GAP AND THE CONDENSER WERE TAKEN TO THE PRIMARY OF THE OSCILLATION TRANSFORMER, CONSISTING OF A FEW TURNS OF HEAVY WIRE WOUND ROUND THE INSIDE OF THE LOWER PORTION OF THE CABINET. THE SECONDARY OF THE OSCILLATION TRANSFORMER WAS WOUND ROUND THE HINGED LID OF THIS TRANSFORMER CABINET, AND VARIATION OF THE COUPLING WAS OBTAINED BY THE RAISING OR LOWERING OF THE LID. ONE LEAD OF THIS SECONDARY WAS TAKEN TO THE CAR OF THE AIRSHIP AND MADE FAST TO THE TANK, MAKING THE ENTIRE METAL AND WIRING OF THE GREAT CAR THE ANTENNA. THE OTHER LEAD FROM THE SECONDARY OF THE OSCILLATION TRANSFORMER WAS MADE FAST TO THE EQUILIBRATOR WHICH WAS USED AS A GROUND WHEN TRAILING ON THE SEA, AND AS A COUNTERPOISE WHEN SUSPENDED OUT OF THE WATER, CARE HAVING BEEN TAKEN TO INSULATE IT FROM THE CAR TO WHICH IT WAS ANCHORED. IN SERIES WITH THE GROUND CONNECTION WE INSERTED A SMALL AIR-GAP TO INDICATE ANTENNA RADIATION AS WE POSSESSED NO RELIABLE RADIO-FREQUENCY METERS IN THOSE DAYS!

THEORETICALLY, IN ARRANGING THE COUPLING OF THE TRANSMITTER IT WAS NECESSARY TO GIVE CAREFUL ATTENTION TO THE FACT THAT THE DRAGGING EQUILIBRATOR, WHICH FORMED PART OF THE OPEN OSCILLATING CIRCUIT, WOULD BE CONTINUALLY VARYING IN LENGTH DEPENDENT UPON THE LIFTING POWER OF THE HYDROGEN IN DIFFERENT DEGREES OF TEMPERATURE, THUS CAUSING A CORRESPONDING VARIATION IN ITS NATURAL PERIOD.

THE FIRST AIRSHIP RADIO AND RESCUE CONT'D

A VERY LOOSE COUPLING WAS FINALLY DETERMINED UPON IN ORDER TO NULLIFY AS FAR AS POSSIBLE THE EFFECT TO THE OPEN OSCILLATORY CIRCUIT UPON THE CLOSED. WE LATER HAD TO CAST ASIDE ALL THESE FINE THEORIES FOR A MORE SIMPLE EXPEDIENT.

IN ACTUAL TESTS ON THE GROUND IT WAS FOUND THE ORIGINAL INDUCTION COIL WAS NOT VERY EFFICIENT AND A STANDARD MARCONI 10-INCH COIL WAS ADDED TO THE SET, THE ORIGINAL BEING RETAINED AS A SPARE. A BATTERY OF LEYDEN JARS WAS ALSO PROVIDED FOR A CONDENSER. TESTS PROVED THAT THIS ASSEMBLY WAS CAPABLE OF TRANSMITTING A DISTANCE OF FROM 50 TO 75 MILES IN DAYLIGHT WITHOUT DIFFICULTY AND AS WE PLANNED TO KEEP TO THE STEAMER LANES ACROSS THE ATLANTIC THIS WAS CONSIDERED SATISFACTORY.

THE ACTUAL POWER USED WAS APPROXIMATELY 250 WATTS. THE ENERGY WAS OBTAINED FROM A SMALL STORAGE BATTERY OF 24 VOLTS, WHICH, IN TURN, WAS CHARGED BY A SMALL DYNAMO BELTED TO ONE OF THE MAIN ENGINES. THIS OUTFIT ALSO SUPPLIED CURRENT FOR A FEW ELECTRIC LIGHTS IN VARIOUS PARTS OF THE SHIP.

OUR RECEIVER — SIMPLICITY ITSELF

THE RECEIVING APPARATUS WAS SIMPLICITY ITSELF AND CONSISTED OF A SINGLE CIRCUIT CONTAINING A VARIABLE INDUCTANCE, A VARIABLE CONDENSER AND A SPECIALLY BUILT MAGNETIC DETECTOR. THESE WERE ARRANGED ON THE BASEBOARD OF THE WIRELESS CUPBOARD AND CONNECTED WITH FLEXIBLE LEADS. AS I HAVE PREVIOUSLY REMARKED, WE HOPED TO STAY ON THE TRANS-ATLANTIC STEAMER TRACKS. DISTANCE RECEPTION AND SELECTIVITY WERE OF SECONDARY CONSIDERATION. AS SHIP AND SHORE STATIONS IN THOSE DAYS WORKED ON THE WAVELENGTH WHICH GAVE THEM THE GREATEST EFFICIENCY (THIS WAS BEFORE THE LONDON CONVENTION AND U.S. RADIO LAWS), A RECEIVER BROAD IN ITS TUNING WAS DESIRABLE.

WITH THIS EQUIPMENT INSTALLED, THE AMERICA WAS FINALLY READY FOR THE HOP-OFF. THE START HAD BEEN SCHEDULED FOR AUGUST OR EARLY SEPTEMBER AND TRIAL TRIPS HAD BEEN PLANNED, BUT DUE TO ANNOYING DELAYS THE SHIP WAS NOT READY FOR THE AIR UNTIL OCTOBER. SINCE IT WAS SO LATE IN THE YEAR, THE PROPOSED TRIAL FLIGHTS WERE ABANDONED.

OCTOBER FIFTEENTH — 4 PM, FOG, AND THE START

ON THE MORNING OF OCTOBER 15, 1910, I WAS AWAKENED ABOUT 4 O'CLOCK AND TOLD TO GO ABOARD. THERE WAS NOT A BREATH OF WIND. A DENSE FOG DRIPPED DOWN OVER EVERYTHING. THE

CREW OF THE SHIP CONSISTED OF MESSRS. WALTER WELLMAN, COMMANDING; MELVIN VANIMAN, CHIEF ENGINEER; LOUIS LOUD AND FRED AUBERT, ASSISTANT ENGINEERS; MURRAY SIMON, NAVIGATOR; AND THE WRITER. WITH THE HELP OF A FEW HUNDRED POLICE AND FIREMEN WE PROCEEDED TO LAUNCH THE LARGEST NON-RIGID AIRSHIP EVER CONSTRUCTED. AT 8 AM ALL WAS IN READINESS AND THE CREW CLIMBED ABOARD. THE LAST TO EMBARK WAS OUR MASCOT, A PRETTY FOUNDLING KITTEN THAT HAD BEEN A PET AROUND THE HANGAR. THE CREW HAD JOKINGLY TOLD VISITORS THAT THE KITTEN WAS GOING ALONG WITH US AND JUST AS THE WORD TO "LET GO" WAS PASSED, SOMEBODY IN THE CROWD THREW THE KITTEN INTO THE LIFEBOAT WHERE I HAD TAKEN MY STATION. UP WE WENT AND THE CAT WAS ONE OF US! KITTY AT FIRST, APPEARED SCARED AND RAISED AN AWFUL "HOLLER", BUT HE (YES IT WAS A TOM!) SOON SETTLED DOWN. IN THE LONG DAYS AND LONGER NIGHTS THAT FOLLOWED, I WILL ADMIT I WAS GRATEFUL THAT KITTEN'S AFFECTIONATE COMPANY. IT WAS ALWAYS TO BE FOUND CUDDLED UP TO ME IN THE WIRELESS CORNER OF THE BOAT.

WE DID NOT START OUR MOTORS IMMEDIATELY, BUT PREFERRED TO BE TOWED OUT THROUGH THE NARROW ENTRANCE CALLED THE INLET, AT ATLANTIC CITY. REACHING THE OPEN WATER OUR TUG CAST OFF OUR LINE AND WE STARTED OUR ENGINES. WE WERE FLYING AT AN ALTITUDE OF ONLY 200 FEET, WITH A PORTION OF THE EQUILIBRATOR TRAILING ON THE SURFACE OF THE OCEAN. THIS LOW ALTITUDE WAS DUE TO THE HEAVY CARGO WE CARRIED AND THE FACT THAT THE MORNING WAS COLD AND WET. THE MOISTURE OF THE FOG CONTRACTED THE HYDROGEN WITH A CONSEQUENT LOSS OF LIFTING CAPACITY.

DURING THE FIRST HOUR OF THE FLIGHT I WAS BUSY MAKING VARIOUS ADJUSTMENTS. LISTENING IN, I COULD HEAR "BOBBY" MILLER, AT THE OLD UNITED WIRELESS STATION "AX", ON YOUNG'S PIER AT ATLANTIC CITY CALLING "W", THE CALL LETTER ASSIGNED TO THE AMERICA. THE SIGNALS DISSIPATED ANY DOUBTS I MAY HAVE HAD REGARDING THE RECEIVER.

FOR MONTHS WE HAD DISCUSSED THE POSSIBILITY OF SPARKING IN THE RIGGING AND THE RISK OF BURNING A HOLE IN THE FABRIC OF THE BALLOON, SO WHEN THE MOMENT CAME TO "SIT" ON THE KEY OF THE TRANSMITTER, I THINK I CAN BE PARDONED FOR MY NERVOUSNESS. I AM SURE I HAVE EXPERIENCED THE MOMENT THAT A SUICIDE PASSES THROUGH WHEN HE IS ABOUT TO PULL THE TRIGGER. STATIONING THE CREW IN DIFFERENT

THE FIRST AIRSHIP RADIO AND RESCUE CONT'D

PARTS OF THE SHIP TO REPORT ANY SPARKING, I THREW IN THE SENDING SWITCH AND ANSWERED MILLER'S REPEATED CALLS. I SHALL NEVER FORGET MY EXPANSIVE SATISFACTION WHEN HE CAME BACK AND TOLD ME MY SIGNALS WERE CLEAR AND STRONG. I HAD OPENED THE COUPLING OF THE TRANSMITTER FOR A MINIMUM RADIATION; THEREFORE, WITH ONLY FEW MILES SEPARATING US FROM THE NEAREST STATION, I HAD ESTABLISHED RADIO COMMUNICATION, FOR THE FIRST TIME, BETWEEN A SHIP OF THE AIR AND THE EARTH, BUT I HAD PLENTY OF POWER IN RESERVE AND KNEW THAT WE HAD RELIABLE COMMUNICATION WITHIN CERTAIN LIMITATIONS. MR. WELLMAN, DURING THE TIME I HAD BEEN ENGAGED IN THESE PRELIMINARY TESTS, HAD BEEN SITTING AT MY ELBOW, ANXIOUSLY WAITING THE RESULT, BUT AS HE AFTERWARDS WROTE IN HIS BOOK DESCRIBING THE TRIP, HE COULD TELL BY THE PLEASED GRIN ON MY FACE THAT WE HAD SUCCEEDED IN ESTABLISHING COMMUNICATION.

