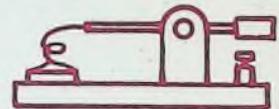


Spark-Gap Times

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The Old Old Timers Club

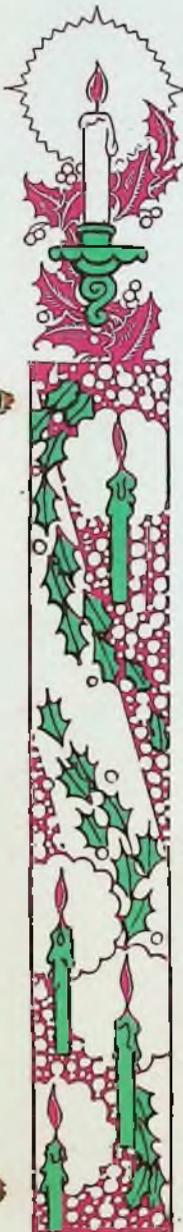


NUMBER 30 VOL. 5

CHATTANOOGA - TENNESSEE

DECEMBER 1965

Seasons Greetings



ARTHUR A. STOCKELLBURG, WISS
DISTINGUISHED CHARTER MEMBER O.O.T.C.
(see page 2)

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* * * * *
* SPARK-GAP TIMES WISHES ALL THE MEMBERS OF THE OLD OLD *
* * * * *
* TIMERS CLUB THE MERRIEST CHRISTMAS EVER AND A HAPPY, *
* * * * *
* HEALTHY, AND PROSPEROUS NEW YEAR. *
* * * * *

EDITORS OPINION

"HAIL TO OUR DISTINGUISHED CHARTER MEMBER 'ART' STOCKELLBURG, WISS, WHO IS HONORED ON THE COVER OF THIS ISSUE OF SGT." THUS WRITES OUR WORTHY DIRECTOR, ROY ARMSTRONG, W5RIH. "ARMY" GOES ON TO SAY, "IN THINKING BACK TO ABOUT 1913 I REMEMBER THAT 'STEVE', TOM STEVENS (W6KAA) S.K., HAD ME GO TO 'BH' AT THE FORERIVER SHIP BUILDING YARDS AT QUINCY, MASS. AND RELIEVE 'ART' FOR A SPELL POUNDING BRASS AT 'BH'. THERE WAS A CAT HANGING AROUND THE STATION AND HE WAS SLEEPING ON TOP OF THE 2 KW 'COFFIN' TRANSFORMER CLOSE TO THE LEYDEN JAR RACK. A SHIP STATION CALLED ME AND I FORGOT ABOUT THE CAT AND THREW THE ANTENNA SWITCH AND ANSWERED THE SHIP, BUT THE FIRST DASH HIT THE CAT WITH CARONA FROM THE CONDENSERS AND BOY OH BOY, THAT CAT 'LIT OUT'. 'ART', I DON'T KNOW IF YOU REMEMBER THAT OR NOT BUT I ENJOYED THE TRICK AT 'BH'. I THINK 'STEVE' HAD ME PUT A SET ON THE 'FRIEDA' WHICH WAS BEING BUILT THERE AT THE YARD ABOUT THAT TIME. SO MANY MORE YEARS OF HEALTH AND HAPPINESS ART, SIGNED 'ARMY', W5RIH."

THANKS "ARMY", FOR HELPING YOCCB-11 OUT.

"ART STARTED OUT IN 1901 AND HAS DOCUMENTED PROOF OF IT WHICH YOCCB-11 HAS SEEN. HE WAS BOSTON'S FIRST AMATEUR AND COMMERCIAL WIRELESS OPERATOR. "ART" WAS A COMMERCIAL OPERATOR IN 1911 AND 1912 WHEN YOCCB-11 WAS FIRST TINKERING WITH WIRELESS. OUR APRIL 1965 ISSUE OF SGT'S CARRIED A PICTURE OF "ART" AT THE RIG IN QUINCY, MASS., "BH", IN 1911. "ART" BELONGS OR HAS BELONGED TO EVERY RADIO CLUB OR ASSOCIATION WORTH BELONGING TO IN 1908 HE BUILT UNITED WIRELESS' EASTPORT STATION. HE IS A LIFE MEMBER OF THE "VETERAN WIRELESS OPERATORS ASSOCIATION". "ART", BEST WISHES FROM ALL OF THE OLD OLD TIMERS TO YOU, AND MAY YOU ENJOY MANY MORE YEARS OF HEALTH AND HAPPINESS!

WE'VE BEEN CATCHING THE DICKENS FROM ALL SIDES FOR NOT LISTING IN SGT'S THE THURSDAY NIGHT ROUNDTABLE. ON ANOTHER PAGE OF SGT YOCCB-11 HAS PRINTED A COMPLETE DESCRIPTION OF THIS OOTC NET OR ROUND TABLE WHICH WAS WRITTEN UP BY MEMBER ED RASER, W2Z1. YOCCB-11 APOLOGIZES FOR NOT LISTING THIS ROUND TABLE BUT WILL DO SO FROM NOW ON.

WE'RE SENDING OUT A BLANK FORM FOR THE MEMBERS TO FILL OUT WITH THIS ISSUE OF SGT. WE'RE ASKING THAT ALL MEMBERS WHO WANT TO RECEIVE "SPARK-GAP TIMES", FILL IT OUT. WE

HATE TO KEEP YAKKING ABOUT OUR FINANCIAL SITUATION BUT THE LARGE NUMBER OF MEMBERS WHO AREN'T CONTRIBUTING ANYTHING TOWARDS THE EXPENSE OF PRINTING IT IS APPALLING. ONLY A LITTLE OVER HALF OUR MEMBERS ARE CONTRIBUTING. SURELY THERE AREN'T 3 OR 4 HUNDRED OF US WHO CAN'T HELP SOME. READ OVER THE ENCLOSED BLANK FORM AND THEN LET YOUR CONSCIENCE BE YOUR GUIDE. CONTRIBUTE FROM \$.10 TO \$2.50 AND WE HOPE IT WILL BE \$2.50.

IN THIS ISSUE ARE THE CHANGES IN THE CLUB BY-LAWS THAT THE COMMITTEE HAS REPORTED ON. I THINK IT IS THE DUTY OF OUR DIRECTORS TO GO OVER THE COMMITTEE'S REPORT AND MAKE A RECOMMENDATION TO THE CLUB. WE CAN THEN HAVE AN ELECTION AND VOTE ON THE BY-LAW CHANGES. I AM ASKING ROY ARMSTRONG, W5RIH IF HE WILL ACT AS CHAIRMAN OF THE BOARD FOR THE CO-ORDINATION OF THE BOARD MEMBERS ON THE BY-LAWS QUESTION.

A WORD ABOUT THE BLUEBOOK WOULD SEEM TO BE APPROPRIATE. MANY OF THE MEMBERS WHO HAVE COME INTO THE CLUB DURING THE LAST TWO YEARS ARE WONDERING WHY THEY DON'T GET THEIR BLUEBOOKS. OF COURSE THERE WAS CONSIDERABLE LOST TIME WHEN YOCCB-11 TOOK OVER SGT AND TRIED TO GET SOMEONE TO TAKE OVER EDITING OF THE BLUEBOOK. ROB-ROY, W6HR VOLUNTEERED FOR THE JOB ALONG IN THE SPRING OF 1964. ALL THE ORIGINAL OFFSET PLATES HAD BEEN IMPROPERLY STORED AND WERE RUINED. THESE PLATES HAD TO BE MADE OVER WHICH WAS ONE TOUGH JOB. THEN THE INFUX OF NEW MEMBERS SNOWED OUR NEW BLUEBOOK EDITOR UNDER AND HE HAS BEEN DIGGING HIS WAY OUT WITH A PICK AND SHOVEL EVER SINCE. ROBIE IS NOT ONLY THE EDITOR BUT THE PUBLISHER OF THE BLUEBOOK AND A YEAR AND A HALF ISN'T VERY LONG FOR ALL THE WORK INVOLVED IN EDITING AND PUBLISHING AN ENTIRELY NEW BLUEBOOK. SOMETIME AFTER THE FIRST OF THE YEAR THE BLUEBOOK SHOULD BE READY. PLEASE BE PATIENT GENTLEMEN.

WELL HERE IT IS ANOTHER CHRISTMAS SEASON HAS ROLLED AROUND. WE HOPE THAT 1965 HAS TREATED OUR MEMBERS KINDLY. WE KNOW SOME OF OUR MEMBERS HAVE SUFFERED SICKNESS AND ADVERSITY BUT WE HOPE THE YEAR AHEAD 1966 WILL BE A GOOD ONE FOR ONE AND ALL. WHEN THE CHRISTMAS TREES ARE GLOWING WITH COLORED LIGHTS AND AS WE GATHER AROUND FESTIVE BOARDS WITH OUR LOVED ONES LET US PAUSE A MOMENT AND SAY A SILENT PRAYER FOR THOSE LESS FORTUNATE. A MERRY CHRISTMAS TO ALL OF YOU AND MAY THE NEW YEAR 1966 BRING HAPPINESS HEALTH AND A GOOD MEASURE OF PROSPERITY TO YOU ALL. BERT, W4MF, YOCCB-11

Spark-Gap Times



R.F.D. Epping, N.H.
03042

Nov. 4, 1965.

Dear Old Old Timers:

Another Holiday Season rolls around and we find the O.O.T.C. growing in leaps and bounds - nearly 650 members at the present time.

A vote of thanks is certainly due our very efficient Staff of Officers for the fine outstanding work completed during the past year and we all look forward to even greater things during the New Year 1966.

Congratulations are also in order for the five Gentlemen who accepted Directorships in the O.O.T.C. as appeared on the front cover of August "Spark Gap Times".

Our sincere thanks to all those members who have submitted such interesting nostalgic articles of the past and I am sure we all look forward with great expectancy in seeing many more appear in our Journal during 1966.

We are still in the throes of a heavy drought up here in New England. 1965 has been the driest in the last 150 years. Some one has said that the older one gets the faster time flies. My several hobbies make the four Seasons travel on a fast moving ferris wheel.

I wish you all a very merry Xmas and a prosperous and healthy New Year.

Fraternally yours,

Hubert E. Ingalls

Mon. Founder of the O.O.T.C.

LETTERS

AUGUST 6, 1965

DEAR WIMPP:

PERHAPS YOU WILL REMEMBER ME AS ONE OF THE NON-MEMBER SUBSCRIBERS TO THE OLD OLD TIMERS CLUB'S PUBLICATION, "SPARK-GAP TIMES". AT ANY RATE AFTER SENDING IN MY SUBSCRIPTION PRICE FOR 1965 TO YOU LAST JANUARY, I RECEIVED ONE OF YOUR WONDERFUL LETTERS WHICH I KEEP IN THE BACK OF MY COPY OF THE BLUE BOOK. I DO HOPE THAT THE CLUB WILL BE ABLE TO CONTINUE PUBLICATION OF "SPARK-GAP TIMES" AS IT IS ALWAYS MOST INTERESTING EVEN TO ME, WHO IS ONLY A SWL.

AMONG THE ASSOCIATE MEMBERS OF OOTC IS LISTED WINTERS JONES OF BALTIMORE. I DID NOT KNOW MR. JONES, PERSONALLY, ALTHOUGH FOR A TIME BACK IN THE EARLY 1930'S WHEN I WAS BUILDING SOME RADIO RECEIVING EQUIPMENT, I BELIEVE I VISITED THE RADIO STORE WHICH HE WAS OPERATING AT THE TIME. PER HAPS YOU KNOW OF HIS RECENT DEATH BUT WHEN I READ OF IT IN THE BALTO EVENING SUN THE OTHER DAY, I THOUGHT YOU MIGHT LIKE TO HAVE A COPY OF THE NEWS ITEM FOR YOUR FILES SO I AM SENDING IT TO YOU. I FIND MR. JONES LISTED IN THE 1913 CALL BOOK UNDER 3GG AND FOR A SHORT TIME AROUND 1925 HE OPERATED A 50 WATT BROADCAST STATION IN BALTIMORE WITH CALL LETTERS WGBA—"WATCH GREATER BALTO ADVANCE". I HAVE A 1925 BROADCAST CALL BOOK AND THE OWNER OF WGBA WAS LISTED AS JONES ELECTRIC MFG. CO. SINCE HE WOUND UP HIS EARTHLY ACTIVITIES IN THE OPTICAL BUSINESS, IT IS CERTAIN HE HAD A VARIED CAREER. IT IS TOO BAD WHEN ANY OOTC MEMBER BECOMES A SILENT KEY BUT OF COURSE THAT HAPPENS TO ALL OF US IN DUE TIME.

I USUALLY GET AT LEAST A PART OF THE THURSDAY EVENING OOTC ROUNDTABLE ON 75 METERS BUT THOSE SINGLE SIDE BANDERS REALLY CAUSE TROUBLE. I KNOW A LOT OF THE TROUBLE IS ON THIS END AS I AM USING A 30 YEAR OLD SCOTT RECEIVER WHICH WAS NEVER DESIGNED FOR SUCH TERRIFIC CONDITIONS ALTHOUGH IT WAS AND STILL IS A MOST WONDERFULLY BUILT RECEIVER. I DOUBT IF YOU COULD FIND THE QUALITY IN ANY RECEIVER TODAY. I USUALLY LISTEN FOR THAT CHEERFUL VOICE FROM W1MPP AND FOR A WHILE RECEPTION IS FAIRLY GOOD USUALLY BUT BEFORE LONG THE W4'S SEEM TO SWAMP YOU. W1UL USUALLY HOLDS OUT A LITTLE LONGER AND THE BEST SEEM TO BE W2GTB & W2MAB BUT SOMETIMES I AM SURPRISED TO FIND W1UE ON CAPE COD COMING IN PRETTY WELL. I SURE MISS W3EG WITH

HIS "ROCK CRUSHER" AS HE USUALLY MADE A HOLE SO THE OTHERS HAD A BETTER CHANCE AT LEAST DOWN THIS WAY.

WITH VERY BEST WISHES, I AM,
SINCERELY,
ROBERT E. BASE
4105 ALTO ROAD
BALTIMORE, Md. 21216

JULY 19, 1965

DEAR WIMPP:

THE ENCLOSED CHECK (\$2.50) IS ONE OF THOSE THINGS I "NEVER GOT AROUND TO BEFORE THIS"—BUT MY CONSCIENCE BOTHERS ME AFTER READING OF THE UNTIRING EFFORTS OF SO MANY PEOPLE DEDICATED TO ITS SUCCESS THAT I JUST HAD TO DO SOMETHING ABOUT IT.

BEING ACTIVE IN HAM RADIO FOR MANY YEARS MYSELF (SINCE 1916), I READ WITH GREAT INTEREST THE MANY FINE ARTICLES AND ANECDOTES OF THE "GOOD OLD DAYS". AS LONG AS I LIVE AND HAVE ANY MEMORY AT ALL I'LL HEAR THAT WONDERFUL SYNC SPARK NOTE ON THE AIR. MINE (IN BALTIMORE AS 3AC IN 1920) WAS A RARE BREED THOUGH—YOU COULD HEAR IT ALMOST AS FAR WITH THE WINDOW OPEN ON A STILL SUMMER NIGHT THAN YOU COULD OUT IN KENTUCKY (9UH WAS ONE OF MY REGULAR CONTACTS)—OH ME!

VERY ACTIVE ON 15, 20, 40 AND 80 CW—LOW ENDS AND WILL BE HAPPY TO QSO ON ANY CALL, ESPECIALLY FROM AN OOT.

73 AND 88,
DAVID P. SHAFER, W4AX
RFD 4, Box 71
GLEN ALLEN, VA. 23060

AUGUST 24, 1965

DEAR YOGB II:

ENCLOSED ARE THE EXCERPTS FROM MY 1920 DIARY AS A MARCONI RADIO OPERATOR. PLEASE EXCUSE THE DELAY IN FORWARDING IT TO YOU, BUT I HAVE BEEN KEPT VERY BUSY ALL SUMMER LONG WITH VACATION ETC. I HOPE YOU WILL BE ABLE TO USE THE MATERIAL.

I ALSO HAVE SOME VERY NICE PIX THAT YOU CAN HAVE FOR THE ARTICLE IF YOU FEEL YOU MIGHT BE ABLE TO USE THEM. INCIDENTLY I NOTICED THAT YOU DID NOT USE THE PIX THAT I SENT YOU ALONG WITH THE 1919 DIARY ARTICLE. I SURE WOULD LIKE TO HAVE THEM RETURNED.

WHILE I AM IN THE ACT OF WRITING TO

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YOU, I WOULD LIKE TO INQUIRE IF YOU HAVE ANY IDEA WHEN I MIGHT RECEIVE ADDITIONS TO THE "BLUE BOOK". I HAVE NOT RECEIVED ANY ADDITIONAL INSERTS INCE I JOINED THE OOTC IN JUNE 1963.