FIRST SENSATIONS IN THE AIR - NONE

BY REFERENCE TO MY LOG, I FIND THAT COMMUNICATION WAS ESTABLISHED WITH AX AT 10:30 AM AND THAT AT 11:05 AM I HAD SENT EIGHT MESSAGES TO MILLER. AT 12:30 PM I MADE AN ENTRY OF RECEIVING TWO MESSAGES FROM AX, WHILE AT 1:30 PM, THERE WAS THIS NOTATION IN THE LOG, "RECEIVED ONE MESSAGE AND SENT TWO TO ATLANTIC CITY. EVERYTHING GOING FINE, SENSATION VERY FINE, ALL HAPPY". THUS WAS THE FIRST AIRSHIP TRAFFIC CONDUCTED, AND IT HAD SOON DEVELOPED INTO THE ORDINARY ROUTINE. I HAD BEEN VERY BUSY, THESE HOURS, WITHOUT TIME TO REFLECT UPON MY STRANGE SURROUNDINGS OR GIVE THOUGHT TO THE UNUSUAL EXPERIENCE OF FLYING. I HAVE SPENT HUNDREDS OF HOURS IN THE AIR SINCE AND BEEN ASKED INNUMERABLE TIMES WHAT MY FIRST SENSATIONS WERE, BUT I CAN TRUTHFULLY SAY I CANNOT RECALL THEM, IF I HAD ANY. MY ONLY ANXIETY WAS REGARDING THE SUCCESS OF THE INSTALLATION OF WIRELESS; ONCE THAT WAS ASSURED I FELT NOTHING BUT ELATION. WHILE I WAS BUSY AT THE RADIO KEY, SUCCESSFULLY MAINTAINING CONSTANT TOUCH WITH ATLANTIC CITY, THINGS WERE NOT GOING SO SMOOTHLY WITH THE ENGINEERING DEPARTMENT OF THE SHIP.

AFTER SEVERAL HOURS IN THE AIR THE DENSE FOG IN WHICH WE STARTED CONDENSED UPON THE HUGE SURFACE OF THE DIRIGIBLE, ADDING A GREAT WEIGHT TO AN ALREADY OVERLOADED SHIP. INSTEAD OF STEADILY RISING, AS THE HEAT OF SUN INCREASED AND EXPANDED THE GAS, WE

SLOWLY DESCENDED AND LOST ALTITUDE. WE WERE COMPELLED TO JETTISON SOME OF THE CARGO. DUE, ALSO, TO THE LACK OF TRIAL FLIGHTS, THE ENGINES REQUIRED TUNING AND WE PROCEEDED VERY SLOWLY DURING THE MORNING OF THE FIRST DAY. SEVERAL TIMES DURING THAT MORNING, EITHER ONE OR THE OTHER OF THE ENGINES HAD TO BE STOPPED, CAUSED BY SAND IN THE BEARINGS. OUR HANGAR AT ATLANTIC CITY WAS IN A MOST EXPOSED SPOT WHERE EVERY WIND THAT BLEW BROUGHT CLOUDS OF SAND. HOWEVER, WE CONTINUED TO MAKE PROGRESS.

AT 3:30 PM ON THAT FIRST DAY, I RECEIVED MY LAST MESSAGE DIRECT FROM ATLANTIC CITY. AT THAT TIME I FIND THAT A NOTATION IN THE LOG STATES THAT I WAS NO LONGER ABLE TO HEAR HIM, BECAUSE HIS SIGNALS WERE WEAK. THE MOTORS MADE A FEARFUL NOISE. THE ONLY MEANS I HAD OF DEADENING THE SOUND OF THOSE BIG ENGINES WAS THE SLIGHT PROTECTION PROVIDED BY THE COTTON BATTENS, I HAD FASHIONED. FROM THEN UNTIL 8 PM, WITH THE EXCEPTION OF INTERMITTENT MOTOR TROUBLE, THE VOYAGE WAS UNEVENTFUL. AT THAT TIME, STILL IN A DENSE FOG, WE ALMOST RAN INTO A LARGE SAILING SHIP. SO CLOSE DID WE PASS THAT WE COULD SEE THE CREW RUNNING ROUND THE DECKS. LATER WE PASSED VERY CLOSE TO A LARGE STREAMER, WHICH WE EVENTUALLY LEARNED WAS THE COAMO. FROM TIME TO TIME I TRIED TO GET INTO COMMUNICATION WITH VARIOUS SHORE STATIONS, WITHOUT SUCCESS. IT IS QUITE POSSIBLE THAT SOME OF THEM ANSWERED ME, BUT THE ENGINES KILLED ANYTHING BUT THE VERY STRONGEST SIGNALS.

AN ENGINE GONE BAD

DURING THE NIGHT, OUR BEST ENGINE HAD TO BE STOPPED, PERMANENTLY OUT OF COMMISSION. IT APPEARS THAT THE BEARINGS OF THE PROPELLERS HAD BROKEN, CAUSING ONE OF THEM TO WABBLE ALARMINGLY. UP TO THIS TIME THERE HAD BEEN NO WIND AT ALL, BUT NOW IT BEGAN TO FRESHEN UP A BIT WHICH DROVE US EASTWARD, BUT IN A NORTHERLY LEEWAY. THE FOG STILL PERSISTED AND WE WERE COMPELLED TO JETTISON SOME FUEL TO PREVENT DESCENDING INTO THE SEA. ANOTHER DANGER WHICH BECAME APPARENT WHEN NIGHT FELL WAS THE STREAM OF SPARKS FROM THE EXHAUST. WE WERE AFRAID THAT THEY WOULD CAUSE AN EXPLOSION AND WELLMAN WANTED TO STOP THE REMAINING ENGINE. VANIMAN, HOWEVER, TALKED HIM OUT OF THIS, EXPLAINING, THAT WE HAD BEEN RUNNING ALL DAY AND THAT, IF WE STOPPED THE ENGINE WE WOULD

THE FIRST AIRSHIP RADIO AND RESCUE CONT'D

UNDOUBTEDLY DRIFT OVER LONG ISLAND. FURTHERMORE, THE BALLOON BY THIS TIME WAS SO SATURATED WITH WATER FROM THE CONDENSED FOG THAT WE RAN LITTLE RISK OF FIRE. SO, THROUGH ALL THAT NIGHT WE PROCEEDED UNDER ONE ENGINE. THE ENGINE THAT HAD GONE BACK ON US WAS THE ONE TO WHICH THE DYNAMO WAS BELTED AND THAT MEANT THAT WE WOULD BE UNABLE TO CHARGE OUR BATTERY. WITH THIS IN MIND, I BEGAN TO HOARD THE "JUICE" AND USED THE WIRELESS ONLY WHEN POSITIVE THAT THERE WAS SOMETHING TO USE IT FOR. AS SUBSEQUENT EVENTS PROVED, IT WAS WELL I DID.

AT 5:05 AM ON THE 16TH, MY LOG SHOWS THAT THE ENGINES HAD STOPPED AND THAT I WAS LISTENING TO ALL STATIONS TALKING ABOUT US AND CALLING "W". I HEARD THE SAGAPONACK (LONG ISLAND) STATION INFORM SIASCONSET THAT WE WERE 60 MILES SOUTH OF SCOTLAND LIGHT AT 6:50 PM THE PREVIOUS NIGHT WHEN WE HAD BEEN SIGHTED BY A STEAMER AND REPORTED BY RADIO. ALL THIS TIME THE WIND WAS STEADILY INCREASING BUT WAS IN OUR FAVOR AND WE MADE SUCH GOOD TIME THAT WE DECIDED TO ALLOW OUR REMAINING ENGINE TO COOL OFF. I WAITED UNTIL SIASCONSET STATION WAS VERY STRONG BEFORE I ATTEMPTED TO COMMUNICATE. AT 10:35 AM I ESTABLISHED COMMUNICATION WITH SC (SIASCONSET, NANTUCKET ISLAND) SENDING HIM SEVERAL MESSAGES. WE WERE VERY CLOSE TO THAT ISLAND DURING THE DAY, SO CLOSE, INDEED, AND SO STRONG OUR SIGNALS, THAT I AFTERWARDS LEARNED, THAT THE BOYS AT THE STATIONS RAN OUTDOORS TO TRY TO SIGHT US.

OUR EXPEDITION HAD BEEN FINANCED BY SEVERAL NEWSPAPERS AND MR. WELLMAN, A NEWSPAPERMAN HIMSELF, COMMENCED TO FILE VOLUMINOUS MESSAGES TO THEM. I SENT THE SHORT ONES, BUT AS THEY BECAME LENGTHIER I PROTESTED THAT THE BATTERIES WERE RUNNING DOWN AND THAT WE SHOULD CONSERVE OUR POWER IN CASE WE NEEDED HELP. HE PROMPTLY AGREED WITH ME.

THE WIND NOW INCREASED TO A GALE AND BEGAN TO BEAR US SOUTHEAST. WHEN NIGHT FELL WE AGAIN EXPERIENCED TROUBLE IN REMAINING IN THE AIR. WE WERE COMPELLED CONSTANTLY TO THROW SUPPLIES OVERBOARD.

C Q D

THAT NIGHT I ATTEMPTED TO OBTAIN ASSISTANCE, CALLING C Q D, WHICH AT THAT TIME WAS THE SIGNAL OF DISTRESS. OUR ENGINES WERE NOW USELESS. THE VOYAGE HAD FAILED AND OUR ONE CONCERN WAS TO GET AWAY WITH OUR LIVES. I

EARLY REALIZED THAT THERE WAS NO HOPE OF ASSISTANCE WHILE WE WERE IN THE AIR AND THAT WE WOULD HAVE TO TAKE TO THE LIFEBOAT. HOWEVER, WITH THE SEA THEN RUNNING AND THE GALE BLOWING, WE SIMPLY HAD TO STAY IN THE AIR. ENGINEERS LOUD AND AUBERT COMMENCED TO TAKE THE LARGE MOTOR APART AND THROW IT OVERBOARD TO LIGHTEN THE SHIP. AT DAYBREAK ON MONDAY, THE THIRD DAY OUT, I FIND I MADE A NOTE READING, "7 AM. ALL READY DURING THE NIGHT TO LEAVE IN THE BOAT, BUT THE BREEZE TOO STRONG FOR LAUNCHING. LISTENED-IN AND HEARD THE SS MAIN (GERMAN) VERY STRONG. NOW HEAR CAPE SABLE SENDING A MESSAGE TO SOME SHIP FOR US. COPY IT. IT IS FROM THE NEW YORK TIMES AND IS ABOUT THE WEATHER".

AT 7:20 THAT MORNING, OUR NAVIGATOR TOOK HIS FIRSTSIGHT FOR POSITION AND MADE US IN LONGITUDE 65.51 WEST. THIS WAS 210 MILES EAST OF NANTUCKET. WE WERE STEADILY DRIFTING SOUTH IN A BEAUTIFUL MORNING. THE WARMTH OF THE SUN TOOK US UPWARD, INDEED, SO FAST DID WE RISE THAT WE HAD TO LET SOME OF OUR GAS OUT TO STEADY OUR ASCENT. IT WAS ABOUT THIS TIME THAT I RECEIVED THE GREATEST SCARE OF MY LIFE. MR. VANIMAN IN PULLING THE VALVE CORDS TO RELEASE THE HYDROGEN, PULLED ON THE WRONG CONTROL AND WE CAME DOWN IN SUCH A RUSH THAT IT LOOKED AS THOUGH WE WERE TO BE EMPTIED INTO THE SEA. MR. WELLMAN AND MYSELF WERE IN THE LIFEBOAT, WHICH, SLUNG AS IT WAS UNDER THE CAR, WOULD BE THE FIRST THING TO HIT THE SEA. WITHOUT A WORD WE MADE FOR THE LADDER LEADING TO THE CAR ABOVE. IT WAS THEN I FORGOT ABOUT MY INJURED FOOT. I WENT UP THAT LADDER LIKE A MONKEY BUT WHEN I HAD REACHED THE CAR ABOVE, I FOUND THE EXCITEMENT WAS OVER, WE HAD BOUNCED OFF OUR EQUILIBRATOR WHICH HAD ACTED AS A BUMPER ON THE SEA. WE MADE A SERIES OF LONG BOUNCES MUCH LIKE A BOUNCING TENNIS BALL. MR. WELLMAN, WHO HAD IN THE MEANTIME GOT CAUGHT IN THE MANHOLE IN THE BOTTOM OF THE CAR, WITH HIS HEAD AND SHOULDERS ABOVE AND HELD FAST UNDER THE CAR BY HIS PROJECTING HUNTING KNIFE (WE EACH CARRIED ONE), WAS NOT SO HAPPY. HE DID NOT KNOW THAT THE DANGER HAD PASSED.

HE CALLED FOR ASSISTANCE TO EXTRICATE HIM AND LOUD AND MYSELF, LAUGHINGLY, RELEASED HIM. I WAS LAUGHING THROUGH REACTION AFTER THE PREVIOUS TERRIFYING MOMENTS,

THE FIRST AIRSHIP RADIO AND RESCUE CONT'D

BUT MR. WELLMAN IN A STORY HE WROTE AFTER OUR RETURN TO NEW YORK, SAID "IRWIN LAUGHED IN THE FACE OF DEATH." THUS ARE HEROES MADE!

FROM THAT TIME ON, WE DRIFTED IN A SOUTH-EASTERLY DIRECTION. FROM MY LOG I FIND THAT I LISTENED IN ALL DAY AND INTO THE EVENING. THE LAST NOTE MADE IN THE AIR IN THE RADIO LOG READS: "7 PM. HEAR WIRELESS STATIONS WORKING FROM CAPE SABLE TO THE SOUTHERN STATES." IN THAT EARLY DAY, THAT MEANT THAT I HEARD JUST ABOUT EVERY STATION IN NORTH AMERICA.

THE FOLLOWING TAKEN FROM MY LOG, TELLS THE REMAINDER OF THE STORY:

"OCTOBER 18, 1910. NOTES MADE AFTER ARRIVAL ON BOARD THE ROYAL MAIL SS TRENT, MADE FROM MEMORY AND THE LOG OF THE TRENT'S WIRELESS OPERATOR.

"REMAINED ON WATCH UNTIL 3 AM, 18TH, LISTENING TO VARIOUS STATIONS WORKING, STATIC VERY BAD. UNABLE TO READ CAPE COD BUT HEAR HIM WORKING. I TURNED IN AT 3 AM, BUT WAS AWAKENED ABOUT AN HOUR LATER BY CALLS OF A SHIP IN SIGHT. DESCENDED INTO THE LIFEBOAT AND CALLED CQD. NOTHING DOING. THEN GOT AN ELECTRIC TORCH AND COMMENCED CALLING IN MORSE LAMP FASHION. WAS EVENTUALLY ANSWERED BY THE TRENT AND SIGNALLED HIM THAT WE WERE IN TROUBLE AND REQUIRED HELP. ALSO CONVEYED TO HIM THAT WE WERE EQUIPPED WITH WIRELESS. THE TRENT'S OPERATOR WAS AWAKENED, AND HE CALLED US."

WHEN WIRELESS STEPPED INTO RESCUE

AS I HAD MY HEAD PHONES ON ALL THIS TIME, I ANSWERED HIM AND INSTANT RADIO COMMUNICATION WAS ESTABLISHED. I AM INDEBTED TO MR. LOUIS GINSBERG (THE TRENT'S OPERATOR) FOR COPIES OF THE FOLLOWING MESSAGES WHICH WERE COPIED AND SENT BY HIM; I DID NOT DO SO, MERELY READING OUT HIS MESSAGES TO MR. WELLMAN AS HE SENT THEM.

TO THE AMERICA - DO YOU WANT OUR ASSISTANCE?

TO THE TRENT - YES. COME AT ONCE, IN DISTRESS, WE ARE DRIFTING, NOT UNDER CONTROL.

TO THE AMERICA - WHAT DO YOU WANT US TO DO?

TO THE TRENT - COME AHEAD FULL SPEED, BUT KEEP ASTERN, WE HAVE A HEAVY TAIL DRAGGING.

TO THE AMERICA - OK. AM STANDING BY WIRELESS IN CASE OF TROUBLE.

TO THE TRENT - YOU WILL PICK US UP AT DAYBREAK, YOU WILL BE BETTER ABLE TO SEE US THEN.

TO THE AMERICA - OK.

TO THE TRENT - COME IN CLOSE AND PUT YOUR BOW UNDER US, WE WILL DROP YOU A LINE BUT DO NOT STOP YOUR SHIP AS YOU WILL CAPSIZE US.

TO THE AMERICA - OK.

TO THE TRENT - WHO ARE YOU AND WHERE BOUND?

TO THE AMERICA - SS TRENT AND BOUND FOR NEW YORK.

TO THE TRENT - HAVE ONE OF YOUR BOATS READY TO LAUNCH, AS WE WILL PROBABLY CAPSIZE WHEN WE LAUNCH OUR BOAT.

TO THE AMERICA - OK BOAT MANNED.

TO THE TRENT - WE ARE GOING TO LAUNCH THE BOAT, STAND BY TO PICK US UP.

WIRELESS COMMUNICATION THEN CEASED. I CUT THE ANTENNA AND GROUND WIRES, PUT THE WATERTIGHT DOORS ON THE WIRELESS CUPBOARD, AND STOOD BY. THE BOAT WAS SUCCESSFULLY LAUNCHED A MOST HAZARDOUS OPERATION. WE WERE DRIFTING FIFTEEN MILES AN HOUR, WITH THE BOAT SWINGING BEAM ON TO THE SEA AND BEHIND US THE TON-AND-A-HALF TRAILER. AT THE SIGNAL TO "LET GO" BOTH CLUTCHES HOLDING THE BOAT TO THE CAR WERE JERKED. THE BOAT FELL INTO THE WATER, LURCHED GUNWALE UNDER, THEN RIGHTED. THE TRAILING EQUILABRATOR HIT US, STOVE A HOLE IN THE BOAT ABOVE THE WATER LINE, AND BRUISED LOUD AND MYSELF. THE TRENT, PLOUGHING ALONG AT 16 KNOTS, ALMOST RAN US DOWN. WE FELL ASTERN AND WAITED FOR THE STEAMER TO COME ABOUT AND PICK US UP. AFTER CONSIDERABLE MANEUVERING SHE CAME ALONGSIDE, AND WITH HER DERRICKS, LIFTED THE LIFEBOAT ABOARD. THUS WAS I ABLE TO SAVE THE ENTIRE WIRELESS EQUIPMENT.

THE AMERICA, WITH THE WEIGHT OF THE LIFEBOAT AND CREW RELEASED FROM IT, SHOT UP IN THE AIR SEVERAL THOUSAND FEET AND SOON DRIFTED OUT OF SIGHT. BEFORE LEAVING HER WE OPENED THE GAS VALVES SO THAT, EVENTUALLY SHE WOULD COME DOWN ON THE SEA AND NOT CAUSE DAMAGE BY LANDING OR DRAGGING OVER A CITY. WE NEVER HEARD OF HER AGAIN.

NOBODY BUT THOSE WHO HAVE EXPERIENCED IT CAN IMAGINE THE FEELING WE HAD UPON ARRIVING ON THE TRENT. WE WERE OVERWHELMED WITH KINDNESS. TWO DAYS LATER WE ARRIVED IN NEW YORK WHERE WE FOUND THAT OUR ATTEMPT TO REACH EUROPE IN AN AIRSHIP HAD ATTRACTED EXTRAORDINARY INTEREST. WE HAD OCCUPIED THE FRONT PAGES OF THE PRESS OF THE WORLD FOR SEVERAL DAYS. WE FAILED, BUT IN LATER YEARS

THE FIRST AIRSHIP RADIO AND RESCUE CONT'D

I HAD THE GRATIFICATION OF KNOWING THAT OTHER AMERICAN ACCOMPLISHED WHAT WE HAD ATTEMPTED AND THAT THE NC4 "DELIVERED THE GOODS." ONE THING WE HAD DONE, WE HAD DEMONSTRATED THAT COMMUNICATION BY RADIO BY AIRSHIPS TO THE GROUND WAS EASILY ACCOMPLISHED AND PRESENTED NO GREAT DIFFICULTIES. WHILE THESE PAGES WERE BEING WRITTEN THE PRESS

PUBLISHED THE NEWS THAT THE SHENANDOAH, GIANT NAVY DIRIGIBLE, HAD HAD ONE OF HER SIX ENGINES REMOVED IN ORDER TO MAKE A PLACE FOR ADDITIONAL RADIO EQUIPMENT THAT WOULD BE POWERFUL ENOUGH TO REACH SHORE FROM ANY POSITION. THIS IS, INDEED, A TRIBUTE TO THE EFFICIENCY OF RADIO IN THE AIR.

THE RIDE TO THE RESCUE, OR BREAD CAST ON THE WATERS

By: HAROLD W. CASTNER, 1BI, 1UQ, W1LE, OOT
"OLD HOT WIRE"

PERHAPS I'M CURIOUS. PERHAPS I PRESUME TOO MUCH, BUT MEMORY TAKES ME BACK FOR OVER HALF A CENTURY TO OUR RADIO SHACK AT 69 HIGH STREET, PORTLAND, MAINE. THAT OLD 1 KW TRANSFORMER, MADE IN A DRAIN PIPE; THE HOME-MADE PLATE-GLASS CONDENSERS; THE STRAIGHT GAP AND THE LOOSE COUPLER, WITH THE TEST BUZZER AND THE OLD SPIRAL, COPPER TUBE HELIX.

MEMORIES! MY, WHAT MEMORIES! "BONEHEAD" WISH, "HUNKER" BEARDSLEY, "NEMO" ROGERS, AND HIS FATHER "THE OLD CHIEF", THEY'RE ALL SILENT KEYS BUT ME!