I EAGERLY LOOK FORWARD TO RECEIVING MY COPY OF THE SGT. EVERY OTHER MONTH AND HOPE THAT YOU WILL NOT HAVE TO GIVE UP PUBLISHING THE MAGAZINE. WITH THE MEMBERSHIP OVER 600 AT THE PRESENT TIME, I AM SURE SOMTHING CAN BE WORKED OUT TO KEEP IT GOING.

I HOPE YOU AND YOURS ARE IN THE BEST OF HEALTH. WE ARE BOTH OK HERE.

73, SINCERELY YOURS,
ARTHUR D. JACOBY, W3OY
136 SPRINGHOUSE ROAD
LANCASTER, PA. 17603

SEPTEMBER 4, 1965

DEAR WIMPP:

IT IS MY SAD DUTY TO REPORT THE PASSING OF ANOTHER OF OUR LOCAL MEMBERS OF OOTC, W8DG, ON 8-30-65. (SEE CLIPPING ATTACHED.) DAN WAS ONE OF THE ORIGINAL MEMBERS OF OOTC BEING NO. 15 AND WAS PERSONALLY RESPONSIBLE FOR MY BEING A MEMBER.

JUST TWO WEEKS PRIOR TO HIS DEATH, WE HAD A QCWA DAYTON CHAPTER PICNIC AT W8JDV'S MUSEUM AT MASON, OHIO, AND THE WRITER TOOK A FEW PICTURES, INCLUDING PROBABLY THE LAST PICTURE OF DAN (NOTE COPIES ATTACHED), IN FACT I MAILED HIM A COPY ON SUNDAY, AUG. 29 AND I DOUBT IF HE RECEIVED IT BEFORE HE DIED.

DAN WAS TO BE "MASTER OF CEREMONIES" AT THE ANTIQUE WIRELESS ASSN'S NATIONAL GET TOGETHER AT W8JDV - (GRAYS HISTORY OF WIRELESS MUSEUM) AT MASON, OHIO, OCTOBER 8, 9, & 10TH.

OOTC WAS REPRESENTED AT DAN'S FUNERAL BY W8SK, W8TE AND K8UZ.

ANYTHING NEW ON THE BLUE BOOK ADDITIONS?

73,
WM. G. BIDDLE, K8UZ
249 E. PEACH ORCHARD RD.
DAYTON, OHIO 45419

DEAR WALLY:

IT CERTAINLY WAS LUCKY OF ME TO RUN ONTO YOU THIS MORNING ON CW. I HAVE BEEN WONDERING FOR SOME TIME ABOUT GETTING SOME INFORMATION FROM OOTC. I THOUGHT I HAD GIVEN MY ADDRESS TO SOMEONE. BUT WE MOVED TWICE SO I GUESS IT GOT FOULED UP SOMEHOW.

WE BOUGHT THIS HOME A COUPLE OF MONTHS AGO AND I GUESS WE ARE FIXED FOR SOME TIME TO COME. AS YOU KNOW, I HAVE HAD THE CALL W6GW SINCE 1918. WHEN I CAME EAST I HEARD BY THE GRAPEVINE THAT W2GW WAS VACANT. I WAS VERY LUCKY IN GETTING IT. I MUST LIVE RIGHT.

I HAVE A STORY FOR THE OOTC BULLETIN. IN 1910 I VISITED A FELLOW HAM, WHO BELONGED AS I DID TO THE BAY COUNTIES WIRELESS ASSOCIATION AT OAKLAND, CALIFORNIA. I RAN INTO HIM ACCIDENTLY AT A SIDEBAND SHOW IN NEW YORK, LAST WINTER. WE HADN'T SEEN, TALKED, OR WORKED EACH OTHER OVER THE AIR SINCE 1912. HIS NAME IS LEWIS CLEMENT, NEW CALL, K3AA. HE GOT ON THE AIR THE OTHER DAY FOR THE FIRST TIME AND WE CONTACTED OVER THE AIR FOR THE FIRST TIME SINCE 1912. HOW'S THAT FOR KEEPING CONTACT OVER THE YEARS?

WOULD APPRECIATE A LIST OF MEMBERS OF OOTC AND ANY OTHER DATA YOU MIGHT SEND.

ALL THE BEST,
HOWARD COOKSON W6GW
145 WYCKOFF AVE.
WYCKOFF, N.J. 07481

DEAR EUNICE:

I KNOW YOU WILL BE DELIGHTED TO LEARN THAT I HAVE BEEN ADMITTED INTO THE DEFOREST PIONEERS, INC. AS A FULL MEMBER. MY NUMBER IS 156. DUE TO A LONG LIST OF "SILENT KEYS" THE ACTIVE LIST, I BELIEVE, IS LESS THAN 100. AN ORGANIZATION SUCH AS THE PIONEERS IS CERTAIN TO EVENTUAL EVAPORATION DUE TO THE AVERAGE AGE OF ITS MEMBERS (THE SECRETARY, G. N. PICKERALL, IS 80 YEARS OLD!)

MY ASSOCIATION WITH DR. DEFOREST DATES BACK TO AT LEAST 1907 WHEN AS A KID I WORKED FOR THE "OLD MAN" DURING SUMMERS, SCHOOL VACATIONS, AS A "WIRELESS ELECTRICIANS HELPER". DOC. DEFOREST WAS BORN IN 1873.

OUR LOCAL NEWSPAPER THE EASTCHESTER RECORD, LAST WEEK GAVE ME A HALF-PAGE WRITEUP. I WAS ALSO INVITED TO ADDRESS THE LOCAL CHAPTER OF THE LIONS CLUB. MY TOPIC WAS "HOW TO GROW OLD GRACEFULLY WITH A HOBBY - HAM RADIO, OF COURSE."

PERCE B. COLLISON,
W2KN

AUGUST 19, 1965

DEAR W4MF:

YOUR LETTER OF AUGUST 4 RECEIVED, BUT I WAS AWAY FROM HOME ON AN EXTENDED RAILWAY TRIP AND TO A CONVENTION IN WASHINGTON DC, SO I DIDN'T GET YOUR LETTER UNTIL I

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LETTERS CONT'D

RETURNED HOME. I AM ENCLOSING PHOTOS AND TEXT DESCRIBING MY SPARK TRANSMITTER THAT I BUILT AND USED IN LOS ANGELES IN THE 1920's.

MY ANTENNA WAS 6 WIRE, 75 FEET HIGH AND 40 FEET LONG, AN INVERTED L. THE TOPS OF THE POLES COULD BE SEEN SEVERAL BLOCKS AWAY, AND I WAS QUITE PROUD OF MY OLD ROCK CRUSHER.

"LOW" POWER WAS 900 WATTS (WHICH WAS SELDOM USED). HIGH POWER WAS THE FABLED CALIFORNIA KILOWATT OR 23 TO 25 AMPS AT 230 VOLTS INPUT. THE KEY USED TO GET AWFUL HOT, AND THE R F AROUND THE STATION WAS TERRIFIC.

THE TRANSMITTER WAS HOUSED IN A SPECIAL- LY BUILT "DOGHOUSE" IN THE CENTER OF THE YARD BETWEEN THE 2 TALL POLES. I HOPE THAT YOU CAN USE THIS CONTRIBUTION IN SPARK GAP TIMES. I MAY HAVE ANOTHER ARTICLE FOR YOU LATER ON HOW WE RAISED THE 2-75 FOOT POLES IN 6MH (HAROLD SMITH'S) BACK YARD. I HAVE NO PHOTOS OF RAISING MY OWN. LOST THE NEG- ATIVES I GUESS.

MANY 73's,
LEON A. BARTHOLOMEW, W6LC
2215 CARLTON WAY
SANTA BARBARA, CALIFORNIA

JULY 13, 1965

YOCB 11:

YOUR EDITORIAL IN THE RECENT JUNE ISSUE OF SGT INSPIRED ME TO WRITE FCC PRIOR TO DEADLINE OF JULY 15TH. ENCLOSED HEREWITH IS A COPY OF MY LETTER TO WASHINGTON. THANKS A LOT OM FOR THE GRAND JOB YOU HAVE BEEN DOING IN KEEPING OUR OOTC FUNCTIONING.

73,
GROVER W. WIZEMANN, W2ES
731 HOLLYWOOD DRIVE
NORTHFIELD, N.J. 08225

JULY 12, 1965

SECRETARY TO THE
FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D. C.
RE: DOCKET #15928

DEAR SIR:

AFTER READING SO MUCH PRO AND CON REGARD- ING THE PROPOSED NEW REGULATIONS GOVERNING AMATEUR LICENSING I WOULD LIKE TO GIVE MY OPINION IN THE MATTER.

I AM 68 YEARS OF AGE, HAVE 50 YEARS OF

TWO-WAY COMMUNICATION BEHIND ME (BOTH COMMERCIAL AND AMATEUR), HAVING STARTED EARLY IN 1915, CARRIED FIRST CLASS TELEPHONE AND TELE- GRAPH TICKETS FOR NEARLY ALL OF THAT TIME, A MEMBER OF THE OLD OLD TIMERS CLUB AND LICENSED AS "GENERAL" UNDER THE CALL W2ES FOR 20 YEARS. PREVIOUS TO THIS MY CALLS WERE W2IPC AND W2EN. ALTHOUGH I AM PROUD OF THESE 50 YEARS OF SERVICE I MUST SAY THAT THERE IS NOTHING UN- USUAL ABOUT THEM IN-AS-MUCH AS THERE ARE MANY OTHERS WITH SIMILAR EXPERIENCE. THE POINT THAT I WANT TO BRING OUT IS IN REGARD TO AMATEUR CLASSIFICATION.

DURING THE YEARS THAT THE "EXTRA" GRADE LICENSES WERE BEING ISSUED I DIDN'T FEEL THAT THERE WAS ANY REASON TO OBTAIN ONE. I HAD HAD MY SHARE OF TAKING FCC EXAMINATIONS AND I WAS SATISFIED WITH THE "GENERAL" RAT- ING. I DOUBT THAT I WOULD HAVE HAD ANY TROUBLE OBTAINING AN "EXTRA" HAD I TRIED FOR ONE.

AFTER 35 YEARS IN NEW YORK CITY BROAD- CASTING WITH ITS "RAT-RACE" EXISTANCE IT IS REALLY PLEASANT TO BE ON "ONE'S OWN" IN RE- TIREMENT. I HAVE PLENTY TO KEEP ME BUSY MAINTAINING MY HOME AND RELAXING WITH "HAM- MING" AND READING. FOR MANY YEARS MY READING CONSISTED OF ABOUT THREE-FOURTHS TECHNICAL MATERIAL BUT NOW I HAVE EASED OFF TO ABOUT ONE-FOURTH. I NOW DESIRE TO CATCH UP ON MUCH OF THE READING MATERIAL THAT I HAD NO TIME FOR BEFORE. THIS SHOULD BE READILY UNDER- STANDABLE. FOR ME, THIS IS THE DESIRABLE FORM OF RETIREMENT AND I SEE NO REASON IN THE WORLD TO START "BONING" UP AGAIN THROUGH A LOT OF TECHNICAL LITERATURE IN ORDER TO TAKE AN "EXTRA" GRADE EXAMINATION THAT I MAY OR MAY NOT PASS THE FIRST TIME.

IT SEEMS TO ME THAT BREAKING THE AMATEUR OPERATORS UP INTO SEPARATE GROUPS OR CLASS- IFICATIONS WILL SOON DEVELOP INTO A "CASTE" SITUATION IN WHICH THE FRIENDLY SPIRIT OF COMMUNICATION AS IT EXISTS TODAY WILL VANISH.

THERE ARE A GOOD MANY "OLD TIMERS" TODAY WHO, FOR ONE REASON OR ANOTHER ARE NOT IN A POSITION TO TAKE THE EXAMINATION AND WHO WOULD HAVE THEIR CALL LETTERS CHANGED AS A RESULT AS TIME WENT ON. HE "OLD TIMER" WANTS HIS CALL CHANGED - NEITHER SHOULD IT. THOSE FACTIONS INTERESTED IN THIS CHANGE SHOULD REALIZE THAT IT IS ONLY A MATTER OF TIME BE- FORE THESE "OLD TIMERS", MANY OF WHOM HAVE SERVED THEIR COUNTRY WELL, WILL HAVE PASSED ON. SURELY THERE COULD BE A LITTLE MORE CON- sideration IN THIS MATTER. I FOR ONE, FEEL THAT THE DAY THAT MY CALL IS CHANGED THAT

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THAT'S THE DAY TO QRT. PERHAPS THAT IS THE ANSWER. SO NOTE IT BE.

GROVER W. WIZEMAN, W2ES

JULY 21, 1965

DEAR GROVER:

IT SURELY WAS NICE OF YOU TO SEND ME A NOTE ABOUT SGT (IT IS MUCH APPRECIATED), AND TO SEND ME A COPY OF YOUR COMMUNICATION TO F.C.C. ABOUT DOCKET 15928.

YOUR LETTER TO F.C.C. WAS VERY, VERY GOOD AND HITS THE NAIL RIGHT ON THE HEAD. WELL THE DIE IS CAST AND WE'LL SEE WHAT THE COMMISSION COMES UP WITH. I DID ALL I COULD, WRITING TO SENATORS, CONGRESSMEN, A.R.R.L., F.C.C. AND A.R.R.L. DIRECTORS. I SAID THE SAME THING YOU DID EXCEPT I THOUGHT THEY SHOULD ISSUE THE OLD OLD TIMERS AN EXTRA CLASS LICENSE WITHOUT EXAMINATION. THIS ISN'T SO MUCH TO ASK FOR MEN WHO HAVE BEEN IN THE GAME 50 OR 60 YEARS.

WE'LL KEEP YOUR FINGERS CROSSED, GROVER, AND LET'S HOPE IT ALL COMES OUT OK.

73'S - GOOD LUCK - GOOD HEALTH AND TAKE CARE OF YOURSELF.

YOGB-11, W4MF

AUGUST 16, 1965

DEAR W1MPP:

JUST ENJOYED A NICE VISIT WITH THORNE MAYES AND HIS XYL. HE READ MY LATEST STORY FOR SGT. IT IS ALL ABOUT STATION "KPH" AND AGREES THAT I SHOULD SUBMIT IT FOR APPROVAL.

THEREFORE IT IS ENCLOSED HEREWITH TOGETHER WITH A PICTURE OF THE STATION AND ONE OF THE MASTS. YOU MAY USE BOTH IF ACCEPTABLE, NOT NECESSARY TO RETURN THEM, BUT PLEASE JUST DROP ME A POSTCARD TO SAY THAT YOU HAVE RECEIVED IT. JUST SAY ROGER AND WILL KNOW WHAT YOU MEAN.

MY BOOK IS GOING OVER VERY WELL. FOR THE INFORMATION OF OUR MEMBERS, THERE ARE BUT 50 COPIES LEFT OF THE FIRST EDITION, AND A SECOND EDITION IS VERY DOUBTFUL BECAUSE OF INCREASING COSTS, ALSO LIMITED SALES POSSIBILITIES PROHIBITS PRINTING LARGE AMOUNT.

TNX FOR PAST KINDNESSES AND WITH 73'S,

DICK JOHNSTONE

67 HEATHER WAY

LARKSPUR, CALIFORNIA

JULY 14, 1965

YOGB-11:

MY INCLOSED CHECK FOR \$2.50 IS FOR A YEAR SUBSCRIPTION TO SPARK GAP TIMES, I AM A MEMBER OF OOTC AND HAVE BEEN FOR SEVERAL YEARS. I THINK I SHOULD HAVE A NUMBER FOR IDENTIFICATION BUT AS FAR AS I KNOW I DON'T HAVE.

73, (DUFFY)

FLOYD F. TAYLOR, W7BX

2025 WILLIAM AVENUE

CHEHALIS, WASH 98532

JULY 5, 1965

YOGB-11:

I KNOW YOU WILL BE SURPRISED TO HEAR FROM ME. FOR ALMOST A YEAR I HAVE WANTED TO WRITE TO YOU BUT KNOW YOU ARE A VERY BUSY MAN. YOU WROTE ME SUCH VERY FINE LETTERS AFTER TOM PASSED AWAY.

I WAS LOOKING THROUGH MY MAIL AND SEE THAT THE LAST LETTER I RECEIVED FROM YOU WAS APRIL 21, 1964. ENCLOSED IN THAT LETTER WAS AN ARTICLE FROM GEORGE STERLING. YOU WROTE THAT YOU WERE GOING TO HAVE IT PRINTED IN THE JUNE 1964 ISSUE OF SGT. I HAD RECEIVED ALL OF THE ISSUES UP TO THAT JUNE 1964 ISSUE. I WATCHED FOR SAME BUT IT DID NOT ARRIVE.