DURING ALL THOSE YEARS BEFORE 1915, WE SIMPLY GOT RESONANCE AND, BLASTED. WE CONTACTED OCEAN LINERS AND REPORTED DOCKING TIME TO AGENTS; WORKED ANYTHING AND, PARTICULARLY OLD 1ZE ON THE NEW YORK BOAT.

YOU HAVE TO BE A REAL OOT TO REMEMBER THAT STATION ON FILENE'S IN BOSTON IN ADDITION TO THAT GRAND OLD PATRIARCH, WCC. HOWEVER, ONE NIGHT IN 1912 WE WERE TUNED TO WBF, WHEN IT WAS ON FILENE'S AND INTERCEPTED A MESSAGE ADDRESSED TO SENATOR HALE, OF MAINE, FROM PRESIDENT TAFT ON THE MAYFLOWER. IT SEEMS THE PRESIDENT HAD NOT INTENDED TO VISIT PORTLAND, BUT APPARENTLY HAD CHANGED HIS MIND, AND THE MESSAGE ADVISED SENATOR HALE THAT THE PRESIDENT WOULD ARRIVE IN PORTLAND THE NEXT MORNING AT 9:00 AM.

THIS WAS PRETTY SHORT NOTICE AND WE KNEW HOW IMPORTANT THIS WOULD BE TO MR. HALE. IT WAS FAIRLY LATE IN THE EVENING AND WE KNEW THAT MR. HALE WAS AT HIS SUMMER HOME IN FALMOUTH FORESIDE. WE REASONED THAT THE MESSAGE WOULD BE TELEGRAPHED FROM BOSTON, TO HIS HOME IN PORTLAND, AND THERE WOULD BE CONSIDERABLE DELAY BEFORE IT REACHED HIM IN FALMOUTH.

THE "OLD CHIEF" WAS A DEPUTY FIRE CHIEF OF PORTLAND, AND HE HAD A CADILLAC WITH A VERY NOISY CLAXON HORN. THIS OLD CADILLAC WAS ONE OF THE FIRST. IT HAD A SERIAL NUMBER LESS THAN 100, CRANKED ON THE SIDE AND HAD A LADDER YOU WALKED UP TO GET INTO THE BACK SEAT. IT SOUNDED LIKE A BOILER FACTORY IF, AND WHEN YOU GOT IT GOING.

THERE WAS CONSIDERABLE COMMENT ON THIS MESSAGE. "HUNKER" WAS A TELEGRAPHER AND KNEW ABOUT HOW THAT MESSAGE WOULD BE HANDLED AT THE LOCAL WESTERN UNION. THE "OLD CHIEF" SUGGESTED THAT THAT MESSAGE SHOULD BE DELIVERED TO MR. HALE JUST AS SOON AS POSSIBLE. "NEMO" SUGGESTED THAT WE TAKE IT OUT TO HIM. IT WAS AGREED.

SO, OUT THROUGH THE YARD WENT "NEMO", "BONEHEAD", "HUNKER", "OLD HOT WIRE", AND "THE CHIEF" AT THE STEERING HANDLE, HEADED FOR FALMOUTH SOME 5 MILES AWAY, BEARING A MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

"BONEHEAD" WHO FREQUENTLY INDULGED IN DRY HUMOR, OBSERVED THAT THIS WAS, "THE MIDNIGHT RIDE OF PAUL REVERE." THE "OLD CHIEF" CHUCKLED, BUT "HUNKER" DIDN'T SEEM TO SEE THE HUMOR OF IT. HOWEVER, WE ENTERED THE GATE TO THE PRIVATE ESTATE, ONLY TO BE GREATED BY A VERY ANGRY DOG, WHO SERIOUSLY OBJECTED TO OUR INTRUSION. SOMEONE DISTRACTED HIS ATTENTION LONG ENOUGH FOR "NEMO" TO GET TO THE DOOR AND RING A BELL. THE HOUSEHOLD WAS DARK AND APPARENTLY EVERYONE HAD RETIRED.

AFTER SOME TIME A LIGHT CAME ON AND A SLEEPY BUTLER OPENED THE DOOR SLIGHTLY, GIVING "NEMO" AN OPPORTUNITY TO TELL HIM THAT HE HAD A VERY IMPORTANT MESSAGE FOR

THE RIDE TO THE RESCUE CONT'D

SENATOR HALE. THE BUTLER MUMBLED SOMETHING, BUT IMMEDIATELY CLOSED AND LOCKED THE DOOR, AND WAS GONE A WHILE, BUT PRETTY SOON THE LOCK CLICKED AND SENATOR HALE OPENED THE DOOR. HE HAD ON A BATH ROBE. HIS HAIR WAS RUMPLED AND HE APPEARED RATHER CAUTIOUS OF ALL THIS COMMOTION, BUT "NEMO" SIMPLY HANDED HIM THE MESSAGE AND WAITED.

AFTER READING THE MESSAGE AND FURTHER EXPLANATION, MR. HALE REALIZED THAT IT WAS INDEED IMPORTANT. THERE WE ALL STOOD, IN THE MIDDLE OF THE NIGHT. THE DOG HAD BEEN QUIETED, AND THOROUGHLY CONVINCED OF THE IMPORTANCE OF THIS MESSAGE, MR. HALE THANKED US ALL SINCERELY AND SAID HE WAS VERY GRATEFUL AND IF THE OPPORTUNITY EVER AROSE, HE WOULD LIKE TO RETURN THE FAVOR.

IT IS UNNECESSARY TO STATE THAT THE ENTIRE HOUSEHOLD WAS AROUSED AND HASTY PREPARATIONS MADE TO MEET THE PRESIDENT THE FOLLOWING MORNING.

WE WERE ALL YOUNG MEN WORKING AT VARIOUS JOBS AND WE DID NOT QSO THE MAYFLOWER THE FOLLOWING MORNING, BUT SHE DOCKED AT THE GRAND TRUNK PIER AT 9:15 AM AND THE PRESIDENT OF THE UNITED STATES WAS GREETED BY SENATOR HALE, THE MAYOR, AND A DELEGATION OF CITY FATHERS.

THIS MIGHT HAVE BEEN ALL TO THE STORY, EXCEPT THAT ABOUT 5 YEARS LATER WE WERE INVOLVED IN WORLD WAR 1. HAVING BEEN 1BI FOR SEVERAL YEARS, I FELT IT WAS MY DUTY TO ENLIST AND I BECAME A CHIEF RADIOMAN IN THE UNITED STATES NAVY.

MY EXPERIENCES AS ONE OF THE FIRST TRANS-ATLANTIC CW OPERATORS AND EVENTUALLY THE FIRST CW MAN AT THAT GREAT NAVAL STATION NBD, AT BAR HARBOR, MAINE, IS ANOTHER STORY, BUT AFTER THE WAR WAS OVER, ORGANIZATIONS SUCH AS ARRL BEGAN URGING THE RE-ESTABLISHMENT OF AMATEUR PRIVILEGES.

HAVING APPLIED FOR A LICENSE, I WAS GIVEN THE CALL 1UG, BUT DIFFICULTIES AROSE. IT SEEMS THE GOVERNMENT WAS CONSIDERING STEPS TO LIMIT THE AMATEUR RADIO PRIVILEGES. I WAS VERY PERSONALLY ACQUAINTED WITH H. P. MAXIM AND TOGETHER WE DISCUSSED WHAT MIGHT BE DONE. THE SITUATIONS DID NOT LOOK PROMISING, BUT I LEARNED THAT A COMMITTEE WHICH WERE CONSIDERING THIS RESTRICTION OF AMATEUR PRIVILEGES, WAS HEADED BY SENATOR HALE OF MAINE.

AS I DELIBERATED ON WHAT I MIGHT DO PERSONALLY, THAT OLD AFFAIR, SO LONG AGO,

CAME TO MY MIND. WITHOUT SAYING ANYTHING TO ANYONE, I SAT DOWN AND WROTE SENATOR HALE A LETTER. I EMPHASIZED HOW MUCH THE SELF-TRAINED AMATEUR HAD CONTRIBUTED TO THE WAR EFFORT AND CLOSED MY LETTER BY REMINDING HIM THAT I WAS ONE OF THE BOYS WHO BROUGHT HIM THAT MESSAGE SO LONG AGO, AND ASKED HIM IF HE REMEMBERED.

I RECEIVED A MOST CORDIAL REPLY FROM SENATOR HALE. HE WAS SYMPATHETIC WITH OUR CAUSE AND STATED THAT HE FELT THE SELF-TRAINED RADIO OPERATOR WAS A JUSTIFIABLE ARGUMENT FOR CONTINUING THE OPPORTUNITY BY WHICH EXPERIENCED OPERATORS WOULD BE TRAINED AND READY IN TIME OF NATIONAL EMERGENCY.

THE REACTION WAS HOPEFUL, BUT HE ADDED A LAST PARAGRAPH. IN THIS HE BRIEFLY STATED THAT HE DID RECALL THE FAVOR WE HAD DONE HIM YEARS AGO, AND THAT HE DID REMEMBER.

NO ONE WILL EVER KNOW, BUT TO HIS DYING DAY HIRAM PERCY MAXIM, BELIEVED BY LETTER DID THE TRICK, AND ALL OF A SUDDEN, THE AMATEUR PRIVILEGES WERE RE-ESTABLISHED AND HAVE CONTINUED TO THIS DAY.

WE ARE REMINDED IN HOLY WRIT TO "CAST OUR BREAD UPON THE WATERS" AND IT SEEMS IT CAME BACK AFTER SOME 10 YEARS, AS AN INVESTMENT IN THE FUTURE.

— "OLD HOT WIRE"

RALPH BARBER, W1ZM/W2ZM, HAS BEEN HAVING A ROUGH TIME OF IT. RALPH IS AN OLD AND RESPECTED MEMBER OF OOTC HOLDING CERTIFICATE NO. 91. HE WAS ALSO SECRETARY OF THE QCWA FOR SEVENTEEN YEARS. RALPH HAS SOLD HIS EQUIPMENT AND IS (OR WAS) TEMPORARILY AT THE HOME OF: CHARLES BOUTEILLER, W2AZS, 17 S. SIXTH ST., LOCUST VALLEY, N.Y. WE BELIEVE RALPH TOLD US CHARLIE HAD BOUGHT HIS RIG. RALPH HAS HAD A STROKE (OR STROKES) AND IS IN POOR HEALTH, SO DROP HIM A CARD OR LETTER TO CHEER HIM UP. CHARLIE, W2AZS WILL SEE THAT RALPH GETS YOUR MAIL IN CASE HE HAS BEEN MOVED.

ANOTHER OLD OLD TIMER, A FORMER OFFICER OF OOTC, LAWRENCE (LARRY) DUNN, W2LP, HAS ALSO BEEN VERY ILL. W2MDB REPORTED THIS TO YOCB-11. JOHN SAYS LARRY HAS BEEN A PATIENT IN THE HOSPITAL SEVERAL TIMES, SUFFERING WITH HEART ATTACKS. "LARRY" HOLDS OOTC CERTIFICATE NO. 59 AND WE ARE SURE HE WOULD APPRECIATE HEARING FROM HIS OLD FRIENDS.

ARTICLES

HERR MAXIM TAKES A BATH

By: HAROLD W. CASTNER, ex 1BI, 1UQ, - W111E

THERE ARE PROBABLY VERY FEW OF THE OOT'S WHO DO NOT REMEMBER HIRAM PERCY MAXIM. "THE OLD MAN", CONCEIVER OF THE "WOOF HONG" AND OTHER LETHAL INSTRUMENTS TO DEAL WITH THE WIRELESS TRANSGRESSOR, WAS INDEED A REMARKABLE PERSONALITY.

HE WAS THE YOUNGEST MAN TO EVER GRADUATE FROM THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY, AND A MEMBER OF THE FAMOUS MAXIM FAMILY OF SMOKELESS POWDER AND BALLISTIC FAME. THESE MEN HAD A KEEN INTEREST IN POWDER, GUNS, AND COMBUSTION.

I WAS A GUEST AT MR. MAXIM'S HOME MANY TIMES. I HAVE SAT ON A DIVAN IN THE LIVING ROOM AND PRACTICED SHOOTING AT TARGETS IN THE FIREPLACE. IT WAS A UNIQUE EXPERIENCE. NO NOISE, NO RECOIL, NO SMOKE. JUST A LITTLE GRUNT, AS THE PISTOLS WERE EQUIPPED WITH MAXIM SILENCERS.

MR. MAXIM WAS IN GREAT DEMAND AS A SPEAKER BEFORE ENGINEERING SOCIETIES. HE HAD CONDUCTED EXPERIMENTS IN THE DISCHARGE OF GUNS OF ALL TYPES; THE EFFECT OF THE IMMEDIATE RESULT OF CAUSES WHICH PRODUCED NOISE AND SMOKE, AND THE PATH OF BULLETS AND PROJECTILES. HE HAD TAKEN PICTURES AND PRODUCED SLIDES TO SHOW THE BOW AND STERN WAVES OF BULLETS TRAVELING FASTER THAN SOUND, AS WELL AS SOUND WAVES ORIGINATED IN ARTICLES OF VARIOUS SHAPES. THESE WERE PROJECTED ON A SCREEN DURING HIS LECTURES, AND I WENT ALONG TO OPERATE THE PROJECTOR.

ONE NIGHT IN 1924 HE WAS THE GUEST SPEAKER BEFORE A GROUP OF DISTINGUISHED ENGINEERS IN BRIDGEPORT, CONNECTICUT. I RECALL THAT NIGHT VIVIDLY, AS ONE OF THE ENGINEERS HAD JUST RECENTLY COME OUT WITH AN INVENTION THAT WE ALL KNOW AS "THE ESQUIMOUX PIE". THEY WERE SERVED AS DESERT, PROBABLY FOR THE FIRST TIME.

AFTER THE BANQUET, THE GROUP PASSED INTO A LARGE HALL, WHERE THE LECTURE WAS TO BE GIVEN. I STOOD IN THE REAR BESIDE THE PROJECTOR, WHERE I CHANGED THE SLIDES AS THE LECTURE PROGRESSED.

MR. MAXIM BEGAN HIS LECTURE BY REMINDING THE LISTENERS THAT HE AND HIS BROTHERS HAD ALWAYS THOUGHT IN THE TERMS OF GUNS, POWDER AND AMMUNITION. HE STATED THAT HE HAD ALWAYS BEEN INTERESTED IN GUNS, BUT ALWAYS OBJECTED

TO THE SMOKE AND NOISE RESULTING FROM THE EXPLOSION TO PROPEL THE BULLET.

HE GAVE THIS PROBLEM CONSIDERABLE THOUGHT. KNOWING EVERYTHING THAT TOOK PLACE, HE REASONED THAT IF THE GASSES RESULTING FROM THE EXPLOSION COULD BE RELEASED SLOWLY, BUT A HOLE PROVIDED FOR THE BULLET TO GET THROUGH IT MIGHT ELIMINATE MUCH OF THIS OBJECTIONABLE RECOIL, NOISE AND SMOKE.

HE CONCLUDED THAT THE HOLE WAS THE PROBLEM AND HE STATED THAT HE HUNTED FOR THAT HOLE FOR TWO YEARS.

THE ENGINEERS WERE AMUSED WHEN WITH A WRY SMILE HE STATED THAT ONE DAY HE WAS TAKING A BATH. HE SAID HE HAD FINISHED BATHING AND STOOD UP IN THE TUB. HE REACHED FOR A TOWEL AND PULLED THE STOPPER TO LET OUT THE WATER. AS HE WAS DRYING HIMSELF, HE LOOKED DOWN AND THE WATER WAS RUNNING OUT THE DRAIN BUT IT WAS SPINNING. THERE SEEMED TO BE A HOLE IN THE MIDDLE AND AS HE OBSERVED WHAT WAS GOING ON, HE EXCLAIMED, "THERE IS MY HOLE". HE IMMEDIATELY CONCLUDED THAT IF THE GASSES WERE SPUN AND RELEASED SLOWLY, THERE WOULD STILL BE THE HOLE FOR THE BULLET. HE THEN APPLIED HIS ELECTRICAL KNOWLEDGE OF PHASE, BY WHICH A SMALL CHAMBER COULD BE BUILT WITH BAFFLES, ARRANGED IN SUCH A WAY THAT AS THE GASSES SPUN AROUND, THEY WOULD MEET SOME OF THE GASSES GOING THE OTHER WAY, OUT OF PHASE, AND GET ALL MIXED UP AND BE GRADUALLY RELEASED.

ON THIS PRINCIPLE HE DESIGNED THE MAXIM SILENCER, A CHAMBER WITH BAFFLES, NOT ONLY TO SILENCE GUNS, BUT TO REMOVE THE SAME OBJECTIONS FROM ALL INTERNAL COMBUSTION ENGINES, INCLUDING AUTOMOBILES.

PATENTS WERE OBTAINED AND MR. MAXIM WENT ABROAD TO ARRANGE FOREIGN PATENTS. HE SUCCESSFULLY DEMONSTRATED HIS DEVICE AND PATENTS WERE GRANTED, BUT WHEN HE ARRIVED IN GERMANY, HE FOUND UNUSUAL INTEREST IN HIS SILENCER. BALLISTIC EXPERTS OF THE GERMAN ARMY WERE GREATLY INTERESTED, BUT INSISTED ON A CONVINCING DEMONSTRATION. MR. MAXIM PROPOSED THAT HE TAKE THEIR GUNS, EQUIP THEM WITH HIS DEVICE, USE THEIR AMMUNITION AND THAT HE WOULD HOLD HIS BUSINESS CARD AGAINST THE MUZZLE. THEY WOULD PULL THE TRIGGER. HE CHALLENGED THEM THAT IF THE SAME VELOCITY WAS RECORDED ON THE TARGET AND THAT THERE WAS

HERR MAXIM TAKES A BATH CONT'D

ONLY A CLEAN WHITE HOLE THROUGH HIS CARD, IT SHOULD CONVINCE THEM.

THIS WAS DONE AND THE GERMAN OFFICERS WERE AMAZED AND RECOMMENDED GRANTING THE PATENT.

WHILE IN GERMANY, MR. MAXIM HAD BEEN THE HOUSE GUEST OF A GERMAN OFFICER WHO WAS PRESENT, AND HE HAD TOLD HIM BRIEFLY OF HOW HE HAPPENED TO OBSERVE THE ORIGINAL IDEA, WHILE TAKING A BATH. THIS WAS NOT PERFECTLY CLEAR TO THE OFFICER BUT DURING THE DISCUSSION IN THE ARMOURY, AFTER THE DEMONSTRATION, MR. MAXIM NOTED A GROUP OF GERMAN OFFICERS IN ANIMATED DISCUSSION RELATIVE TO THE SILENCER. ONE OF THE OFFICERS INQUIRED HOW MR. MAXIM HAD HAPPENED TO DISCOVER THE PRINCIPLE OF SPINNING THE GASSES, AND HIS FRIEND REPLIED: "IT IS ALL QUITE A MYSTERY, BUT ONCE HERR MAXIM TOOK A BATH!"

OF COURSE THE USE OF SILENCERS ON GUNS IS PROHIBITED FOR OBVIOUS REASONS, BUT THE

PATENT AS APPLIED TO SILENCING INDUSTRIAL MACHINES AND AUTOMOBILES HAS APPLIED, AND ROYALTIES MUST BE PAID, BUT IT WAS PROBABLY ONE OF THE WORLD'S GREATEST CONTRIBUTIONS TO THE ELIMINATION OF NOISE AND THE COMFORT OF MANKIND.

OF COURSE WE KNOW H. P. MAXIM AS THE LEADER IN FOUNDING THE AMERICAN RADIO RELAY LEAGUE. MY FIRST QSO WAS IN 1908, AND HAVING BEEN A HAM FOR NEARLY 60 YEARS I KNEW THE "GRAND OLD MAN" INTIMATELY. BY HIS KEEN OBSERVATION HE MADE A REMARKABLE DISCOVERY WHILE TAKING A BATH. IT HAS BEEN SAID THAT "ONE MAN'S MEAT IS ANOTHER MAN'S POISON". THE ONLY THING THAT EVER HAPPENED TO ME WHILE TAKING A BATH WAS THAT ONE TIME I SLIPPED ON A CAKE OF SOAP AND NEARLY BROKE MY NECK, BUT IT STILL REMAINS THAT "ONCE HERR MAXIM TOOK A BATH!"

—HAROLD W. CASTNER

INTERESTING PUBLICATIONS

BY: HOWARD PYLE, W7OE

TWO OFFICIAL U. S. GOVERNMENT PUBLICATIONS HAVE RECENTLY BEEN OFFERED BY THE SUPT. OF DOCUMENTS AND WILL PROVIDE SOME PRETTY FINE READING FOR OOTC MEMBERS. ONE, A HARD COVER WELL-BOUND BOOK OF 656 PAGES AND NUMEROUS ILLUSTRATIONS WILL BE OF GREAT INTEREST TO ANY OLD-TIMER AND PARTICULARLY SO TO EX-NAVY RADIOMEN. ENTITLED "HISTORY OF COMMUNICATIONS-ELECTRONICS IN THE U.S. NAVY" IT IS A COMPLETE STORY NOT ONLY OF NAVAL RADIO FROM ITS INCEPTION AT THE TURN OF THE CENTURY, UP TO THE PRESENT DAY, BUT INCLUDES A GREAT DEAL ON THE EARLY COMMERCIAL WIRELESS COMPANIES. FOR THE HISTORIAN, IT IS SWIMMING WITH DATES, NAMES AND PLACES, MANY OF WHICH HAVE PREVIOUSLY BEEN VAGUE. I HIGHLY RECOMMEND THIS BOOK FOR INTENSELY ENTERTAINING READING. COST IS \$4.75 POSTPAID AND IT SHOULD BE ORDERED BY TITLE, AUTHOR'S NAME (CAPT.