LATER I RECEIVED THE AUGUST ISSUE. ON THE COVER WAS A FINE PICTURE OF GEORGE STERLING AND HIS WIFE AT THEIR SUMMER HOME IN MAINE. I AM SO GLAD TO HAVE THAT PICTURE. WE WERE AT THEIR HOME IN WASHINGTON D.C. MANY YEARS AGO. THEY HAD A FINE RADIO ROOM THERE. THEN WHEN MR. STERLING WAS OUT IN LOS ANGELES WHEN THEY WERE MAKING THE RID PICTURE HE CAME UP TO THE RADIO MONITORING STATION. WE WERE LIVING IN A HOUSE UP ON THE HILL NEXT TO THE STATION AND IT WAS SO NICE TO SEE HIM ON THAT TRIP. SO I WROTE MR. STERLING A LETTER.

WHEN TOM WAS SO ILL IN THE HOSPITAL MR. STERLING WROTE SOME LETTERS TO HIM AND SENT SOME CARDS. TOM WAS SO PLEASED TO HEAR FROM HIM.

THEN I RECEIVED A WONDERFUL LETTER FROM MR. STERLING AND HE TOLD ME HE HAD SENT AN ARTICLE TO THE OOTC AND HAD MENTIONED TOM AND I WOULD PROBABLY SEE IT IN THE NEXT ISSUE. BUT THAT IS THE ONLY ISSUE I DID NOT RECEIVE.

I GOT TO THINKING THAT TOM'S SUBSCRIPTION HAD EXPIRED SO I WROTE A LETTER TO THE NEW SECRETARY AND SENT ALONG A CHECK FOR THE YEAR 1965. EUNICE HAD SENT TOM SOME VERY NICE CARDS WHEN HE WAS ILL AND AND I HAD WRITTEN TO HER AFTER TOM PASSED AWAY. I RECEIVED A VERY NICE LETTER FROM EUNICE.

LETTERS CONT'D

I WATCH FOR THE SGT AND READ IT FROM COVER TO COVER JUST THE WAY TOM AND I DID AND ENJOY IT SO MUCH.

I AM AFRAID YOU WILL GET TIRED READING THIS LONG LETTER BUT I RECEIVED A LETTER A SHORT TIME AGO FROM AN OLD TIME RETIRED NAVAL OFFICER THAT TOOK OVER TOM'S WORK AFTER WW1. I HEAR FROM HIM QUITE OFTEN. HE IS ON THE AIR A GREAT DEAL AND IN HIS LAST LETTER HE WROTE THAT SOME OF THE FELLOWS ON THE AIR WERE ASKING ABOUT ME. TOM ALWAYS SPOKE OF ME AS "STEVIE" OR "MOMIE".

THIS FRIEND, W6VCV, SAID THEY WANTED HIM TO ASK ME IF I RECEIVED THE OOTC MAGAZINE. THERE WERE PICTURES AND ARTICLES BY TOM OR ABOUT HIM AND IF I HAD NOT SEEN THEM THEY WOULD SEE THAT I GOT THEM. SO I LOOKED THROUGH MY SET OF SGT DATING BACK TO APRIL 1962 THAT I HAVE RIGHT IN THIS ROOM. ALL ISSUES ARE THERE BUT THE ONE FOR JUNE 1964 THAT YOU WROTE TO ME ABOUT HAVING THE ARTICLE. THE EARLIER ISSUES ARE FILED AWAY WITH THE BLUE BOOK AND TOM'S OTHER PAPERS. I HAVE NOT GONE THROUGH THOSE YET BUT WILL IN TIME. TOM WAS VERY PROMPT WITH EVERYTHING AND WHEN HE WAS HERE WITH ME WE TOOK CARE OF THOSE THINGS TOGETHER. IT ALL JUST TAKES TIME.

IF THERE IS ANY WAY OF GETTING A COPY OF JUNE 1964 ISSUE I WOULD LIKE TO HAVE IT FROM YOU FOR THE COLLECTION. THOSE MAGAZINES ARE ALL SO INTERESTING TO ME TO READ ABOUT DIFFERENT THINGS THAT HAPPENED FIFTY YEARS AGO.

I HOPE YOU ARE FEELING WELL THESE DAYS AND NOT GETTING OVER TIRED. YOUR LETTERS TO ME WERE SO WONDERFUL AFTER TOM PASSED AWAY AND THE LETTERS FROM THE OLD OLD TIMERS MAKE ME THINK OF HOW MUCH TOM WAS THOUGHT OF BY HIS MANY FRIENDS.

THANK YOU FOR EVERYTHING YOU HAVE DONE FOR TOM AND ME.

SINCERELY,
STEVIE
(MRS. TOM STEVENS)
5858 SHARPS CIRCLE
CARMICHAEL, CALIF. 95608

NOTE: YOGB-11 SENT A LETTER AND THE JUNE 1964 SGT TO "STEVIE".



MARCONI WIRELESS OPERATOR ART JACOBY ATTENDS BULLFIGHT IN LIMA PERU MAR. 3, 1919



HERE IS ANOTHER SHOT OF THE BULLFIGHT TAKEN IN LIMA.



AFTER CABIN AND WELLDECK OF SS GLEN WHELAN ON WHICH ART POUNDED BRASS - 1920.

ARTICLES

DIARY OF A MARCONI WIRELESS OPERATOR—1920
ARTHUR C. JACOBY, W30Y

- JAN 31 RETURNED TO THE SS GLEN WHITE (KSIE) AT PHILADELPHIA, PA.
- FEB 2 REPAIRED AND ERECTED THE ANTENNA WHICH WAS IN POOR CONDITION, TANGLED AND WITH WIRES BROKEN.
- FEB 4 BAD WEATHER, LOTS OF SNOW. LISTENING TO AMATEUR RADIO STATIONS IN EVENING AMONGST MANY I HEARD 8XA.
- FEB 5 PROCEEDING DOWN DELAWARE RIVER. KEPT BUSY GETTING WEATHER REPORTS. NSD OUT OF COMMISSION SINCE LAST NIGHT. NAA NOT ON THE AIR TONIGHT. ANCHORED FOR THE NIGHT.
- FEB 6 PROCEEDING AGAIN. PLENTY OF ICE ENCOUNTERED. WEATHER VERY BAD OUTSIDE. SNOWING AND SLEET MOST ALL DAY. NW GALES OFF THE CAPES. ANCHORED FOR THE NIGHT INSIDE THE BREAKWATER.
- FEB 7 FINALLY OUT ON THE ATLANTIC. BEAUTIFUL DAY. PASSED 5 FATHOM BANK L.V. AT 10.25 AM ENROUTE TO ROTTERDAM. LOTS OF TROUBLE GETTING TRAFFIC OFF DUE TO QRM. NSD ON AIR AGAIN AT 7.15 PM. HAD TROUBLE RAISING HIM.
- FEB 8 AVERAGING 220 MILES PER DAY. KEPT BUSY WITH TRAFFIC, TROUBLE RAISING SHORE STATIONS DUE TO QRM.
- FEB 9 STRONG NE WINDS. SHIPPING HUGE SEAS ALL DAY. SHIP PITCHING AND TOSSING CONSIDERABLY. HEARD MPD AND NAR TONIGHT.
- FEB 10 STORM ABATING. STILL SHIPPING PLENTY OF WATER. UNABLE TO GET PRESS REPORTS, NAA STILL OFF THE AIR.
- FEB 11 CELEBRATED MY 22ND BIRTHDAY TODAY, ABOUT 900 MILES EAST OF CAPE MAY.
- FEB 13 WASHED SOME CLOTHING IN THE AFTERNOON, SOME JOB. WORKED NBD IN EVENING, DISTANCE ABOUT 1200 MILES, GOOD SIGNALS AT BOTH ENDS.
- FEB 15 RIGHT IN THE MIDDLE OF A NICE BIG STORM. FORCE OF WIND 11 ON THE BEAUFORT SCALE OR 75 STATUTE MILES PER HOUR. SEAS VERY HIGH AND SHIPPING PLENTY OF WATER. ONE LIFE BOAT ON PORT SIDE DAMAGED. HEARD AN SOS DURING AFTERNOON, NO FURTHER DETAILS. SS WAR HAGARA AND SS ALEXANDRIAN ALSO IN TROUBLE. RADIO AND STORAGE BATTERY ROOMS LEAKING OVERHEAD.
- FEB 16 NORMAL WEATHER CONDITIONS BY NIGHT AGAIN.
- FEB 18 TALKED WITH KJIE, SS WALTER LUCKENBACH. ONE OF THE OPERATORS, PAUL NONNEMACHER FROM MY HOME TOWN, ALLENTOWN, PA. ON BOARD BUT WAS UNABLE TO OPERATE DUE TO INJURED WRIST. KJIE ENROUTE TO THE STATES FROM ROTTERDAM. OUR POSITION LAT. 46.38 N. LONG. 25.39 W.
- FEB 22 PASSED BISHOPS ROCK SHORTLY BEFORE MIDNIGHT.
- FEB 23 LISTENING TO MARCONI WIRELESS TELEPHONE TESTS FROM CHELMSFORD DAILY AT 1100 & 2000 GMT.
- FEB 24 KEPT BUSY TAKING SLOP CHEST INVENTORY. RECEIVED MSG FROM PCH INSTRUCTING US TO PROCEED TO ST. NAZAIRE, FRANCE. ALL HANDS SORE BECAUSE WE WERE ONLY 35 MILES FROM ROTTERDAM. TURNED AROUND AND ANCHORED IN THE NORTH SEA ABOUT MIDNIGHT.
- FEB 25 LISTENING TO THE WIRELESS TELEPHONE TESTS FROM CHELMSFORD, ENGLAND.
- FEB 26 PASSED OUESSANT ABOUT 10 PM HEADING ALONG THE FRENCH COAST WHICH IS FULL OF FLASHING AND FLARING LIGHTS.
- FEB 27 PICKED UP PILOT AT NOON. ANCHORED OFF THE LOIRE RIVER. PASSED INTO ST. NAZAIRE LOCKS AT 11 PM.
- FEB 28 WHILE DOCKING AT 2 AM THE GLEN WHITE RAMMED INTO THE SS PARIS UNDER CONSTRUCTION. NO SERIOUS DAMAGE.
- MAR 1 STARTED DISCHARGING CARGO. IT TOOK 18 DAYS TO UNLOAD 10,000 TONS OF BITUMINOUS COAL.
- MAR 19 LEFT DOCK AT 5 PM. HELD UP SHORT TIME IN LOCKS.
- MAR 20 OUT ON THE ATLANTIC AGAIN, HEADING TOWARDS THE AZORES. MAKING GOOD HEADWAY AND NICE WEATHER.
- MAR 23 HEAD WINDS AGAIN. SHIP ROLLING PLENTY DUE TO HEAVY SWELLS. THE SS COEUR D'ALENE ABOUT 120 MILES AHEAD OF US. THE SS PIPESTONE COUNTY ABOUT 300 MILES ASTERN.
- MAR 24 GALE WINDS BLOWING. APPROACHING THE AZORES BUT UNABLE TO SEE ANY LAND.
- MAR 25 PASSED CLOSE TO ISLAND OF CORVO ABOUT 3 PM. ABOUT 10.30 PM I INTERCEPTED A MSG FROM THE SS WATHENA OF THE RED

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DIARY OF A MARCONI OPERATOR CONT'D

STAR LINE REQUESTING ASSISTANCE, HAVING LOST 2 PROPELLER BLADES. HER POSITION AT 11.05 GMT WAS 40.59 N. 31.37 W. WE CHANGED OUR COURSE AND HEADED FOR HER.

MAR 26 STEAMING AROUND ALL MORNING LOOKING FOR HER. VISIBILITY VERY POOR. SIGHTED THE WATHENA ABOUT 3.30 PM AND BY 4 PM WE WERE ABREAST OF HER. SEAS WERE TOO HEAVY AND TOO MUCH SWELL TO DO ANYTHING. STEAMED AWAY A SHORT DISTANCE AND HEAVED TO FOR THE NIGHT.

MAR 27 EXCHANGING MSGS ALL DAY RELATIVE TO PICKING UP LINES. WEATHER DID NOT PERMIT DOING SO. HEAVED TO FOR THE NIGHT AGAIN. UNABLE TO GET MUCH SLEEP DUE TO SHIP ROLLING.

MAR 28 WEATHER MODERATING. STARTED TOWARD THE WATHENA ABOUT 1 PM. OUR ANTENNA WAS LOWERED SHORTLY AFTERWARDS. 25 MINUTES LATER THEY SHOT A LINE OVER OUR BOW AND ABOUT 40 MINUTES LATER THE TOW WIRE WAS ABOARD. WE THEN PROCEEDED TOWARDS PONTA DELGADA WITH THE WATHENA IN TOW. I WAS KEPT VERY BUSY AT THE RADIO AND AS A RESULT I HAD A SEVERE HEADACHE.

MAR 29 EVERYTHING GOING SMOOTHLY, MAKING ABOUT 7 KNOTS WITH THE TOW. REDUCED SPEED SO AS NOT TO GET THERE BEFORE DAYLIGHT TUESDAY. PASSED AMONG SEVERAL VERY PRETTY ISLANDS DURING THE AFTERNOON. THE HEADACHE STILL WITH ME. I WILL BE VERY GLAD WHEN WE GET RID OF THE WATHENA.

MAR 30 ARRIVED OFF PONTA DELGADA 10 AM WITH THE WATHENA. THE PILOT WANTED TO TOW HER IN, BUT THE OM SAID "NO". EVERYTHING WENT FINE. AFTER ARRIVING THE OM DID NOT KNOW WHAT TO DO WITH THE WATHENA. FINALLY THE 2 SHIPS WERE LASHED TOGETHER AND WENT IN THAT WAY. MOORED ABOUT 3.30 PM IN THE HARBOR WHICH IS VERY SMALL. THERE WERE NUMEROUS OTHER AMERICAN SHIPS THERE AND MOST OF THEM WERE LAME DUCKS ALSO. DID NOT GO ASHORE BUT TURNED IN EARLY FOR A GOOD NIGHT'S SLEEP.

MAR 31 REMAINED ABOARD SHIP ALL DAY AND TOOK SOME PICTURES. AFTER DINNER THE OM HAD A PARTY IN HIS CABIN AND BY THE TIME IT BROKE UP MOST EVERYONE WAS PRETTY WELL LIT UP. WE HAD A VERY NOISY DEPARTURE GIVEN US BY THE

WATHENA WHEN WE LEFT AT 9.30 PM. (AFTER ALL THE EXCITEMENT WAS OVER, SOME OF THE OFFICERS BEGAN CALCULATING THEIR SHARE OF THE SALVAGE MONEY. THE CAPTAIN GETS A DOUBLE PORTION AND ALL OTHER HANDS GET ONE SHARE IN PROPORTION TO THEIR WAGES. THEY CALCULATED THAT THE RADIO OPERATOR'S SHARE WOULD AMOUNT TO ABOUT \$500.00. THE WATHENA WAS A US SHIPPING BOARD SHIP OPERATED BY THE RED STAR LINE. THE SHIPPING BOARD DID NOT WANT TO ALLOW ANY SALVAGE CLAIMS BUT MERELY ALLOW FOR THE TIME LOST IN PICKING UP THE WATHENA AND RETURNING TO THE PICKUP POSITION. AS A RESULT THIS CLAIM DRAGGED OUT UNTIL APRIL 1927 WHEN I RECEIVED A CHECK FOR \$150.00. I HAD A LONG TIME AGO GIVEN UP ALL HOPE OF EVER RECEIVING A CENT. THE LAW FIRM THAT WAS REPRESENTING THE CREW NEVER BOTHERED ANSWERING MY LETTERS AFTER NUMEROUS INQUIRES CONCERNING THE DISPOSITION OF THE CASE.)

APR 2 WEATHER KICKING UP AGAIN. THE PROPELLER OUT OF THE WATER A GOOD BIT OF THE TIME. QRN VERY BAD, COULD NOT COPY ANYTHING AT NIGHT.

APR 8 WEATHER STILL BAD. TALKED WITH THE SS SUFFOLK, BOUND FOR ROTTERDAM.

APR 10 HEARD SEVERAL DISABLED SHIPS. THE SS MYSTIC BEING TOWED BY THE USCG OSSIPPEE, BOILER TROUBLE AND 7 FEET OF WATER IN HER HOLDS. SS BAY HEAD BEING TOWED BY THE TUG BUTTERFIELD TO BERMUDA. THE SS QUIDNIC WANTS A TOW TO NORFOLK, OUT OF FUEL AND WATER.

APR 13 SHORTLY AFTER MIDNIGHT RECEIVED A MSG FROM SIASCONSETT ORDERING US TO PROCEED TO THE ROBINS DRYDOCK, NEW YORK.

APR 14 55 MILES FROM AMBROSE L.V. AT NOON. ARRIVED QUARANTINE AT SUNSET AND SHORTLY AFTERWARDS ANCHORED FOR THE NIGHT. SAW THE SS LAFRANCE THIS AFTERNOON.

APR 15 DOCKED AT FOOT OF 29TH STREET, BROOKLYN.