L. S. HOWETH, USN, RETIRED) AND LIBRARY OF CONGRESS CATALOG NUMBER 64-62870.

THE OTHER PUBLICATION IS THE "FCC ANNUAL REPORT FOR FISCAL YEAR 1964" AND IS THE 30TH ANNIVERSARY REPORT OF FCC SUMMARIZING 30 YEARS OF ELECTRONIC COMMUNICATION DEVELOPMENTS AND CURRENT HAPPENINGS IN THAT FIELD. SOME STATISTICS BUT MOSTLY SOME DARNED GOOD HISTORICAL CHRONOLOGY PRESENTED IN AN INTERESTING STYLE. THIS IS A 169 PAGE PAPER COVERED BOOK AND IS LISTED AT FIFTY CENTS A COPY, POSTPAID.

ORDER EITHER OF THE ABOVE PUBLICATIONS FROM SUPERINTENDENT OF DOCUMENTS, GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. INCLUDE CHECK OR MONEY-ORDER BUT DO NOT SEND STAMPS. YOU'LL ENJOY BOTH OF THESE BOOKS I'M SURE.

— "YB" W 7 O E

IT'S 500 FATHOM TO THE BOTTOM BY: RICHARD JOHNSTONE

FORMER MARCONI WIRELESS OPERATOR "KPH" STATION SAN FRANCISCO. AUTHOR OF "MY SAN FRANCISCO STORY OF THE WATERFRONT AND THE WIRELESS".

THE FOLLOWING IS AN ACTUAL STORY—A TALE OF SHIPS AND THE SEA. A FEW PERSONS' NAMES AND SOME OF THE NAMES OF THE SHIPS HEREIN HAVE BEEN PURPOSELY "FOULED UP" SO AS TO PROTECT THE "GUILTY".

THE BLUE PETER WAS UP—IT WAS SAILING DAY FOR THE LINER "MANCHURIA". DESTINATION THE ORIENT VIA HONOLULU.

ELLERY STONE, U.S. GOVERNMENT RADIO INSPECTOR HAD JUST COMPLETED INSPECTION OF THE "WIRELESS EQUIPMENT" AND WAS GOING ASHORE. OUR BRIDGE PHONE RANG. "CAPTAIN WANTS TO SEE BOTH YOU WIRELESS FELLOWS RIGHT NOW", SAID THE 1ST MATE. WITH MY JUNIOR OPERATOR, CLIF NICHOLS, WE MADE HASTE TO COMPLY. YOU DON'T KEEP THE OLD MAN WAITING.

IN THE CAPTAIN'S OFFICE TWO MEN WERE SEATED. THE CAPTAIN, INDICATING ONE OF THE VISITORS SAID, "MR. FLANIGAN, THIS IS MY SENIOR WIRELESS OPERATOR JOHNSTONE AND HIS ASSISTANT NICHOLS. MR. FLANIGAN IS FROM THE UNITED STATES SECRET SERVICE DEPARTMENT, AND THIS GENTLEMAN IS FROM SCOTLAND YARD, MR. FEATHERSTONEHAUGH."

FLANIGAN WAS A SHORT STUMPY MAN, RED OF FACE, WITH A PAIR OF BRIGHT BLUE X-RAY EYES. HE GAVE US BOTH A QUICK LOOK AND A NOD, UTTERING SORT OF A GRUNT, IT COULD HAVE BEEN "YAP" OR "YUP". HE APPEARED TO ME INSTANTLY AS A SORT OF SMART ALECK TYPE.

FEATHERSTONEHAUGH WAS A TALL THIN MAN, A KINDLY FACE, CARRIED HIS UMBRELLA HANGING OVER HIS LEFT ARM, HELD OUT HIS HAND, SHAKING HANDS WITH BOTH OF US, AND GARBLED SOMETHING ABOUT "YOUNG CHAPS TO BE IN CHARGE OF THE MARCONI."

MUST HONESTLY SAY THAT IT WAS DIFFICULT TO UNDERSTAND HIS EVERY WORD, ALTHOUGH I REPLIED, "PLEASED TO MEET YOU" AND ADDED "WE ARE BOTH LICENSED BY THE UNITED STATES GOVERNMENT AS WIRELESS OPERATORS."

FLANIGAN SPOKE UP. "AS YOU KNOW ENGLAND AND GERMANY ARE AT WAR AND THE UNITED STATES IS NEUTRAL, SO I WILL LET INSPECTOR FEATHERSTONEHAUGH EXPLAIN OUR MISSION AND PARTICULARS."

RATHER THAN CONFUSE YOU BY TRYING TO QUOTE THE GENTLEMAN FROM SCOTLAND YARD, I SHALL TRANSLATE HIS STORY IN MY OWN WORDS.

WHAT I AM ABOUT TO TELL YOU IS OF COURSE STRICTLY CONFIDENTIAL. THE CAPTAIN OF THIS

SHIP AND YOU TWO CHAPS ARE THE ONLY PERSONS TO HEAR THIS. IT IS NOT TO BE REPEATED OR TOLD TO ANYONE, AND NOT TO BE DISCUSSED BETWEEN YOU THREE AND A FOURTH PARTY. I TRUST YOU WILL COMPLETELY UNDERSTAND THIS, AND REQUEST YOUR ASSURANCE BEFORE PROCEEDING.

LIKE TRAINED SEALS, WE ALL ANSWERED, "YES". THE CAPTAIN SPOKE UP AND SIGNIFIED THAT HE AND HIS WIRELESS OPERATORS WERE TRUSTWORTHY PERSONS. HE WAS IN COMMAND OF THIS SHIP, AND HIS OPERATORS HAD BEEN SWORN TO SECRECY IN REGARD TO RECEIVING AND TRANSMITTING MESSAGES.

WELL, THIS HAS NO CONNECTION WITH MESSAGES SENT TO YOUR SHIP CONTINUED THE MAN FROM SCOTLAND YARD. WE WANT WORD FROM YOU IF YOU HAPPEN TO HEAR TWO SHIPS ON THE WIRELESS, THOUGHT TO BE SOMEWHERE IN THE PACIFIC, BETWEEN HAWAII AND THE ORIENT. "GERMAN RAIDERS?", SAID THE CAPTAIN.

NO NOT AT ALL OLD CHAP, NOT AT ALL, CONTINUED THE INSPECTOR. YOU HAVE TWO PASSENGERS BOOKED FOR HONGKONG. THEY ARE BROTHERS NAMED BLOOD. THEY ARE AMERICANS AND ARE ACTING AS AGENTS FOR THE TWO SHIPS, WHICH ARE NOT UNDER AMERICAN REGISTER. THEY BOTH FLY A NEUTRAL FLAG, YOU MIGHT SAY THEY ARE "BLOCKADE RUNNERS".

IN THE HOLDS OF THESE TWO SHIPS ARE KNOCKDOWN MATERIAL AND EQUIPMENT TO ASSEMBLE TWO SMALL SUBMARINES. U BOATS YOU KNOW, WE CALL THEM. SOMEHOW, SOMEONE PUT THE WRONG PARTS IN ONE SHIP, AND THE RIGHT PARTS IN THE WRONG SHIP, MAKING IT IMPERATIVE BOTH SHIPS MEET AT A GIVEN SPOT TO PREPARE FINAL PLANS TO MAKE SOME ISLAND HARBOR, THEN PUT TOGETHER AND LAUNCH THE TWO U BOATS.

WE KNOW ONE SHIP HAS BEEN RENAMED THE "MARTHA" AND THE OTHER IS KNOWN AS THE "MARVINA". THEY LEFT SOME AFRICAN PORT ABOUT 6 WEEKS AGO BOUND FOR A SOUTH SEA OR ORIENTAL RENDEZVOUS. WE KNOW THEY WERE TO MEET AND DID MEET A GERMAN SUBMARINE IN THE SOUTH ATLANTIC. THEY RECEIVED TORPEDOES, FUEL SUPPLIES AND FINAL INSTRUCTIONS. THEN IT WAS DISCOVERED THE MIXUP IN CERTAIN

It's 500 FATHOM TO THE BOTTOM CONT'D

FITTINGS, AND THE SHIPS WOULD HAVE TO REMAIN TOGETHER TO COMPLETE THE TWO SUBS.

TO DATE NO WORD HAS BEEN RECEIVED FROM EITHER SHIP. THE "MARTHA" WIRELESS CALL IS "UYX" AND THE "MARVINA" IS "UYZ".

THE FACT THAT THE TWO AMERICAN AGENTS FOR THE STEAMERS ARE ABOARD THIS SHIP CONVEYS A BELIEF TO US THAT THE TWO FREIGHTERS ARE SOON TO APPROACH A PRE-ARRANGED ISLAND PORT, SOMEWHERE IN THE PACIFIC. A MEETING WITH ANOTHER U BOAT IS MOST UNLIKELY, BEING TOO FAR FROM A DEPOT OF SUPPLY.

ANOTHER THING, CAPTAIN, IF YOU SIGHT OR HEAR THE WIRELESS FROM EITHER OF THE SHIPS, IT IS IMPORTANT THAT YOU KEEP A SHARP EYE ON ALL OUTGOING MESSAGES. THE TWO PASSENGERS MENTIONED MAY DESIRE TO SEND INFORMATION TO A PREARRANGED ADDRESS FOR DISTRIBUTION. OR THEY MAY USE THEIR CABLEGRAM ADDRESS JANATIRO, A BOLD PLAN, BUT POSSIBLE, TO GET WORD BACK TO U BOAT HEADQUARTERS.

SHOULD IT BE NECESSARY FOR YOU TO SEND ANY INFORMATION ADDRESS YOUR MESSAGE TO MR. FLANIGAN'S OFFICE IN SAN FRANCISCO. HERE IS A NUMERICAL CIPHER CODE TO USE, SHOULD YOU OBTAIN THEIR POSITION.

HAVING DELIVERED THEIR MESSAGE THE TWO GOVERNMENT AGENTS LEFT OUR SHIP. TO OUR CAPTAIN IT WAS A HEADACHE. TO NICK AND ME IT WAS A THRILLING ADVENTURE—TO BE EXPECTED.

EIGHT DAYS AFTER LEAVING SAN FRANCISCO ONE OF THE BLOOD BROTHERS CAME INTO THE WIRELESS OFFICE. HERE WAS A SHREWD CHARACTER. HE WAS A SMALL MAN, REDDISH HAIR, THIN LIPS, WHICH OPENED ONLY TO SAY BRIEF CRISP WORDS. "WANT TO SEND MESSAGE TO A SHIP, SS MARTHA, HAVE YOU HEARD IT?" HE WAS TOLD WE HAD NOT HEARD THE SHIP, IN FACT WE HAD NEVER HEARD OF A SHIP BY THAT NAME. HE MADE NO REPLY, AND TURNED TO LEAVE. "WAIT", I SAID, "IF YOU WRITE YOUR MESSAGE AND WE HEAR THE SHIP DURING THE NIGHT, WE CAN SEND IT WITHOUT DISTURBING YOU." "NOPE, LET ME KNOW WHEN YOU HEAR HER." ALL THE LITTLE GUY WANTED TO KNOW, HE FOUND OUT. WE HAD NOT HEARD THE SHIP. CAPTAIN WAS INFORMED OF THE WHOLE INTERVIEW BUT MADE NO COMMENT.

SEVERAL DAYS LATER AFTER ONE O'CLOCK IN THE MORNING NICK WAKES ME UP. "DICK, GET UP I HEAR THE "UYX" CALLING THE "UYZ". IT SOUNDS LIKE HE IS CLOSE BY. WE LISTENED TO THE 60 CYCLE CROAKING OF THE "UYX" UNTIL 5 AM, BUT

HIS CALLS WERE UNANSWERED. SOUNDS LIKE A 1 KW UNITED WIRELESS SET. HIS POWER SUPPLY MUST BE POOR—HE SOARS AND THEN HE FADES, DIES DOWN. SOUNDS CLOSE BY, MAYBE 250 TO 400 MILES WE BOTH THOUGHT.

(NOTE: IN THOSE DAYS THE STRENGTH OF SIGNAL OFTEN GAVE US A FAIR CHANCE TO ESTIMATE THE DISTANCE, TAKING DAYLIGHT AND DARKNESS INTO CONSIDERATION. WITH TODAY'S TUBE TRANSMITTERS, ONE CANNOT JUDGE DISTANCE BY STRENGTH OF SIGNALS.)

AT 5 AM WE CALLED THE BRIDGE. "REQUEST PERMISSION TO SPEAK TO THE CAPTAIN" I ASK THE MATE ON WATCH. "WHAT FOR?" HE DEMANDS, "IS IT A WRECK?" "NO," I SAID, "JUST TELL HIM WE CAN SEND HIS MESSAGE TO MR. FLANIGAN."

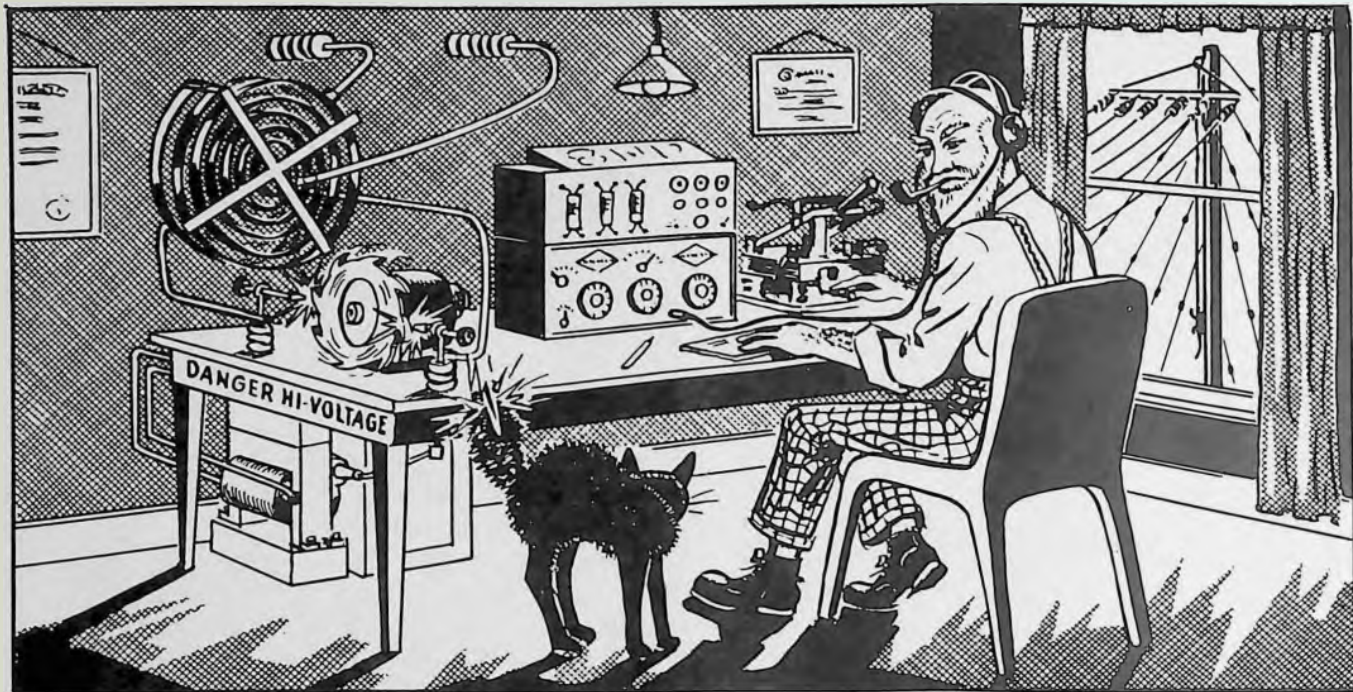
IN 5 MINUTES THE CAPTAIN, CLAD IN HIS PAJAMAS, COVERED WITH A BATHROBE CAME INTO THE ROOM. LISTENED CAREFULLY TO OUR STORY, AND EVEN PUT ON THE EARPHONES AND HEARD THE "UYX" CALLING.

"REMEMBER" HE SAID, "THE UNITED STATES IS A NEUTRAL NATION IN THIS WAR BETWEEN ENGLAND AND GERMANY. WE ARE AN AMERICAN SHIP, FLYING THE AMERICAN FLAG, AND THEREFORE ARE UNDER NO ORDERS FROM ANYONE TO TAKE ANY PART IN THIS AFFAIR. ON THE HIGH SEAS THE CAPTAIN IS COMPLETELY IN COMMAND OF THE SHIP, THE CREW, THE PASSENGERS, AND FULLY RESPONSIBLE FOR ANY OF THEIR ACTIONS. THEREFORE WE WILL TAKE NO PART IN THIS THING WHATEVER. WE HEARD NOTHING—WE KNOW NOTHING—AND WILL LOG NOTHING—BUT WE WILL HONOR THE REQUEST OF THE TWO GOVERNMENT AGENTS, FLANIGAN AND FEATHERSTONEHAUGH, BY KEEPING THE SUBJECT STRICTLY CONFIDENTIAL BETWEEN THE THREE OF US. THOSE ARE MY STRICT ORDERS, AND SEE THAT THEY ARE FOLLOWED. IN THIS AFFAIR WE WILL MAINTAIN A STRICT NEUTRAL SILENCE." "TELL THE BRIDGE TO HAVE THE MESSBOY BRING THREE CUPS COFFEE TO THE WIRELESS SHACK ON THE DOUBLE", SAID THE CAPTAIN.

EVIDENTLY WE WERE NOT THE ONLY SHIP THAT HEARD THE "UYX" CALLING THE "UYZ". LATE THE SAME AFTERNOON TWO CRUISERS (EITHER CANADIAN OR AUSTRALIAN) WENT BY US TWO MILES OFF THE PORT SIDE AT HIGH SPEED. THE AIR HAD BEEN FULL OF FIVE LETTER CODE WORDS FOR HOURS. SOMETHING WAS BREWING, AND DOING, AND DONE, AS THERE WERE NO SUBMARINE ACTIVITIES IN THE SOUTH PACIFIC IN 1914 OR 1915.

THIS ENTIRE SUBJECT WAS CERTAINLY KEPT IN

SUGGESTED ILLUSTRATION FOR OOTC QSL CARD



SEE NEXT PAGE FOR DESIGN OF BACK OF QSL CARD

	W	4	M	F	
1608 HIXSON PIKE, CHATTANOOGA, TENN. USA C. BERTRAM OSBORNE NO 169					
Old Old Timers Club					
RADIO _____ DATE _____					
AT _____ GMT FREQ. _____					
UR AM, SSB-2WAY-GW, SIGS.					
WITH AN RST _____ / 9.					
XMTR. _____					
RCVR. _____					
ANT. _____					
					
PSE. QSL. TNX.					

SUGGESTED COMPLETE QSL CARD FOR OOTC. SIX SPACES AT THE TOP FOR YOUR STATION CALL, 4 SPACES OCCUPIED BY W4MF. YOUR ADDRESS ON NEXT TWO LINES AND OOTC MEMBERSHIP NUMBER. THESE CARDS WOULD BE MADE AVAILABLE TO ANY MEMBERS WHO WANTED THEM, THROUGH OUR SECRETARY AT NOMINAL COST. MAY WE HEAR FROM YOU IF YOU'RE INTERESTED IN A CLUB QSL CARD AND IF SO YOUR SUGGESTIONS FOR COLORS.

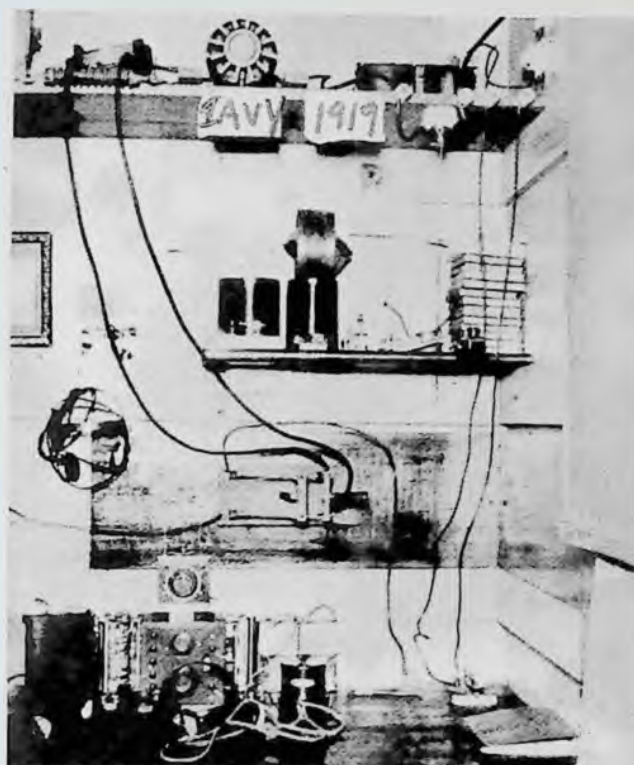
— YOCB-11

IT'S 500 FATHOM TO THE BOTTOM CONT'D

CONFIDENCE. IT TOOK PLACE 51 YEARS AGO. THERE WERE SOME VAGUE INCOMPLETE PRESS REPORTS. THESE ACCOUNTS FLOURISHED FOR A TIME THEN DIED, LIKE THE STORIES OF THE JAPANESE BALLOONS IN 1942 AND 1943.

THE STEAMERS "MARTHA" AND "MARVINA" WERE EX-AMERICAN VESSELS, AND THEIR ORIGINAL NAMES DID COMMENCE WITH THE LETTER "M". ONE WAS A LARGE FREIGHTER WITH WELL DECKS, AND THE OTHER A CONVERTED TANKER. AFTER THIS INCIDENT NEITHER SHIP WAS EVER HEARD FROM AGAIN AND IT MAY BE PRESUMED THE REMAINS OF TWO KNOCKDOWN U BOATS ARE SECURE AT 500 FATHOM.