APR 16 OVER TO THE OFFICE IN THE MORNING. THINGS HAVE CHANGED CONSIDERABLY. HAD TO MAKE ALL MY ABSTRACTS OVER DUE TO REDUCTION OF SHIP TARIFF TO 4 CENTS PER WOOD. REMAINED ABOARD SHIP AFTER BEING PAID OFF WRITING A REPORT ABOUT THE TOWING OF THE SS WATHENA INTO PONTA DELGADA.

APR 17 WENT OVER TO KIRLIN WOOLSEY AND HICKOX, 27 WILLIAM STREET AND GAVE

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- STATEMENTS CONCERNING THE WATHENA. THE FIRST QUESTION I WAS ASKED WAS, "WERE YOU ABOARD THE WATHENA WHEN THE REQUEST FOR ASSISTANCE WAS MADE?" HI. AFTERWARDS TO THE RCA OFFICE AND THEN TO URTA, REMAINING THERE UNTIL TRAIL TIME. ARRIVED ALLENTOWN 6.30PM.
- APR 24 IN RESPONSE TO A TELEGRAM FROM MR. DUFFY, I RETURNED TO NEW YORK, BUT NO ONE SEEMED TO WANT ME. SPENT THE WEEK-END WITH RELATIVES AT ELIZABETH, N.J.
- APR 26 REPORTED AT 25 ELM STREET BUT WAS INFORMED THAT THE OFFICE WAS TRANSFERRED TO 326 BROADWAY. RETURNED TO ALLENTOWN LATER IN THE DAY.
- MAY 1 RETURNED TO NEW YORK AND WENT ABOARD THE GLEN WHITE. SAW AN ECLIPSE OF THE MOON BETWEEN 9 AND 10 PM.
- MAY 2 WENT ABOARD THE SUBMARINE TENDER "CAMDEN" WITH THE FLEET IN THE HUDSON.
- MAY 3 RENEWED MY COMMERCIAL RADIO OPERATORS LICENSE AT THE CUSTOMHOUSE. LATER TESTIFIED BEFORE THE DISTRICT ATTORNEY RELATIVE TO THE WATHENA CASE. REMAINED THERE ALL AFTERNOON.
- MAY 6 CHECKING SLOP CHEST INVENTORY AND CLEANING THE RADIO SHACK. SHIP LEFT ROBINS SHIPYARD AT 6 PM AND SHORTLY AFTER PASSING THE NARROWS TELEMOTOR TROUBLE DEVELOPED.
- MAY 7 ARRIVED OFF CAPE HENRY 11 PM. TOOK PILOT ABOARD AND PROCEEDED UP THE BAY TO BALTIMORE.
- MAY 8 DOCKED AT CURTIS BAY COAL PIER 2 PM. AND IMMEDIATELY BEGAN LOADING. FINISHED ABOUT MIDNIGHT.
- MAY 9 SPENT THE DAY SIGHTSEEING IN WASHINGTON, DC. TOOK A FEW PICTURES OF NAA, ETC.
- MAY 10 LEFT CURTIS BAY PIER 4 PM BOUND FOR ROTTERDAM. BUSY DURING THE NIGHT WITH TRAFFIC AND PRESS REPORTS.
- MAY 12 FINE WEATHER. THE OM BROUGHT HIS TYPEWRITER TO THE RADIO SHACK. MAKING GOOD USE OF IT.
- MAY 13 RAINING ALL DAY AND NIGHT. RADIO SHACK LEAKING FROM OVERHEAD AGAIN. NECESSARY TO COVER TRANSMITTER WITH MY RAINCOAT. UNABLE TO COPY NAA PRESS DUE TO MESS IN SHACK.
- MAY 14 COMPLAINED TO THE OM AND THE CREW IMMEDIATELY BEGAN PATCHING THE DECK OVERHEAD AND PAINTED SAME. HEARD MPD AND RECEIVED A MSG FOR THE SS WM. N. PAGE FROM VCT. (THE COASTWISE TRANSPORTATION CO'S. FLEET OF SHIPS CONSISTED OF THE SS DEEPWATER, WINDING GULF, SEWALLS POINT, WM. N. PAGE AND THE GLEN WHITE.)
- MAY 15 RECEIVED ICE REPORTS FROM BZM VIA MHZ. SOUTHERN LIMIT REPORTED 41.10 NORTH.
- MAY 16 RECEIVED MORE ICE REPORTS. TRYING TO CONTACT THE PAGE.
- MAY 17 THE OM BAWLED OUT THE CHIEF STEWARD FOR THE POOR GRUB HE IS SERVING.
- MAY 18 COPIED PRESS REPORTS FROM BOTH SIDES OF THE ATLANTIC TONIGHT.
- MAY 19 NICE WEATHER AND GETTING WARMER. SAW A SCHOOL OF WHALES TODAY.
- MAY 21 THE GLEN WHITE PASSED THE SS KRAKOW, THE FIRST TIME SHE EVER PASSED A SHIP
- MAY 24 EXCHANGING TRAFFIC WITH FFU.
- MAY 25 PASSED INTO ENGLISH CHANNEL. WEATHER FOGGY. REQUESTED BEARINGS FROM THE ENGLISH SHORE STATION, BUT WAS REFUSED. HOWEVER I DID GET THEM FROM FFU.
- MAY 26 HEAVY FOG CONTINUED. TOOK PILOT ABOARD AT DUNGENESS.
- MAY 27 PASSED INTO THE MAAS RIVER AT 9.30 AM AND ANCHORED IN THE WAALHAVEN AT NOON SHIP SWARMED WITH PEDDLERS.
- MAY 28 ASSISTED THE OM PAYING THE CREW.
- MAY 29 MET THE RADIO OPERATOR OF THE NORWEGIAN WHALER SOLSTRIEF. SPENT SOME TIME ABOARD HIS SHIP AT VLAARINGEN.
- JUNE 1 LEFT ROTTERDAM 8.30 AM. CLEANED THE RADIO SHACK. LOOKED A LOT BETTER AFTERWARDS. DROPPED THE PILOT OFF DOVER AT 9.15 PM.
- JUNE 2 RUNNING THROUGH HEAVY FOG. FOUND 7 STOWAWAYS ABOARD WHICH MADE THE OM VERY MAD.
- JUNE 7 RAIN SQUALLS AND ROUGH SEAS MAKING THE SHIP ROLL CONSIDERABLY. (WE NEVER RETURNED TO THE STATES WITH MORE THAN 1000 TO 1500 TONS OF SAND BALLAST. NO CARGO AVAILABLE.)
- JUNE 8 BAD WEATHER CONTINUING. COMMUNICATING FREQUENTLY WITH THE SS J L LUCKENBACH WHO LEFT ROTTERDAM 2 DAYS AHEAD OF US. WE ARE GRADUALLY OVERTAKING HER.
- JUNE 10 WEATHER STILL BAD. SAW THE SS IMPERATOR EAST BOUND SHORTLY BEFORE MIDNIGHT.
- JUNE 11 COMMUNICATING WITH THE SS WM N PAGE MOST ALL DAY, BOUND FOR ROTTERDAM.
- JUNE 12 SLOWLY OVERTAKING THE SS J L LUCKENBACH. SHE RELAYED MY TRAFFIC TO VCE DUE TO TRANSMITTER TROUBLES. VERY STRONG WINDS.

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DIARY OF A MARCONI OPERATOR CONT'D

- JUNE 13 STRONG WINDS CONTINUING MAKING LIFE ABOARD SHIP VERY UNCOMFORTABLE. THIS IS ONE TIME A FELLOW OFTEN WISHES HE NEVER WENT TO SEA. PLENTY OF DISHES BROKEN DURING THE DAY.
- JUNE 16 SENT 5 MSGS TO CAPE MAY AND RECEIVED ONE FROM BUSH TERMINAL ORDERING US TO BALTIMORE. AT THAT TIME WE WERE ONLY A SHORT DISTANCE FROM 5 FATHOM BANK L.V. TRANSMITTED 18 MSGS TO NSD DURING THE DAY. GOT BEARINGS FROM NCZ-2 DURING THE EVENING. THE OM SAID THEY WERE VERY ACCURATE.
- JUNE 17 TOOK PILOT ABOARD AT 1.30 AM OFF CAPE HENRY. ARRIVED BALTIMORE 4 PM. CUSTOMS AND IMMIGRATION ABOARD IMMEDIATELY. STARTED TO DOCK WHEN A SQUALL SET IN AND HAD TO ANCHOR. VERY STRONG WINDS FOR A SHORT PERIOD. DOCKED AT FOOT OF HUGHES STREET 8 PM. POLICE PATROL ON DOCK TO TAKE STOWAWAYS ASHORE.
- JUNE 18 OVER TO THE RCA OFFICE, THEN TO URTA. RETURNED ABOARD SHIP AND HELPED TO PAY OFF CREW.
- JUNE 19 RETURNED HOME TO ALLENTOWN, PA.
- JUNE 23 RETURNED TO BALTIMORE. HAD TO TAKE A BOAT TO GET ABOARD THE GLEN WHITE, ANCHORED IN CURTIS BAY.
- JUNE 24 LEFT BALTIMORE AT NOON WITH ALMOST A WHOLE NEW CREW. THE SKIPPER IS TAKING HIS WIFE ALONG THIS TRIP. DOING THE OM'S CLERICAL WORK UNTIL LATE IN THE EVENING. 3 STOWAWAYS RETURNED TO SHIP TO BE RETURNED TO HOLLAND.
- JUNE 26 NICE WEATHER AND GOOD FOOD WITH ALL AMERICAN FELLOWS IN THE STEWARD-S DEPARTMENT. THE STOWAWAYS REFUSED TO WORK SO THEY WERE LOCKED UP AND GIVEN ONLY BREAD AND WATER WITH A REGULAR MEAL PROMISED EVERY FIFTH DAY.

***** JOHN LAMONT, W10J GOES SK

AFFECTIONATELY KNOWN AS "OLD JOHN" AND "ORANGE JUICE". BORN IN OCT. 10, 1902 IN DARWEN ENGLAND ARRIVED IN USA 1906. LATER IN LIFE BECAME NATURALIZED CITIZEN (AMERICAN). ATTENDED FALL RIVER SCHOOLS LATER GRADUATED FROM EASTERN WIRELESS SCHOOL, BOSTON, MASS. RECEIVED HIS FIRST AMATEUR LICENSE IN 1919.

- JUNE 28 THE STOWAWAYS ASKED TO BE PUT TO WORK
- JUNE 29 KEPT BUSY WRITING LETTERS AND REPORTS FOR THE OM.
- JULY 2 COMMUNICATING WITH THE SS AGWIDALE GETTING HER DAILY POSITION REPORTS, ALSO BOUND FOR ROTTERDAM.
- JULY 4 AT NOON ABOUT 2300 MILES EAST OF CAPE MAY. THIS BEING INDEPENDENCE DAY, THE ONLY NOISE WE HEARD WAS THE FOG WHISTLE, BLOWING ALL DAY AND NIGHT. UNABLE TO SLEEP.
- JULY 6 APPROACHING THE COAST, HEARING THE LAND STATIONS. SENT 2 MSGS TO LANDS END. THE ST. PAUL, MAURETANIA, IMPERATOR AND THE K A VICTORIA CLOSE BY.
- JULY 7 BAD WEATHER AGAIN. RECEIVED A MSG FROM GLD SAYING IT WAS IMPOSSIBLE TO START DISCHARGING CARGO BEFORE MONDAY MORNING.
- JULY 8 PASSED BISHOPS ROCK EARLY IN THE MORNING.
- JULY 10 ARRIVED OFF DUNGENESS AND TOOK PILOT ABOARD. ARRIVED OFF HOOK OF HOLLAND BETWEEN 9 AND 10 PM. PILOT ABOARD AND STARTED UP THE MAAS RIVER.
- JULY 11 ARRIVED ROTTERDAM SHORTLY AFTER MIDNIGHT AND ANCHORED IN THE WAALHAVEN AGAIN.
- JULY 12 CASHED SOME AMERICAN EXPRESS CHEQUES ASHORE AND THEN TOOK THE ELECTRIC TRAIN TO THE HAGUE. HIRED A CAB AND VISITED THE OLD JAIL, THE QUEENS RESIDENCE, CARNEGIES PEACE PALACE, THE LIBERTY STATUE, ROYAL PALACE IN THE WOODS, PARLIMENT BUILDINGS AND THE ART MUSEUM. SPENT A SHORT TIME AT SCHEVENINGEN. SPENT THE NIGHT AT THE VICTORIA HOTEL.
- JULY 13 RETURNED TO ROTTERDAM AND THE SHIP. ONLY ABOUT HALF OF THE CREW WORKING, THE REMAINDER UNDER THE INFLUENCE OF LIQUOR. ON THE WAY TO THE SHIP I SAW THE FORMER OLD DOMINION LINE SS MADISON NOW OWNED BY THE HOLLAND AMERICA LINE, RUNNING TO RUSSIAN BALTIC PORTS.

IN 1927 RECEIVED HIS FIRST CLASS COMMERCIAL LICENSE SIGNED BY THE LATE PRES. HERBERT HOOVER AT THAT TIME SEC. OF COMMERCE.

BEFORE HIS DEATH HE HELD CALL LETTERS W1JXL, W3NV, K8AFX, AND W10J.

AFTER HIS COMMERCIAL LICENSE HE WAS EMPLOYED BY THE NEW ENGLAND STEAM SHIP. HE SAILED ON THE HALSEY FOR OVERSEAS, LATER WITH THE SAME COMPANY AS WIRELESS OPERATOR

—CONTINUED ON PAGE 23

THE "KPH" THAT I KNEW"

BY RICHARD JOHNSTONE

FORMER "KPH" OPERATOR 1914-1917

AUTHOR OF THE BOOK

"MY SAN FRANCISCO STORY OF THE WATERFRONT AND THE WIRELESS"

THE "KPH" THAT I KNEW CONTAINS SOME INTERESTING DATA ON THE PIONEER WIRELESS STATION WHICH FIRST SIGNED "PH" IN 1905-1906, AND AT THE PRESENT TIME (1965) IS THE MAIN R.C.A. MARINE STATION "KPH" FOR THE PACIFIC AREA, LOCATED AT PT. REYES, CALIFORNIA NEAR SAN FRANCISCO.

MY EARLIEST MEMORY OF THE WIRELESS STATION "PH" WAS THE AT TIME OF THE SAN FRANCISCO EARTHQUAKE AND FIRE, APRIL 18, 1906.

THE STATION WAS OWNED AND OPERATED BY THE DEFOREST WIRELESS TELEGRAPH COMPANY AND WAS LOCATED IN THE PALACE HOTEL IN SAN FRANCISCO AND USED THE ORIGINAL CALL LETTERS "PH", AND WAS DESTROYED IN THE BIG FIRE.

IN 1907 THE "PH" WIRELESS STATION WAS REBUILT AND LOCATED ON TELEGRAPH HILL—A HIGH CLIFF ON GREEN STREET, SAN FRANCISCO, OVERLOOKING SAN FRANCISCO BAY. TELEGRAPH HILL WAS SO NAMED BECAUSE IT WAS THE ADVANTAGE SPOT FOR SIGHTING AND REPORTING THE ARRIVAL OF SAILING SHIPS IN THE BAY. THE SITE WAS CLOSE TO AND IN THE VICINITY OF THE PRESENT COIT TOWER. IN 1908 THIS STATION ESTABLISHED DIRECT COMMUNICATION WITH HONOLULU "HU". BEING A WIRELESS AMATEUR, RECALL CLIMBING TELEGRAPH HILL AND VISITING "PH" #2. IT WAS THEN OPERATED BY THE UNITED WIRELESS TELEGRAPH COMPANY. A SINGLE 250 FOOT MAST, SUPPORTING AN UMBRELLA TYPE AERIAL WAS ANCHORED AND WELL GUYED ALONGSIDE THE "SHACK".

ABOUT 1910 "PH" WAS MOVED TO A SITE IN DIALY CITY, SAN MATEO COUNTY, CALLED HILLCREST JUST OVER THE SAN FRANCISCO COUNTY LINE. "PH" NUMBER THREE WAS NOT IN SAN FRANCISCO, OR SAN FRANCISCO COUNTY. HILLCREST WAS A VERY HIGH ROCKY HILL. A BEAUTIFUL VIEW OF THE PACIFIC OCEAN, LAKE MERCED AND A LARGE PART OF SAN FRANCISCO, TWIN PEAKS, SUTRO FOREST, AND SAN FRANCISCO BAY CANNOT BE DESCRIBED IN A PARAGRAPH OR TWO. ONE COULD SEE THE OCEAN SHORE STEAM TRAIN, BOUND FOR SANTA CRUZ, WINDING THRU THE VALLEYS BELOW.

THE WIRELESS "SHACK" AT HILLCREST WAS LOCATED BETWEEN TWO 250 FOOT MASTS, EACH PAINTED BLACK. THE AERIAL OR ANTENNA HUNG BETWEEN THESE MASTS, SUPPORTED ON TWO 25 FOOT FOUR BY FOUR SPREADERS. THE MASTS WERE 500 FEET APART. A PERFECT T LEADIN CAME DIRECTLY DOWN TO THE HOUSE IN THE CENTER.

VARIOUS TYPES OF ANTENNA WERE TRIED OUT. A TWO CABLE FINALLY WAS USED, BEING EFFECTIVE FOR TRANSMISSION AS WELL AS HAVING LESS WIND RESISTANCE. HIGH WINDS WERE TERRIFIC AT TIMES, AS WAS THE FOG FOR DAYS AT A TIME.

THE GROUND WAS ANOTHER PROBLEM DUE TO THE ROCKY FORMATION AND CONSISTED OF A GALVANIZED MESH OF HEAVY WIRE STRUNG OVER AN ACRE OF GROUND TO FORM A COUNTERPOISE. COWS AND HORSES CONTINUALLY DESTROYED THE NETWORK.

NOTHING BUT A COW PATH LED FROM THE BOTTOM OF THE HILL TO THE STATION. IT WAS A GOOD CLIMB. ALL HEAVY EQUIPMENT HAD TO BE HAULED UP BY SLED DRAWN BY TWO HORSES. ANOTHER PROBLEM WAS A REAL BAD ONE—SKUNKS. THE MIDNIGHT CHANGE OF WATCH FREQUENTLY HAD TO RUN OR GET "HIT". AFTER MEETING ONE OF THESE LITTLE CHAPS THE VICTIM WAS INDEED UNPOPULAR RIDING HOME IN THE STREETCAR—I WAS THERE, WITH A DIRECT HIT.

THE "PH" TRANSMITTER WAS A 5 KW OPEN CORE TRANSFORMER WITH A ROTARY GAP DRIVEN BY AN INDUCTION MOTOR. POWER SUPPLY WAS 115 VOLT 60 CYCLE. THE TONE OF THE SPARK WAS A BEAUTIFUL (PLUS/MINUS) 240 CYCLE NOTE. FROM 25 TO 30 AMP WENT INTO THE ANTENNA. ONE SHIP, THE LINER SS KOREA (WVK) OF THE PACIFIC MAIL FLEET HAD AN IDENTICAL TRANSMITTER AS "PH". THERE WAS A SLIGHT DIFFERENCE IN THE TONE, EASILY RECOGNIZED.

RECEIVING EQUIPMENT INCLUDED CRYSTAL DETECTORS AND TYPE "E" UNITED WIRELESS TUNER. LATER MARCONI TYPE 101 AND 106 WERE INSTALLED BOTH USING CRYSTAL. A WESTERN UNION TELEGRAPH TO THE "SF" OFFICE WAS A REGULAR PIECE OF EQUIPMENT. THE TELEGRAPH CALL WAS ALSO "PH".

EFFECTIVE ON JULY 1, 1911 "PH" IN ACCORDANCE WITH THE INTERNATIONAL AGREEMENT OF JUNE 24, 1910, BECAME "KPH" ALONG WITH ALL OTHER COSTAL AND SHIP STATIONS, THEREBY ELIMINATING ALL THE TWO LETTER CALLS. SHORTLY AFTER THIS, THE MARCONI WIRELESS TELEGRAPH COMPANY TOOK OVER "KPH" AND ALL THE SHIPS

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"THE "KPH" THAT I KNEW" CONT'D

AND STATIONS OF THE UNITED WIRELESS AND MASSIE WIRELESS COMPANIES.

DURING MY TIME AT KPH—FROM 1914 TO 1917 —THE STATION WAS THE MOST IMPORTANT AND ACTIVE MARINE COASTAL STATION ON THE PACIFIC COAST—WE HAD HUNDREDS OF SHIPS. WE HAD BAD INTERFERENCE FROM THE POULSEN ARC STATION CLOSE BY, WHICH WOULD BLACK US OUT COMPLETELY FOR HOURS. THIS CONDITION WAS WELL-KNOWN TO THE MANAGEMENT AS WELL AS THE FEDERAL COMMUNICATIONS OFFICE, BUT NO EFFORT WAS EVER MADE TO STOP OR CONTROL THE INTERFERENCE.

THIS POULSEN ARC INTERFERENCE WAS TERRIFIC AND I STARTED TO EXPERIMENT WITH AERIALS TO AT LEAST REDUCE THE INTERFERENCE. USED PART OF THE BARBED WIRE FENCE AROUND THE STATION AS A DIRECTIVE AERIAL. ONE EAST, ONE WEST, ONE NORTH AND ONE SOUTH. THIS DID CUT DOWN THE INTERFERENCE AND SUCCEEDED IN CLEARING SHIPS NEAR HONOLULU BY USING ONE OF THESE SMALL AERIALS. WE COULD HEAR OUR OWN SIGNAL, AND ALSO HEAR THE SHIP "BREAK" IN IF HE SHOULD MISS A WORD. THIS WAS PROBABLY THE VERY FIRST BREAK-IN SYSTEM PUT TO COMMERCIAL USE ON THE PACIFIC COAST. WHEN THE OFFICE HEARD OF THE EXPERIMENT IT WAS ORDERED DISCONTINUED—"IT MAY INTERFERE WITH PATENT."

DURING THE WINTER OF 1916 KPH TOOK PART IN TWO LONG DISTANCE RECORD COMMUNICATIONS. THE FIRST WAS DONE BY OPERATOR A. W. PETERSON AND WAS OVER 6000 MILES WITH THE STEAMER FLORIDIAN (WLR) USING A 2 KW QUENCHED GAP SET. THE NEXT I MUST SAY WAS MY OWN WITH OPERATOR TOM LAMBERT ON THE TANKER SS J. A. MOFFETT (WRE) OVER 5500 MILES. DO NOT KNOW WHAT TYPE OF RECEIVER WAS USED BY THE SHIPS, BUT I DO KNOW THAT BOTH PETERSON AND I USED A HOME-MADE LOOSE COUPLER AND A GALENA DETECTOR. AFTER EACH WATCH WE WOULD WRAP IT UP IN AN OLD SUITCASE AND RETURN IT TO THE ATTIC, UNTIL THE NEXT WATCH.

AS THE YEAR 1917 APPROACHED KPH WAS EQUIPPED WITH A P 4 5 KW QUENCHED GAP 500 CYCLE TRANSMITTER AND A VACUUM TUBE RECEIVER. THIS WAS THE FIRST VT RECEIVER EVER USED AT THE STATION. WE HEARD TOO MUCH ON THE RECEIVER, FROM ENGLAND TO THE ORIENT. INTERFERENCE WAS TERRIBLE, BUT WE COULD CONTROL THAT TO A DEGREE. THE QUENCHED GAP REPLACING THE WELL-KNOWN ROTARY WAS A DOWNRIGHT COMPLETE MISTAKE AND THE SHIP OPERATORS SOON REPORTED IT AS A "FLOP". NO COMPARISON IN TONE OR

INTENSITY, THEY ALL COMPLAINED.

ON APRIL 6, 1917 KPH AND ALL THE REST OF THE COASTAL STATIONS IN THE UNITED STATES WERE TAKEN OVER BY THE US NAVY AS WORLD WAR ONE BEGAN ON THAT DATE. KPH CALL WAS CHANGED TO NWO. THE TRANSMITTER STAYED AT HILLCREST. THE RECEIVER WAS MOVED TO THE POSTAL BUILDING IN SAN FRANCISCO, LATER TO YERBA BUENA ISLAND. THE HILLCREST TRANSMITTER WAS OPERATED BY REMOTE CONTROL FROM THE RECEIVER LOCATIONS.

IN 1918 JUST PRIOR TO THE END OF WORLD WAR ONE OPERATOR BYRON C. McDONALD AND I, THEN BOTH CHIEF'S IN THE NAVY CALLED ON MR. ARTHUR ISBELL, GENERAL MANAGER OF THE RADIO CORPORATION OF AMERICA, WHICH CONCERN HAD TAKEN OVER THE MARCONI COMPANY AND STATIONS. WE HAD THE IDEA TO BUILD A COASTAL STATION IN SAN FRANCISCO, OBTAIN THE OLD CALL KPH, AND SERVE THE MARINE TRADE ON THE PACIFIC COAST, BUYING THE EQUIPMENT FROM THE R.C.A. MR. ISBELL INFORMED US THAT SUCH A PLAN WAS ALREADY PLANNED FOR THE R.C.A. AND THEY INTENDED TO BUILD A MARINE STATION AT THEIR MARSHALL SITE USING THEIR OLD CALL KPH. AND SO IT HAPPENED, IN 1919 A NEW KPH WAS BORN AT MARSHALL (MARCONI). AS THIS IS WRITTEN ANOTHER MODERN KPH IS IN FULL OPERATION AT PT. REYES, CALIFORNIA SERVING WELL THE ENTIRE PACIFIC WITH MANAGER FRANK BEISEL IN CHARGE.

— RICHARD JOHNSTONE
— AUGUST 16, 1965

OOTC FELLOWSHIP NETS

FREQ.	DAY	TIME
3940 KC	THURS	2400GMT
7235 KC	MON-FRI (DAILY)	0300GMT
7035 KC (CW)	MON-FRI (DAILY)	0100GMT
14295 KC	MON-FRI (DAILY)	1800GMT

IF MEMBERS COME UP ON FREQS AND DO NOT HEAR ANY OOTC MEMBERS ON, THEY SHOULD GIVE A CQ OOTC AND SES IF THEY CAN CONTACT A MEMBER OR MEMBERS.

ANY SUGGESTIONS WHICH WILL BETTER THE ABOVE SCHEDULES WOULD BE GREATLY APPRECIATED.

W5RIH

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A REPORT OF THE CONSTITUTIONAL REVISION COMMITTEE FOR THE CONSIDERATION OF THE MEMBERS. YOUR PRESIDENT WISHES TO THANK "KEN" THOMPSON AND JOHN HERLAND FOR THEIR WORK ON THIS PROJECT, ALSO THE OTHER MEMBERS OF THE COMMITTEE.

ARTICLES 1 AND 3, TO STAND AS IS.

ARTICLE 2.

RECOMMEND THAT PARS. A AND C TO STAND AS IS. SUGGEST THAT IN PAR. B THE WORD SECRETARY, BE CHANGED TO READ COMMUNICATIONS MGR IN BOTH PLACES.

ARTICLE 4

SHOULD BE AMMENDED TO READ: THE AFFAIRS OF THE CLUB SHALL BE GOVERNED BY THE ELECTED OFFICERS AND APPOINTED DIRECTORS. THE PRESIDENT SHALL, WITH THE OTHER ELECTED OFFICERS APPROVAL, APPOINT FIVE DIRECTORS TO ASSIST AND ADVISE THE ELECTED OFFICERS IN THE PERFORMANCE OF THEIR DUTIES. THE PRESIDENT SHALL APPOINT ONE OF THE DIRECTORS TO SERVE AS VICE CHAIRMAN IN THE EVENT THAT THE PRESIDENT IS UNABLE TO ASSUME THAT DUTY.

ELIMINATE PAR. A OF THIS ARTICLE.

ARTICLE 5

SHOULD BE AMMENDED TO READ: THE ELECTED OFFICERS OF THE CLUB SHALL BE PRESIDENT, VICE PRESIDENT, SECRETARY AND TREASURER. THE POSTS OF SECRETARY AND TREASURER MAY BE HELD BY ONE OFFICER. THE ELECTION OF OFFICERS SHALL TAKE PLACE IN THE CLOSING MONTHS OF ODD NUMBERED YEARS. AT AN ELECTED CHANGE OF OFFICERS THE OUT GOING PRESIDENT SHALL BE DIRECTOR AT LARGE, AND SHALL ASSIST AND ADVISE THE INCOMING ADMINISTRATION DURING THE PERIOD OF TRANSITION.

THE PRESIDENT SHALL, WITH THE APPROVAL OF THE OTHER ELECTED OFFICERS, APPOINT AN EDITOR, AN AUDITOR, A BLUE BOOK EDITOR, AN AWARDS CHAIRMAN, A PUBLIC RELATIONS MANAGER AND A COMMUNICATIONS MANAGER. THE PRESIDENT MAY, AS CONDITIONS WARRANT, APPOINT COMMITTEE CHAIRMAN FOR SUCH ADDED DUTIES AS MAY FROM TIME TO TIME, BECOME NECESSARY.

IN THE EVENT THE OFFICE OF PRESIDENT BECOMES VACANT BY REASON OF DEATH, DISABILITY OR REFUSAL TO CONTINUE, THE VICE PRESIDENT SHALL ASSUME THE OFFICE, SUBJECT TO RATIFICATION BY A MAJORITY OF THE OTHER ELECTED OFFICERS AND DIRECTORS. IT WILL BE THE DUTY OF THE VICE CHAIRMAN OF THE BOARD OF DIRECTORS TO POLL THE ELECTED OFFICERS AND DIRECTORS TO THIS END.

A VICE PRESIDENT PRO-TEM SHALL BE APPOINTED BY THE CHAIRMAN OF THE BOARD, SUBJECT TO THE RATIFICATION OF THE ELECTED OFFICERS AND DIRECTORS.

IN THE EVENT OF THE OFFICE OF SECRETARY-

TREASURER, OR SECRETARY, TREASURER AS THE CASE MIGHT BE, BECOMES VACANT FOR ANY REASON, THE OFFICE WILL BE FILLED BY APPOINTMENT OF THE PRESIDENT, WHO SHALL IMMEDIATELY NOTIFY THE OTHER ELECTED OFFICERS AND DIRECTORS OF SUCH APPOINTMENT. IF WITHIN 20 DAYS A MAJORITY DOES NOT DISSAPPROVE, SUCH APPOINTMENT SHALL STAND FOR THE BALANCE OF THE TERM OF OFFICE.

LET PARS. A, B AND C STAND AS IS.

ARTICLE 6

AMMENDMENTS TO THE CONSTITUTION OR BY LAWS MAY BE MADE BY UNANIMOUS VOTE OF THE ELECTED OFFICERS AND BOARD OF DIRECTORS, OR BY A 3/4 MAJORITY VOTE OF THE MEMBERSHIP. ANY AMMENDMENT DECREED BY THE ELECTED OFFICERS AND THE BOARD OF DIRECTORS WOULD BE NULLIFIED IF AT LEAST 10% OF THE MEMBERSHIP OBJECTS TO IT, WITHIN 30 DAYS OF THE ANNOUNCEMENT DATE. PROPOSALS FOR AMMENDMENT TO THE CONSTITUTION OR BY LAWS MUST BE MADE IN WRITING TO THE SECRETARY AT LEAST 6 MONTHS PRIOR TO THE ELECTION OF OFFICERS.

ARTICLE 7

IT IS THE OPINION OF THE COMMITTEE THAT THE QUALIFICATIONS FOR MEMBERSHIP SHOULD STAND AS IS.

J. HERLAND
KEN THOMPSON

COMMENTS FROM GEORGE K. THOMPSON FOR CONSIDERATION OF CONSTITUTIONAL REVISION COMMITTEE.

MARCH 1, 1965

DEAR JOHN:

HERE ARE SOME VERY RANDOM THOUGHTS TO THROW INTO THE COMMITTEE HOPPER.

I BELIEVE THAT THE ORIGINAL BASIC PROVISIONS OF THE CONSTITUTION SHOULD BE ALTERED AS LITTLE AS POSSIBLE. INSTEAD EMPHASIS SHOULD BE GIVEN TO CORRECTING THE "BLIND SPOTS" AND SUPPLEMENTING THE DOCUMENT WITH BY-LAWS WHICH SHALL SPELL OUT OPERATING PROCEDURES CONSONANT WITH THE CONSTITUTION.

THE BIG NEED IS FOR A FRAME WORK WHICH WILL INSURE SURVIVAL AND CONTINUITY. CONSIDERATION MUST BE GIVEN TO THE FACT THAT THE MORTALITY RATE OF OUR OFFICERS MAY BE FIFTEEN TIMES GREATER THAN THE POPULATION AT LARGE.

ARTICLE IV

THIS COULD READ SIMPLY "THE AFFAIRS OF THE

COMMENTS TO CONSTITUTIONAL REVISION COMMITTEE CONTINUED

CLUB SHALL BE GOVERNED BY THE BOARD OF DIRECTORS". OMIT ANY REFERENCE TO TWO YEARS AND ONE ADMINISTRATION. THE IMPLICATION NOW IS THAT ONE ADMINISTRATION IS TO BE SWEEPED OUT AND A NEW ONE SWEEPED IN. IT IS HARD ENOUGH NOW TO GET ADEQUATE CANDIDATES FOR OFFICERS. PERHAPS HALF OF OUR MEMBERSHIP IS PHYSICALLY IN NO CONDITION TO ASSUME THE DUTIES OF ANY OFFICE. ANOTHER 40% OR MORE ARE DISINCLINED. I BELIEVE THE NOMINAL TERM OF OFFICE SHOULD BE NO MORE THAN TWO YEARS AND NO ONE SHOULD BE PRESSED TO SERVE BEYOND TWO YEARS, HANG ON TO HIM (OR HER). MAKE ANY OFFICER REMOVABLE FOR CAUSE BY TWO THIRDS MAJORITY VOTE OF THE DIRECTORS OR BY PETITION BY AT LEAST 10% OF THE MEMBERSHIP.