—RICHARD JOHNSTONE



THE OLD OLD TIMERS CLUB IS MADE UP OF THE PIONEERS OF AMATEUR WIRELESS. TO BE ELIGIBLE FORMEMBERSHIP ONE MUST HAVE HAD A TWO-WAY CONTACT 40 YEARS PRIOR TO APPLICATION. DUES OF \$15.00 ENTITLE ONE TO LIFE MEMBERSHIP IN THE CLUB, MEMBERS PIN, AND HANDSOME CERTIFICATE. "SPARK-GAP TIMES", THE CLUB JOURNAL, IS ONLY \$2.50 PER YEAR TO MEMBERS. A HANDSOME BLUEBOOK ROSTER IS ALSO AVAILABLE FOR \$3.00, SEALS, LETTERHEADS, STATIONERY; NETS, AWARDS, QSL CARDS, ETC. CONTACT OUR SECRETARY:

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ARS
LESLIE HEARTZ, W1FQ
373 PARADISE AVENUE
MIDDLETOWN,
RHODE ISLAND

BACK OF OOTC QSL CARD (PROPOSED)

NEWS ABOUT MEMBERS

Strawberry Point, Iowa

Thursday, June 17th, 1965

(★ ASSOCIATE MEMBER.)

Satelite Control? Pi Class of 1915 Did It

Fifty years ago this month radio remote control was demonstrated at the SPSHS graduation exercises. Charles Henry and the late Glenn Carroll built a complex unit to demonstrate that "wireless waves" could supervise distant equipment.

This display came about this way: Superintendent Arthur A. Belknap that year made it known that graduating seniors might demonstrate what they had learned, or give a reading. Young Carroll and Henry had studied physics under the most capable Mr. Belknap, and forthwith secured his sanction to give a radio exhibition. Charles Henry was an amateur radio-man using a keyed spark-coil transmitter and a crystal head-set receiver. For the control demonstration the boys decided to revert to the metal filings coherer detector which had just been superseded in military and commercial circles by the crystal.

From the start it became a community project. The school janitor, Mr. Dalton, scrounged a section of slate blackboard for the switching panel. The jeweler sacrificed a gun metal watchcase for the all-important coherer filings. The school physics laboratory provided glass tubing for the switch solenoid. Most important was the use of the Gratke carpenter shop as construction and development headquarters.

A neighbor loaned an electric toy train. A borrowed electric Klaxon horn was mounted on the slate switch panel along with battery powered lights.

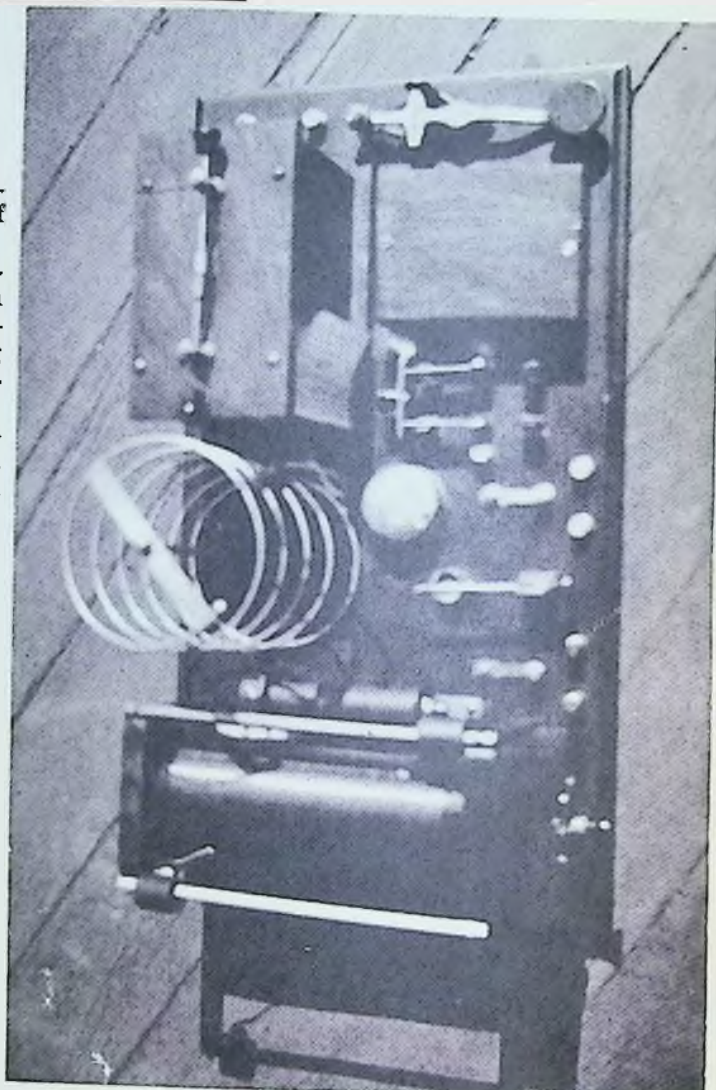
On the control schedule also was a battery motor with propeller to simulate control of ship propulsion.

In the projected final control bit there was to have been an electric fired cannon coupled with a flag raising. The flag was hoisted by allowing a weight to drop when a solenoid was activated. The late Clarence Baldrige was cut by a flying battery wire when a homemade cannon exploded while on test at the rear of the Gratke shop. Clarence's chin was patched up so that he could take the male lead the following day in the class play.

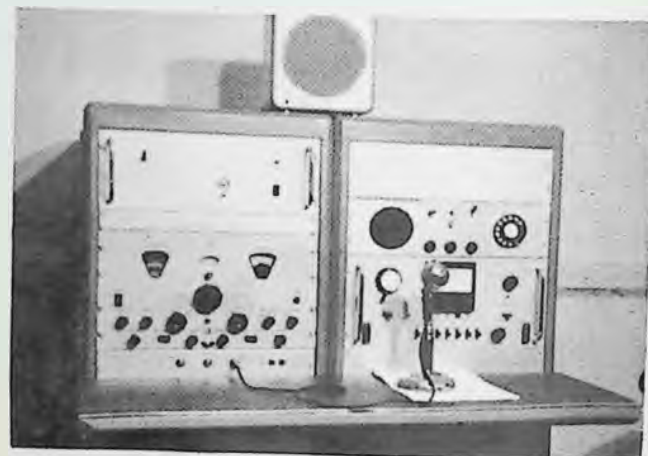
The boys had not appreciated how fussy coherers could be until they were well into the project. But Miss Dorman, in charge of the exercises, reluctantly cooperated and permitted the boys to have the introductory spot so that they might pre test and adjust their now extensive and complex assembly.

Glenn Carroll took his position at the key of the spark transmitter located in the rear of the school assembly hall. At the direction of Henry on the stage, commands were given to start or stop the various items on the schedule program. The boys were elated when the operation went off perfectly. Most of those assembled were not quite certain as to what they had seen.

Mr. Henry is retired and lives in Chicago. He is a member of the Antique Wireless Association and the Old Old Timers Club. The OOTC requires at least forty years of radio background. One of his hobbies is the collection of old radio things. He will be here on June 27th when the survivors of Class of 1915 meet. Professor Belknap who lives in Tripoli, has promised also to come.



HOMER COURCHENE, W9DQ, WONDERS IF THE OOTER'S REMEMBER THIS OUTFIT.



PICTURE OF LUØASC OF RED EMERGENCIE FARA OF BUENOS AIRES, ARGENTINA, S.A.

Spark-Gap Times

SPARK-GAP TIMES IS PUBLISHED BI-MONTHLY BY THE OLD OLD TIMERS CLUB. THE SUBSCRIPTION PRICE TO MEMBERS IS \$2.50 PER YEAR. A LIMITED NUMBER IS AVAILABLE TO NON-MEMBERS AT \$.50 PER COPY - \$3.00 PER YEAR.

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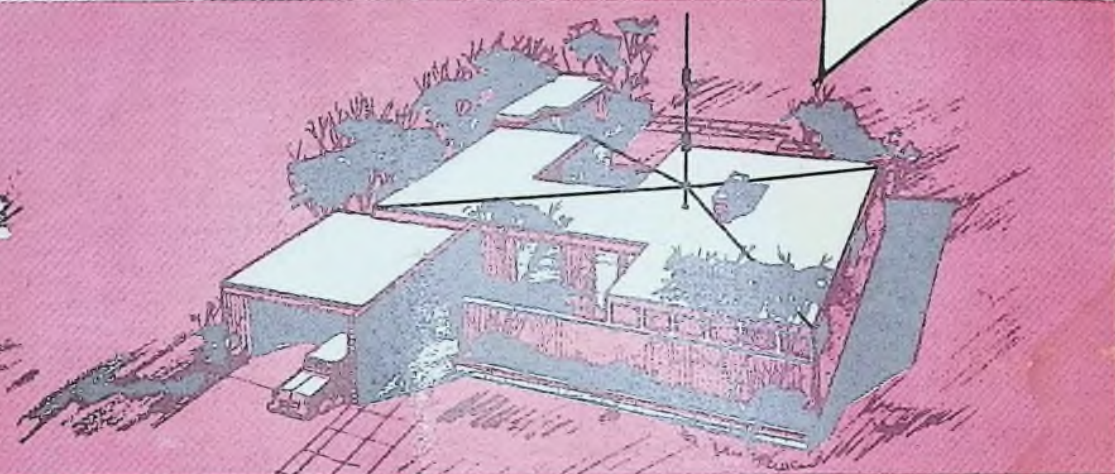
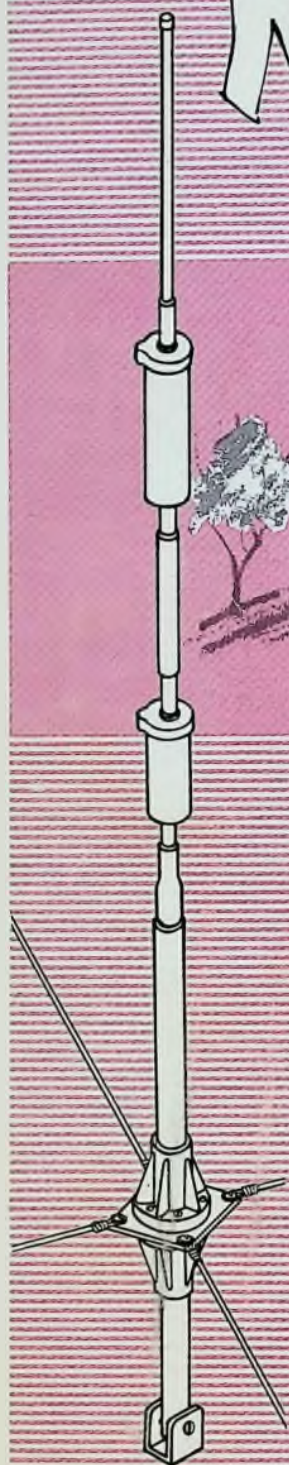
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