ARTICLE V

EITHER EXPAND PARAGRAPH A TO MAKE IT DEFINITIVE OR STRIKE IT OUT ENTIRELY. COMPLETELY MODIFY PARAGRAPH B. FORGET ALL ABOUT ADMINISTRATIVE TERM. HERE IS WHERE WE NEED THE BOLDEST REVISION. PROVIDE FOR STAND-BY OFFICERS FOR EACH AND EVERY OFFICE, SO THAT WHEN ONE OF THE ENCUMBENT OFFICERS BECOMES INCAPACITATED OR DIES, THE STAND-BY OFFICER IMMEDIATELY SUCCEEDS HIM. LET CANDIDATES FOR STAND-BY OFFICERS FILE NOTICE WITH THE SECRETARY THEIR WILLINGNESS TO SERVE. (THE HOPE IS THAT A WAITING LIST MIGHT BE BUILT UP.) LET THREE-FOURTHS OF THE DIRECTORS NOMINATE A NEW STAND-BY OFFICER TO FILL ANY VACANCY BUT WITH RIGHT OF VETO BY AT LEAST 10% OF THE MEMBERSHIP. GIVE THE MEMBERSHIP 30 DAYS FROM MAILING DATE OF SPARK GAP TIMES TO REGISTER ANY OBJECTION TO THE NOMINEE. THE NOMINEE IS AUTOMATICALLY CONFIRMED AS ELECTED AFTER THIRTY DAYS IF NO MORE THAN 10% HAVE OBJECTED.

ARTICLE II

SO MUCH FOR INSURING CONTINUITY OF OPERATION. NOW LET US CONSIDER THE SURVIVAL PROBLEMS. LET PARAGRAPH A STAND. LET PARAGRAPH C STAND. COMPLETELY RE-ORIENT PARAGRAPH B. FIRST, DON'T BRING THE SECRETARY INTO THIS AREA. THE SECRETARY IS ALREADY PUTTING IN A 25-30 HOUR WEEK AND TO TACK ON "DISCRETIONARY ACTIVITIES" SIMPLY MEANS THAT NOTHING WILL BE DONE. LET THIS PARAGRAPH PROVIDE FOR APPOINTMENT OF AREA REPRESENTATIVES WHOSE DUTIES WILL BE TO PROMOTE THE INTERESTS AND ACTIVITIES OF THE CLUB, OVER THE AIR, BY NET ACTIVITIES, BY APPEARANCES BEFORE RADIO CLUBS. THE ACTIVITIES OF THESE

AREA REPRESENTATIVES TO BE CO-ORDINATED BY THE VICE-PRESIDENT. AGAIN AND AGAIN WE HEAR MEMBERS ASK "WHAT CAN I DO TO HELP?" 95% OF THESE PEOPLE DON'T REALLY MEAN THAT THEY WOULD BE WILLING TO DEVOTE FOUR OR FIVE HOURS A WEEK TO HUM-DRUM ROUTINE CLUB WORK. BUT MOST OF THEM ARE ON THE AIR AND THEY LIKE TO TALK. HERE IS THE KEY TO OLD OLD TIMERS SURVIVAL AND GROWTH. WE WONDER FROM TIME TO TIME WHERE THE MONEY WILL COME FROM TO KEEP THE CLUB GOING IN ITS PRESENT GROOVE. WHY SHOULD WE LET AGE DIM OUR VISION? THERE ARE OVER 250,000 LICENSED AMATEURS IN THE US ALONE. ALLOWING FOR DROP-OUTS, DEATHS AND THOSE NOW ON THE AIR LESS THAN TEN YEARS BY 1995 THERE WILL BE 100,000 CANDIDATES FOR MEMBERSHIP! HERE WE ARE PIDDLING AROUND WITH A PALTRY 500. WE SHOULD BE AIMING IMMEDIATELY FOR 1000 NEW MEMBERS PER YEAR. THIS SITUATION GIVES THE VICE-PRESIDENT THE MOST DYNAMIC JOB IN THE CLUB. IF HE CAN ONCE CATCH THE VISION HE CAN SOON ORGANIZE 100 AREA REPRESENTATIVES. GIVING EACH AN ANNUAL QUOTA OF TEN THE REALIZATION OF THIS GOAL MEANS A GROSS INCOME OF \$15,000 FROM MEMBERSHIPS ALONE. JUST HOW AREA REPRESENTATIVES WILL BE CHOSEN IS SOMETHING TO BE KICKED AROUND BUT WE NEED A LOT OF THEM AND SHOULD LET OPPORTUNITY RATHER THAN GEOGRAPHIC DISTRIBUTION BE THE CRITERIA FOR APPOINTMENT. ALL IN ONE DISTRICT WE COULD USE A VHF AR, A CW AR, A LF AR, A DX AR, EVEN A NOVICES AR AND PSST! A CB AR. (SEE LATEST QST EDITORIAL). IN ANY EVENT WHAT A MARVELOUS PREPARATION IT GIVES THE VICE-PRESIDENT TO MOVE OVER INTO THE PRESIDENCY. HE WILL REALLY KNOW THE SCORE ON THE FIELD, RIGHT DOWN TO THE GRASS ROOTS.

IN CONNECTION WITH THE SURVIVAL AND GROWTH PROBLEM I MENTION HERE THE IMPORTANCE OF SPARK GAP TIMES. IT IS REALLY THE CEMENT WHICH BINDS THE CLUB TOGETHER. IT HAS BEEN GREATLY IMPROVED AND WITH THE RIGHT PROMOTION ACTIVITIES UNDERTAKEN THE IMPROVEMENT CAN CONTINUE EVEN TO THE POINT WHERE WE CAN ADVERTISE IT AND GET SUBSCRIPTIONS FROM POTENTIAL NEW MEMBERS WHOSE ELIGIBILITY MAY BE TEN OR MORE YEARS AWAY. IN THIS AREA I ESTIMATE 10,000 POSSIBLE SUBSCRIBERS WITHIN FIVE YEARS PROVIDED WE CAN GET AT LEAST 100 ARS ON THE JOB. WHEN CIRCULATION IS BUILT UP INTO THAT BRACKET THE PUBLICATION BECOMES INTERESTING TO ADVERTISERS ESPECIALLY IF WE CAN SHOW A RECORD OF CONTINUITY OF ISSUE AND GROWTH. IF WE BUILD OUR CLUB IMAGE ADROITLY WE CAN ALSO SHOW THAT SGT CIRCULATION

COMMENTS TO CONSTITUTIONAL REVISION COMMITTEE CONTINUED

REPRESENTS THE "CREAM" OF THE FRATERNITY.

ARTICLE VI

HERE IS ONE AREA WHERE I THINK THE MEMBERSHIP LACKS A VOICE. A CLAUSE SHOULD BE IN THERE WHICH NULLIFIES ANY AMENDMENT DECREED BY THE DIRECTORS IF AT LEAST 10% OF THE MEMBERS OBJECT TO IT WITHIN 30 DAYS OF ANNOUNCEMENT DATE. DELETE PARAGRAPH A IN PART.

SO MUCH FOR THE CONSTITUTION. THAT DONE, WE ENTER AN AREA OF GREAT VOID--THE BY-LAWS. TO MY KNOWLEDGE SUCH A DOCUMENT DOES NOT EXIST YET IT IS MORE URGENTLY NEEDED THAN A NEW CONSTITUTION. THE BY-LAWS SHOULD REPRESENT THE OPERATING GUIDE FOR THE OFFICERS. THEREIN THE DUTIES AND RESPONSIBILITIES OF EACH OFFICER AND APPOINTEE SHOULD BE SPelled OUT IN DETAIL, NOT ONLY FOR INDIVIDUAL GUIDANCE BUT TO PREVENT, IF POSSIBLE, ANY OFFICER FROM GETTING INTO AN AREA WHICH IS NOT HIS PROVINCE. FOR EXAMPLE, WE HAVE THE PROBLEM OF MEMBERSHIP APPLICATIONS. WE WANT PLENTY OF NEW MEMBERS BUT IT ONLY MAKES FOR CONFUSION AND ERRORS IF A DOZEN OR SO PEOPLE ARE HANDING OUT APPLICATION BLANKS. EACH APPLICATION BLANK SHOULD BE ISSUED ONLY BY THE SECRETARY OR BY ONE OTHER INDIVIDUAL SPECIFICALLY APPOINTED BY THE SECRETARY OR THE PRESIDENT TO MEET AN EMERGENCY. MEMBERS SUBMITTING NAMES TO BE SENT APPLICATION BLANKS WILL BE RECOGNIZED BY HAVING THEIR NAME TYPED IN ON THE BLANK AFTER SOME SUCH PHRASE AS "RECOMMENDED BY, OR SUGGESTED BY".

I WONDER A BIT WHY A CONSTITUTIONAL REVISION COMMITTEE SHOULD ENTER INTO A DISCUSSION OF THE BLUE BOOK AND SPARK GAP TIMES. THESE SEEM TO REPRESENT POLICY MATTERS TO BE RESOLVED BY THE BOARD OF DIRECTORS WHO SHOULD MAKE ALL DECISIONS IN KEEPING WITH THE CONSTITUTION AND BY-LAWS. I DOUBT VERY MUCH THE WORKABILITY OF ISSUING SPARK GAP TIMES ON A VOLUNTARY DONATION BASIS. IT CERTAINLY ADDS NOTHING TO THE DIGNITY OF THE CLUB. SO FAR, THIS MATTER HAS BEEN KEPT OUT OF THE CONSTITUTION WHICH IS FORTUNATE. SPARK GAP TIMES HAS ALSO BEEN OFFERED BY THE DIRECTORS ON A DONATION BASIS, WHICH IS UNFORTUNATE. IT IS GOING TO BE HARD TO LIVE THIS DOWN--ALREADY IT TARNISHES THE IMAGE OF THE CLUB. A FACE-SAVING COMPROMISE MIGHT BE TO OFFER SGT FREE TO ALL MEMBERS WHO ATTAIN 80 YEARS OF AGE AND COME RIGHT OUT IN SGT

AND ADMIT THAT THE DIRECTORS MADE AN ECONOMIC MISTAKE. AT THE SAME TIME ESTABLISH A MEMORIAL FUND TO WHICH ANYONE CAN CONTRIBUTE IN RECOGNITION OF SOME SILENT KEY, SAID FUND TO BE USED EXCLUSIVELY TO DEFRAY LOSSES IN GETTING OUT SPARK GAP TIMES. THIS PROVISION COULD PROPERLY GO INTO THE BY-LAWS.

AS FOR THE BLUE BOOK I WOULD PLACE THAT PROBLEM FRANKLY BEFORE THE MEMBERSHIP THROUGH SPARK GAP TIMES. IT IS TRUE THAT MANY MEMBERS CANNOT AFFORD \$5. THE MISTAKE HAS BEEN MADE OF PROMISING TOO MUCH FOR TOO LITTLE. WHY NOT ADMIT IT AND TRY AGAIN. PERHAPS THE BLUE BOOK COULD BE ISSUED ON A REGIONAL BASIS CHARGING SO MUCH PER SHEET WITH A MINIMUM CHARGE OF \$2.50. FOR EXAMPLE, I WOULD NOT WANT TO PAY \$5 FOR A BOOK WHICH INCLUDES ALL THE 5's, 6's, 7's, 9's AND 0's, BUT I WOULD PAY \$2.50 FOR THE OTHER DISTRICTS.

SINCE WE HAVE BEEN ASKED TO COMMENT ABOUT SPARK GAP TIMES I AM TEMPTED TO SAY MORE AS THIS ORGAN SEEMS SO IMPORTANT TO THE FUTURE OF THE CLUB. I THINK ITS EDITORIAL CONTENT SHOULD BE SO BALANCED THAT IT WILL APPEAL QUITE AS MUCH, OR EVEN MORE, TO THE POTENTIAL MEMBER OF THE FUTURE THAN TO CURRENT MEMBERS. WE NEED ARTICLES HISTORICAL IN NATURE OF COURSE BUT IT SHOULD ALSO CHRONICLE THE CURRENT ACTIVITIES OF PRESENT MEMBERS AS THEY RELATE TO RADIO. OCCASIONALLY IT COULD HAVE A CONSTRUCTION ARTICLE. I KNOW OF ONE OOT WHO HAS RECENTLY COMPLETELY BUILT A RECEIVER OF HIS OWN DESIGN USING CIRCUITRY NOT AVAILABLE COMMERCIALY. IT IS ESSENTIAL THAT THE PUBLICATION BE "FORWARD LOOKING" WITHOUT DEPRECIATING THE ILLUSTRIOUS ACHIEVEMENTS OF THE PAST. IF REGULAR NET ACTIVITIES ARE GOING ON THESE SHOULD RECEIVE FULL PUBLICITY IN SPARK GAP TIMES. IT IS REALIZED THAT THESE CHANGES CANNOT BE MADE UNTIL AN EDITOR IS FOUND WHO CAN DEVOTE HIS ENTIRE SPARE TIME TO THE JOB. WHEN WE CONSIDER THAT SGT IS PRESENTLY PUT TOGETHER BY THE PRESIDENT WHO IS ALSO EMPLOYED FULL TIME AND PERHAPS OVERTIME, SPARK GAP TIMES ISSUE BY ISSUE IS A WONDERFUL PIECE OF WORK.

ANOTHER IDEA THAT RELATES TO SURVIVAL AND GROWTH IS THE POSSIBILITY OF PUTTING OUT A QSL CARD WHICH CAN BE USED BY ALL MEMBERS AND AREA REPRESENTATIVES. ON THIS CARD WOULD BE A BOX WHICH WOULD TELL IN UNDER 100 WORDS WHAT OOTC IS, THE QUALIFICATIONS FOR ELIGIBILITY, A DESCRIPTION OF SPARK GAP TIMES, ETC. THIS BRINGS UP THE NEED FOR A PERMANENT MAILING ADDRESS TO BE USED BY THOSE WISHING TO JOIN OR SUBSCRIBE BUT WHO MAY NOT MAKE A

PERMISSION TO COPY GRANTED BY THE MAHLON LOOMIS MEMORIAL FOUNDATION, INC.



DR. MAHLON LOOMIS
1826-1886
DENTIST - INVENTOR

DR. MAHLON LOOMIS, BORN IN OPPENHEIM, NEW YORK, IN 1826, WAS A PRACTICING DENTIST IN WASHINGTON, D.C., WHEN HE INVENTED WIRELESS IN 1864, FIRST DEMONSTRATED HIS SYSTEM IN 1866, OBTAINED A U.S. PATENT IN 1872 AND WAS GRANTED A CHARTER OF INCORPORATION FOR THE LOOMIS AERIAL TELEGRAPH CO., IN 1873. THE CONGRESS OF THE UNITED STATES APPROVED THE INCORPORATION APPLICATION AND IT WAS SIGNED INTO LAW BY PRESIDENT ULYSSES S. GRANT.

HIS 1866 EXPERIMENTS WERE CONDUCTED BETWEEN TWO MOUNTAIN TOPS, 18 MILES APART IN THE BLUE RIDGE MOUNTAINS IN THE STATE OF VIRGINIA. HIS TRANSMITTING AND RECEIVING AERIALS WERE SUPPORTED BY MEANS OF KITES AND WERE 600 FEET IN THE AIR. THE SENDING END OF THE SYSTEM WAS POWERED BY MEANS OF ATMOSPHERIC CHARGES AND A SIGNAL WAS ORIGINATED BY MEANS OF DISCHARGING THE SKY-WIRE TO A GROUND CONNECTION. HIS RECEIVER WAS EQUIPPED WITH AN "INDICATOR", A FORM OF GALVANOMETER, TO INDICATE THE RECEPTION OF THE SIGNAL.

FOLLOWING HIS DEMONSTRATIONS, DR. LOOMIS PETITIONED CONGRESS FOR A GRANT OF \$50,000 SO AS TO CONTINUE AND EXPAND HIS WORK. AFTER MANY MONTHS OF DEBATE AND TESTIMONY, DURING WHICH THE "BLACK FRIDAY" FINANCIAL

PANIC OCCURRED, THIS PETITION WAS INDEFINITELY POSTPONED.

OTHER ATTEMPTS TO RAISE SOME WORKING CAPITAL WERE DEFEATED BY TWO ADDITIONAL CATASTROPHES, THE GREAT CHICAGO FIRE OF 1871 AND THE FINANCIAL PANIC OF 1873, EACH OF WHICH BROUGHT FINANCIAL RUIN TO PROSPECTIVE BACKERS OF DR. LOOMIS.

LOOMIS CONTINUED HIS EXPERIMENTS AND HIS DEMONSTRATIONS RELYING ON THE EARNINGS OF HIS DENTAL PRACTICE AND AN OCCASIONAL LECTURE ENGAGEMENT BEFORE SCIENTIFIC BODIES AS A MEANS OF CONTINUING HIS WORK.

IN ADDITION TO HIS WIRELESS INVENTION, DR. LOOMIS ALSO DISTINGUISHED HIMSELF IN HIS PROFESSION OF DENTISTRY. IN 1854 HE HAD INVENTED A DENTURE, MADE OF KAOLIN, AND SECURED PATENTS ON THIS IN THE UNITED STATES, ENGLAND AND FRANCE. IN ADDITION HE PATENTED THREE DEVICES IN OTHER FIELDS.

DR. LOOMIS, HIS DENTAL BUSINESS NEGLECTED BECAUSE OF HIS PREOCCUPATION WITH HIS WIRELESS WORK, AND UNABLE TO SECURE FINANCIAL HELP, LEFT WASHINGTON AND WENT TO LIVE WITH HIS BROTHER GEORGE IN TERRA ALTA, WEST VIRGINIA, WHERE AFTER CONDUCTING SOME ADDITIONAL WIRELESS EXPERIMENTS, HE DIED IN 1886. HE IS BURIED IN TERRA ALTA NEXT TO HIS BROTHER.

IN THE FIELD OF WIRELESS, MAHLON LOOMIS ACHIEVED THE FOLLOWING "FIRSTS":

- FIRST PATENT FOR A SYSTEM OF WIRELESS.
- FIRST DEMONSTRATION OF WIRELESS SIGNALING.
- FIRST IN HISTORY TO EMPLOY A VERTICAL ANTENNA AND GROUND.
- FIRST TO EMPLOY "SPARK" SIGNALING.
- FIRST TO EMPLOY A KITE FOR ANTENNA SUPPORT.
- FIRST TO EMPLOY BALLOONS FOR ANTENNA SUPPORT.
- FIRST TO SPECIFY AN "INDICATOR" IN HIS RECEIVING SYSTEM (NOW CALLED "DETECTOR").
- FIRST TO RECOGNIZE THE VALUE OF ELECTRICAL AGREEMENT BETWEEN HIS SENDING AND HIS RECEIVING SYSTEMS (NOW CALLED "RESONANCE").

THIS DENTIST-INVENTOR, DR. MAHLON LOOMIS, IS ALMOST COMPLETELY UNKNOWN IN HIS OWN COUNTRY AND HAS BEEN SHAMEFULLY NEGLECTED BY HIS NATION AND BY HISTORY. OTHER NATIONS HAVE GONE TO GREAT LENGTHS TO SECURE FOR THEIR CHAMPIONS THE HONOR OF BEING THE ORIGINATOR OF WIRELESS. THE USSR IS THE MOST VOCIFEROUS IN PROCLAIMING THEIR ALEXANDER POPOV AS THE "INVENTOR OF RADIO" AND HAS PUBLISHED SEVERAL BOOKS, IN RUSSIAN AND ENGLISH, TO FURTHER THIS CLAIM. TO THE GENERAL PUBLIC,

DR. MAHLON LOOMIS CONT'D

THERE IS, OF COURSE, NO OTHER "INVENTOR" OF WIRELESS BUT MARCONI. DR. LOOMIS' WORK WAS WELL UNDER WAY IN 1864, SOME 30 YEARS PRIOR TO THAT OF POPOV OR MARCONI AND, IN FACT, ABOUT 10 YEARS BEFORE MARCONI WAS BORN.

THIS REMARKABLE MAN DID NOT COME BY HIS INVENTIVE TALENTS BY ACCIDENT. THE LOOMIS FAMILY HAS BEEN KNOWN FOR MANY GENERATIONS FOR THE INTELLECTUAL ACHIEVEMENTS OF ITS MEMBERS. IN THE FIELDS OF CHEMISTRY, HISTORY, PHYSIOLOGY, ASTRONOMY, MATHEMATICS, METEOROLOGY, GEOLOGY, MEDICINE, PHILOSOPHY AND MANY OTHERS THE NAME LOOMIS HAS MADE ITS MARK. FEW FAMILIES CAN RIVAL THE RECORD OF THE DISTINGUISHED LOOMIS FAMILY IN ITS ACHIEVEMENTS OVER SOME TEN GENERATIONS OF ITS RESIDENCE IN THIS COUNTRY.

AS HAS BEEN MENTIONED, IT IS REGRETTABLE THAT THE PIONEERING WORK OF MAHLON LOOMIS HAS NEVER BEEN RECOGNIZED TO ANY EXTENT BY EITHER THE PUBLIC OR THE NATIONAL GOVERNMENT. OTHER THAN ONE OR TWO ROADSIDE PLAQUES THERE HAS BEEN NO MEMORIAL ERECTED IN HIS HONOR. ONLY A VERY FEW HISTORIANS OF EARLY WIRELESS ARE AT ALL FAMILIAR WITH HIS WORK.

IT IS HOPED THAT THE NEGLECT AND OMISSIONS OF THE PAST MAY BE IN THE PROCESS OF BEING CORRECTED BY A PROGRAM NOW UNDER WAY WHICH MAY RESULT IN OFFICIAL AND POPULAR RECOGNITION OF THIS AMERICAN GENIUS.

MAHLON LOOMIS - BIRTH OF WIRELESS

THE FIRST BOOK DEVOTED TO THE LIFE AND ACCOMPLISHMENTS OF DR. MAHLON LOOMIS, IS BASED ON OFFICIAL RECORDS OF CONGRESS, THE U.S. PATENT OFFICE, THE PERSONAL NOTES AND SKETCHES OF DR. LOOMIS AND A LARGE AMOUNT OF RESEARCH INTO SUCH SOURCES AS OLD NEWSPAPER AND MAGAZINE ACCOUNTS OF HIS WORK. IN ADDITION, THE WRITERS WERE FORTUNATE IN LOCATING AND SECURING THE COOPERATION OF A NUMBER OF RELATIVES AND DESCENDANTS OF LOOMIS. TESTIMONY TO THE VALIDITY OF LOOMIS' WORK WAS LOCATED IN THE WRITINGS OF SOME OF THE EARLY WIRELESS EXPERTS. IN ALL CASES, REFERENCE IS MADE TO THE SOURCES OF ALL QUOTED MATERIAL.

IN CERTAIN PORTIONS OF THE BOOK, THE AUTHORS HAVE ADDED COMMENTS AND MATERIAL OF THEIR OWN. THE READER WILL HAVE NO DIFFICULTY IN RECOGNIZING THESE PORTIONS. A DISCUSSION OF LOOMIS' "INDICATOR" (DETECTOR) IS INCLUDED AND COVERS THREE SEPARATE THEORIES OF THE OPERATION OF THIS DEVICE.

SOME 30 OR MORE PHOTOGRAPHS, MOST OF THEM PREVIOUSLY UNPUBLISHED, ALSO APPEAR.

ABOUT THE AUTHORS

THE CO-AUTHORS OF THIS BOOK, COMMANDER THOMAS APPLEBY, USNR (RETIRED), OF WASHINGTON, D.C. AND GEORGE M. APPELEGATE, OF OXFORD N.J., FORMERLY OF THE BELL SYSTEM AND BELL TELEPHONE LABORATORIES, ARE BOTH VETERAN RADIO MEN WITH AN AGGREGATE OF SOME 117 YEARS OF EXPERIENCE IN ALMOST EVERY PHASE OF THE ART. THEY ARE ALSO HISTORIANS OF EARLY WIRELESS AND EACH HAS WRITTEN A NUMBER OF ARTICLES IN THIS FIELD.

ONE OF THE CHIEF REASONS FOR THEIR UNDERTAKING THE PREPARATION OF THIS BOOK WAS TO LAY TO REST SOME OF THE MISINFORMATION WHICH HAS APPEARED IN PAST ACCOUNTS AND TO ESTABLISH, ONCE AND FOR ALL, A BODY OF AUTHENTIC INFORMATION WHICH WILL SERVE AS REFERENCE MATERIAL FOR FUTURE HISTORIANS. IT IS ALSO HOPED BY THE AUTHORS THAT THIS BOOK WILL ASSIST IN ACHIEVING RECOGNITION, OFFICIAL AND POPULAR, FOR THIS NEGLECTED GENIUS.



GENERAL LESLIE (LES) HEARTZ, W1FQ, MEMBER #600 OOTC AT HIS RIG.

FOUR HANDSOME NEW ORLEANS AMATEURS IN MAYOR VICTOR SCHIRO'S CHAMBERS.



THE PHOTOGRAPH SHOWS L TO R F. L. ARCENEUX, K5SGK; ROY L. ALCIATORE, W5RU; JOSEPH UHALT, W5NO; MAYOR VICTOR H. SCHIRO; PHILIP SPENCER, W4LDH, DELTA DIVISION A.R.R.L. DIRECTOR. THE OCCASION WAS THE PROCLAMATION OF "AMATEUR RADIO WEEK IN NEW ORLEANS".

YES, I KNOW WE HAD A PICTURE OF THIS OCCASION IN THE OCTOBER ISSUE, BUT JOE UHALT, W5NO, HAS BEEN DOING SUCH A TERRIFIC JOB OF GETTING NEW MEMBERS FOR OOTC THAT WE DIDN'T THINK YOU'D MIND A SECOND AND BETTER LOOK AT THIS HANDSOME MEMBER. IN THE LAST 2 OR 3 MONTHS JOE HAS SIGNED UP NEARLY 20 NEW MEMBERS!!! WHAT A SALESMAN! WHAT AN ORGANIZER! WHAT WE NEED IS SOME OF JOE'S ENTHUSIASM! WE WERE IN N.O. RECENTLY AND HAD DINNER AT ROY'S (ANTOINES), W5RU, WITH JOE, AND WE LIKE HIM IMMENSLEY. ALL YOU HAMS IN THE DELTA DIVISION SHOULD VOTE FOR PHIL SPENCER, ALSO, HE'S A GEM. ALSO MAX ARNOLD, W4WHN, IS THE MAN FOR VICE DIRECTOR. TELL YOUR FRIENDS TO VOTE FOR SPENCER & ARNOLD ALSO.

L. A. BARTHOLOMEW 6LC SPARK 1920-1921-1922
937 WEST 81ST STREET, LOS ANGELES, CALIFORNIA



POSSIBLY SOME OF YOU OLD TIMERS OF 1920 THRU 1922 WILL HAVE HEARD THAT CHIME NOTE FROM 6LC SPARK AND WONDERED WHAT THE TRANSMITTER LOOKED LIKE. I, LIKE MANY HAMS OF THE EARLY DAYS, COULDN'T AFFORD THE FACTORY BUILT TRANSMITTING TRANSFORMERS, MICA CONDENSERS, ETC. SO WE MADE OUR OWN. AFTER A SUCCESSION OF CONDENSER BREAKDOWNS, PLUS ONE FIRE IN THE TRANSMITTER SHACK, I MADE WHAT WAS TO BE A RELIABLE TRANSMITTER THAT WOULDN'T BREAK DOWN. CONDENSER BREAKDOWNS WERE ALWAYS IN THE SOLID DIELECTRIC TYPE SO IT WAS REASONED THAT ONE MADE WITH A HIGH QUALITY TRANSFORMER OIL USED AS A DIELECTRIC WOULD BE SELF-HEALING, WHICH PROVED TO BE THE SOLUTION.

TRANSFORMERS BROKE DOWN BECAUSE NO ONE SEEMED TO REASON THAT THE CONDENSER ITSELF MIGHT BACK FIRE INTO THE SECONDARY WINDING, SO TWO R F CHOKES MADE WITH 1000 TURNS OF WIRE WOUND ON CARDBOARD TUBES 1 INCH IN DIAMETER CONNECTED BETWEEN THE TRANSFORMER AND THE CONDENSER WERE USED. THE PHOTO OF THE TRANSMITTER SHOWS THESE PLAINLY. THE TRANSMITTING TRANSFORMER WAS MADE BIG AND HUSKY AND UNLIKE THE COMMERCIAL PRODUCT

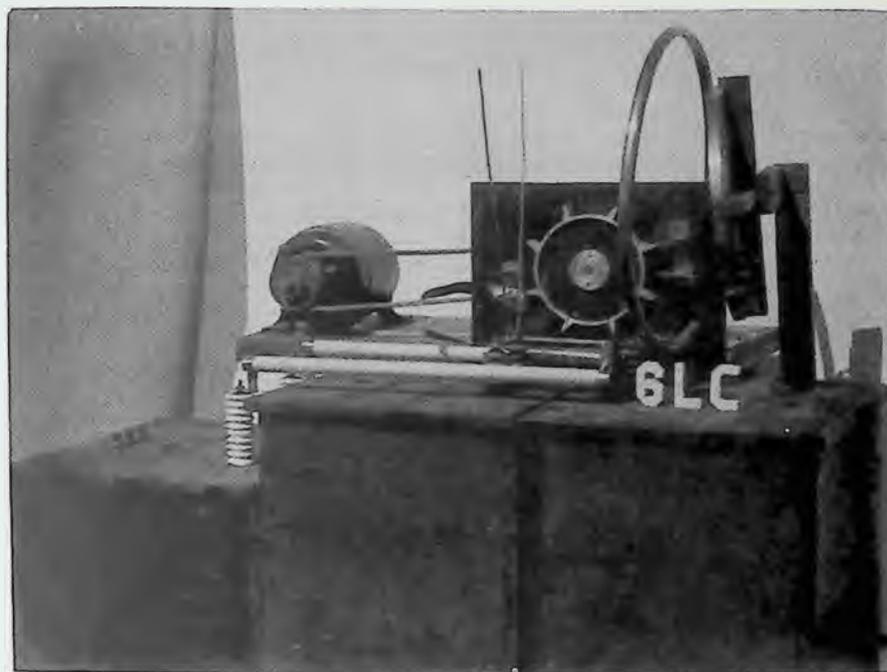
THAT WAS GENERALLY BUILT TO DELIVER 20,000 TO 25,000 VOLTS MINE WAS DESIGNED FOR 10,000 VOLTS BUT THE SECONDARY WAS WOUND WITH #28 SINGLE COTTEN ENAMEL WIRE WHICH WOULD FURNISH A MUCH HIGHER CURRENT THAN THE BOUGHT VARIETY.

THE TWO CONDENSERS WERE MADE WITH 28 10 X 12 ALUMINUM PLATES MOUNTED ON EIGHT BRASS RODS, WITH BRASS SPACERS SO THAT THE PLATES WOULD BE SPACED 1/4" APART. THE ASSEMBLY WAS THEN FASTENED TO THE TOP COVER. THEY WERE OPERATED IN PARALLEL WITH A TOTAL CAPACITY OF .01 MICROFARAD. THE ROTARY WHEEL WAS BOUGHT LOCALLY AND IN THE ORIGINAL SETUP WAS MOUNTED DIRECTLY ON THE SHAFT OF A 1/4 H P 3450 RPM WESTINGHOUSE MOTOR. TWO SETS OF STATIONARY ELECTRODES WERE USED TO GIVE A HIGH NOTE. THEY WERE MADE OF SHEET COPPER SLOTTED AND MOUNTED ON BRASS ROD HOLDERS AND ARRANGED TO FIRE ALTERNATELY. AS IT WAS NOT POSSIBLE TO GET THEM ADJUSTED PERFECTLY MIDWAY, IT GAVE THE STATION THAT DISTINCTIVE CHIME-LIKE NOTE, NEVER DUPLICATED BY ANY OTHER AMATEUR STATION. THE TRANSMITTER WAS REMOTELY CONTROLLED FROM THE RECEIVING POSITION VIA UNDERGROUND CONDUIT. FOUR POSSIBLE POWER INPUTS WERE USED BEGINNING WITH 115 VOLTS ON THE ENTIRE PRIMARY WINDING, THE SECOND WAS WITH THE SAME VOLTAGE ON A TAP THAT CHANGED THE RATIO HIGHER, THE SAME WAS TRUE USING 230 VOLTS IN THE SAME MANNER. PROBABLY THE ONLY AMATEUR SPARK STATION OPERATED IN THE L.A. AREA ON 230 VOLTS KEYED.

ON THE INITIAL TRYOUT AFTER FILLING THE TWO CONDENSER TANKS AND THE TRANSFORMER TANK WITH 35 GALLONS OF HIGH GRADE TRANSFORMER OIL, THE CONDENSERS BROKE DOWN BUT SELF-HEALED MANY TIMES, BUT WITH USE THEY FINALLY SETTLED DOWN TO OPERATE WITHOUT PUNCTURING EVEN USING THE HIGHEST VOLTAGE INPUT. A SAFETY GAP SET AT 2 INCHES, WITH AHORN GAP ABOVE TOOK CARE OF ALL REAL HIGH VOLTAGE SURGES.

THE STATION WAS HEARD BY 6ZAC IN THE HAWAIIAN ISLANDS AND BY 2LH WHITE PLAINS, NEW YORK, THE TWO BEST DX RECORDS. AN EXPLANATION OF THE BELT DRIVE SHOWN IN THE PHOTO. THIS IS HOW THE RIG WAS SET UP FOR DEMONSTRATION AT A HAM CONVENTION SEVERAL YEARS AGO. THE ORIGINAL ROTARY MOTOR HAD

L. A. BARTHOLOMEW 6LC SPARK 1920-1921-1922
937 WEST 81ST STREET, LOS ANGELES, CALIFORNIA



CONTINUED

SOME HOW GOT LOST IN MOVING AROUND. 6LC HAD TWO OPERATORS, MYSELF—THE SLOW ONE HI, AND ED TERRELL, 6HY—THE FAST ONE. I MOVED TO SANTA BARBARA LATE IN 1922 WHERE I FOUND WORK WITH THE SOUTHERN CALIFORNIA EDISON COMPANY AND FINALLY RETIRED IN 1961. NOW I

CAN BE HEARD ON THURSDAY NIGHTS ON SSB 3930 KC 9.00 P M AND AFTER ON THE EDISON AMATEUR RADIO NET.

—LEON A. BARTHOLOMEW
2215 CARLTON WAY
SANTA BARBARA, CALIFORNIA

JOHN LAMONT, W10J CONT'D FROM PAGE 12
ON THE FALL RIVER TO NEW YORK STEAMSHIPS—SS PROVIDENCE, PRISCILLA, AND PLYMOUTH.

LATER BECAME ASSOCIATED WITH RADIO STATIONS WEAN PROVIDENCE, RI; WTBO CUMBERLAND, MD; WNLK NORWALK, CONN; WVOW LOGAN, W VA.

HE ALSO WAS EMPLOYED BY THE FCC, EAST PROV. POLICE, EASTERN AIRLINES, AMERICAN AIRLINES, ALL THESE IN FIELD OF RADIO. HE WAS A MEMBER OF THE KANAWHA RADIO CLUB CHARLESTON W. VA. AND RECEIVED RECOGNITION OF HIS EXCELLENT PERFORMANCE OF TWO-WAY RADIO COMMUNICATION WITH 30 AMATEUR RADIO STATIONS IN THE MT STATE, 1959 HE RECEIVED PUBLIC SERVICE AWARD FROM THE ARRL FOR THE KENTUCKY AREA FLOODS 1957.

HE RECEIVED AN AWARD FROM THE CIVILIAN DEFENSE DIVISION OF WEST VA, A MEMBER OF THE WEST VA PHONE NET 1957, MEMBER OF THE OOTC, QUARTER CENTURY CLUB, THE NORTHEAST

AREA BARNYARD NET AND PROFESSIONAL LOAFERS CLUB.

IN 1959 HE LEFT HIS LAST EMPLOYMENT THE LOGAN BROADCASTING CORP. (WVOW) AS CHIEF ENGINEER BECAUSE OF FAILING EYE SIGHT. DURING THESE YEARS UNTIL HIS PASSING AWAY HIS EYESIGHT FAILED COMPLETELY.

HE WAS ALSO A MEMBER OF THE MASONIC LODGE OF MT HOPE, FALL RIVER, MASS.

JOHN IS SURVIVED BY HIS WIFE, MRS. JOHN (BROWNELL) LAMONT, TWO SONS ALGER MITCHELL, PROVIDENCE RI AND DR. JOHN LAMONT OF HAMILTON, MASS. AND HIS MOTHER MRS. STONE.

— CHUCK, W1KJ

SYLVESTER "HOOLEY" AHOLA

by Woody Backensto

Sylvester "Hooley" Ahola, a superb trumpet player of the twenties, today lives in happy retirement with his devoted wife in Gloucester, Mass. However, he appears in every local pageant, played 1st trumpet in the Cape Ann Symphony for ten years and 2-3 years on percussion, choir leader of his church for the past ten years, is a well-known radio "ham", is the sexton of his nearby church, has 25 acres of woods and paths to keep open together with lawn mowing -- so it's an active retirement. Active? -- he still rides around town on a French Velo-Solex motorized bike.

In his native town he was known as a local boy who made good in the big city until he was 'rediscovered' a few years ago by British jazz expert and writer Brian Rust. Rust is largely responsible for the "Hooley" cult that has developed in British jazz circles. RR staffer Harold Flakser supplied the major assist by spending endless hours methodically searching through New England telephone books to locate the present abode of Sylvester Ahola. As a historian, Rust is documenting Hooley's musical activities with emphasis on recordings of all types; much of this information is already available in Rust's tremendous publication

Hooley is also in OLD OLD TIMERS, a forty year PIONEERS of amateur wireless. He still has the original call letters, W1PU, assigned him in 1919. Barry Goldwater, Herbert Hoover, Jr., Ernest Henderson of Sheraton Hotels and others are in this club with Hooley.

He has retired from teaching trumpet but he does go on with trumpet or drums on occasions. An evening with Sylvester "Fun with Brass Instruments" or "The Story of the Trumpet" receive more critical acclaim than some shows presented in the New York City big time. He presents the story of the trumpet beginning with the ancient ram's horn of Biblical times up through modern style of trumpet playing, including demonstrations of various famous jazz stylists. For this he uses a symphonic trumpet, British overcoat cavalry cornet, mellophone, Aida trumpet, and piccolo trumpet. He carries the cavalry horn in his drum case and even though he is drumming he may haul it out a couple of times an evening for "Jazz Me Blues" etc., keeping the drums going with his feet for the rhythmic pattern.

A remarkable trumpet player, of direct Finnish descent, with a pleasing personality and wit. I'm privileged to have had this brief opportunity to present him to you -- a finer person you'll never find. May histories on jazz and musicians duly recognize his abilities and contributions!

BRIAN RUST'S

NEEDLE-TIME No. 7

O.K., let's stop the battle of New Orleans for a moment, because it's obvious that you're never going to convince me that Buddy Bolden invented jazz one day while shaving, any more than I am going to persuade you that it was the Original Dixieland Jazz Band that launched a revolution in the American music world, which for better or for worse, continues yet. Instead, let's consider the work of a man whose ability is such that his name should be as much a household word as Armstrong's, Ellington's, Morton's, or Bix's, yet unaccountably, it appears in only two jazz-books, one mis-spelling it, both merely in a list of other contemporary jazzmen. Ladies and gentlemen, may I introduce to you -- Sylvester Ahola.

No, he is not a Hawaiian as several collector-friends of mine seem to think, nor is he Irish. He prefers to be known by his nickname "Hooley" anyway, and it is by it that this remarkable American trumpet player, of direct Finnish descent, is known and remembered with affection by his British colleagues: men such as Ted Heath, Jack Jackson, Norman Payne, Sid Phillips, Harry Hudson, Bert Ambrose, Joe Jeanette, and Lew Stone.

British? Certainly. For Hooley lived and played in London in Ambrose's superb dance orchestra in the May Fair Hotel from October 18, 1928 to the first week of August, 1931, after ten months at the Savoy with the famous Orpheans.

"Oh", you may probably sneer, "a dance-band musician! Why all the fuss, then?"

Why, indeed! I treasure a large number of the enormous amount of records Hooley made during his stay in London, as well as American recordings made with Paul Specht, Sam Lanin and the Californian Ramblers, and though some are such that he gets little chance to be more than a straight dance-band man,

many show him to have been a jazz soloist par excellence.

Possessed of a tone of unmatched lyrical beauty, Hooley could also inject the true blues sound into numbers such as *Moanin'* for You, *What Good am I Without You?* and *A Japanese Dream*, none of them outwardly promising, I agree, all recorded with the all-star *Ambrose Orchestra* in 1930 (H.M.V.). Out of the more or less straight, though excellent arrangements, there suddenly rises the majesty of a horn being played with such feeling, it seems to penetrate the very soul of the blues; yet the man responsible is a blond Nordic type from Gloucester, Massachusetts, whose personal friends in the music world include *Bing Crosby*, ex-Metropolitan opera star *Geraldine Farrar*, and practically every jazzman of any consequence on both sides of the Atlantic.

At other times, Hooley would switch from the uncompromising heat that recalled the finest work of *Louis Armstrong*, *Louis Metcalf*, *Tommy Ladnier* and *Muggsy Spanier*, and could "play pretty", in the neat, unassuming style of *Red Nichols* or *Phil Napoleon*. He can be heard in this idiom on a number of very pleasing records made for the old green Zonophone label under the direction of *Bert Firman*, under his name and also that of "The Rhythmic Eight". Similar music can be heard on Columbia, from *Al Starita*, once one of the biggest names in Anglo-American dance music in London, and the *Piccadilly Players*; *Ray Starita* and his *Ambassadors Band*, and with *Harry Hudson's Melody Men* on *Edison Bell Winner*. Outstanding among the latter is one that got labelled "The Plaza Band", *Make My Cot Where the Cot-Cot-Cotton Grows*. *Rubbish?* Musically, maybe; but just as *Fats Waller* took rubbish and transfigured it into beauty as well as hilarious comedy, so Hooley takes sixteen bars of "rubbish", and with a mute and seemingly

To Hooley, the greatest! With best wishes —
Brian Rust.

impossibly accurate fingers and tongue makes sheer gold of it.

Before coming to London, Hooley worked briefly at the *New Yorker* with *Bix Beiderbecke*, and a record made in London in 1930 shows how much each had given the other: the *Night Club Kings' Someone on H.M.V.*, commencing with an Armstrong-like flourish, concludes with some of the hottest trumpet ever recorded in England, in true Bixian style—yet obviously not Bix. There was more to it than that. There was Hooley's own vivid imagination coupled with a technique that went far beyond that of most of his friends, a technique that provided him with work in every conceivable kind of group; from large symphony and concert orchestras to forward-looking jazz units such as *Spike Hughes* and his *Decca-Dents*, from salon orchestras playing "rail music for an ocean voyage" as he terms it with typical dry wit, to accompaniments to vocalists best remembered only for the sheer brilliance of those accompaniments.

Today, Hooley lives in happy retirement in his native town, with his devoted wife. He is a well-known radio "ham", he appears in every local pageant, is the sexton of his nearby church, teaches trumpet and is a drummer of similar ability to his brass work. He is amused at the continuous mis-spelling his name receives, and not in the least upset that it appears practically never in the literature of jazz. With his experience he could write an autobiography, which, salted with his nonchalant wit, would make certain other similar works even more tasteless and dull than they are already. "Life has treated me very well", he muses, "I've no complaints". When so many jazzmen, actual or alleged, have outsize chips on their shoulders, how stimulating it is to find one who has a rainbow round his.

OLD OLD TIMERS' ROUND TABLE

THIS NET MEETS AT 6 P.M. EASTERN DAYLIGHT TIME IMMEDIATELY FOLLOWING THE CLOSE OF THE SEA GULL NET ON 3940 K.C., ON EACH THURSDAY EVENING. AS NO NET CLOSURES EVERY TIME PRECISELY ON SCHEDULE A FEW MINUTES ALLOWANCE EITHER SIDE OF SIX O'CLOCK SHOULD BE MADE. YOU CAN SPOT THE FREQUENCY BY LISTENING IN ADVANCE TO TRAFFIC BEING PASSED. K1ZVN OPERATING A FULL GALLON ON SSB IS USUALLY NET CONTROL.

PRESENT NET CONTROL OF THE ROUND TABLE IS W1MPP AT LOVELL, MAINE FREQUENTLY GIVEN HELPFUL ASSISTANCE BY W1UL AT EAST STONEHAM, MAINE. BEGINNING MAY 1ST 3940 K.C. CRYSTAL WILL BE USED BY CONTROL, THEREFORE EXPECT THE POSSIBILITY OF SOME SMALL DIFFERENCE FROM THE SEA GULL NET FREQUENCY WHICH SOMETIMES MOVES OFF SLIGHTLY TO MEET NEW ENGLAND AREA QRM CONDITIONS.

THIS ANNOUNCEMENT REACHES MEMBERS AT THE TIME OF BEST OPERATING CONDITIONS ON THIS BAND. ESPECIAL CREDIT IS DUE W2GTB, WARREN, AT SCHNECTADY WHO AS NET CONTROL CARRIED THE ROUND TABLE THROUGH THE PAST WINTER WHEN PROPAGATION CONFERRED NO FAVORS WHATEVER. VOLUNTEERS TO TAKE OVER NET CONTROL FOR EITHER PART OR FULL SESSION ARE ALWAYS SOUGHT.

EXPERIENCE HAS SHOWN THAT THE FIRST FIFTEEN MINUTES OF NET OPERATION ARE SOMETIMES DIFFICULT, THEREFORE EXERCISE SOME PATIENCE IN CHECKING IN. ABOUT TWO-THIRDS OF THE ROUND TABLE ARE ON AM BUT SINGLE SIDE BANDERS ARE ALSO WELCOME. SIDE BANDERS CAN USUALLY BE PICKED UP ON THE FIRST OR SECOND TRY ESPECIALLY IF THEY COME IN EXACTLY ON NET CONTROL FREQUENCY, AND ONE AT A TIME. AM STATIONS HAVE A SLIGHT EDGE WHEN CHECKING IN; THE NATURAL VOICE CHARACTERISTICS OFTEN IDENTIFY THE SENDER EVEN WHEN THE CALL LETTERS ARE MISSED.

THE AVERAGE NUMBER OF STATIONS CHECKING IN IS ABOUT 15, MORE IN SUMMER WHEN CONDITIONS ARE OPTIMUM, LESS IN WINTER WHEN CONDITIONS ARE GENERALLY POOR. THERE ARE USUALLY TWO ROUNDS OF TRANSMISSIONS WITH SOMETIMES ANOTHER STATION ACTING AS CONTROL FOR THE SECOND ROUND. THE USUAL DISTRIBUTION OF STATIONS IS THROUGHOUT THE U.S. AND CANADIAN 1ST AND 2D DISTRICTS. TWO ROUNDS ARE SOMETIMES COMPLETED BY 7:30 BUT IN ANY EVENT NO LATER THAN 8 P.M. AS THE FREQUENCY IS THEN RELINQUISHED FOR THE SECOND SESSION OF THE SEA GULL NET.

WHEN CONDITIONS PERMIT, NAMES OF NEW MEMBERS ENROLLED SINCE THE PREVIOUS NET SESSION ARE ANNOUNCED. QUESTIONS AND DISCUSSIONS ABOUT CLUB ACTIVITIES ARE ALSO WELCOMED TO THE EXTENT THAT THEY ALLOW EACH STATION ROUGHLY EQUAL PARTICIPATION.

By: ED RASER, W2Z1

A WIRELESS OPERATOR'S LAMENT

SAY, DO YOU KNOW, IT'S A DEUCE OF A TASK
TO ANSWER THE QUESTION THE PASSENGERS ASK;
FOR A LANDLUBBER'S QUESTIONS OUT ON THE SEA,
RUNS ALL THROUGH THE LETTERS FROM A DOWN TO Z.

"DO YOU SAIL THE SHIP NIGHTTIMES?" THEY ASK WITH A SMILE,
"AND WHEN IT RAINS, DO YOU STOP FOR A WHILE?
"FOR WHENEVER IT RAINS, THAT IS I SHOULD THINK,
"IT WOULD RUN IN THE CELLAR AND MAKE THE SHIP SINK;

"AND THAT MAN STANDING THERE BY THAT THING LIKE A WHEEL,
"HE SEEMS TO BE MOVING IT AROUND A GOOD DEAL,
"AND YOU SAY WHEN HE DOES IT, HE DOES IT TO STEER?
"WELL, NOW AIN'T IT FUNNY, IT REALLY SEEMS QUEER!

"HOW FAR DO YOU THINK WE ARE OFF FROM THE SHORE?
"IS IT ONLY A FEW MILES, OR IS IT SOME MORE?"
"AND YOU STAND THERE AND WONDER HOW MUCH THEY WILL STAND,
AND RISK IT A THREE THOUSAND MILES FROM THE LAND.

"DO YOU EVER GET SEASICK, AND YOU ANSWER WITH GLEE,
"I NEVER GET SEASICK, BUT SICK OF THE SEA."
"DO THE FLYING FISH SING AS THEY FLY THROUGH THE AIR?
"AND DO THEY HAVE FEATHERS LIKE THE GULLS OVER THERE?"

AND SHOULD EVER A LIGHTSHIP COME INTO VIEW,
YOU'VE GOT TO GET BUSY AND ANSWER A FEW!
"IS THAT SHIP ANCHORED THERE OR TIED TO A ROCK?
"AND WHY IS IT THERE AND NOT AT THE DOCK?

"ARE THERE MEN WHO STAY ON IT DAY AFTER DAY?
"MY, HOW DO THEY STAND IT? WHAT IS THEIR PAY?
"SUPPOSIN' SOME NIGHT JUST SUPPOSIN' YOU KNOW,
"THEY'D RUN OUT OF OIL AND THE LIGHT WOULDN'T SHOW,
"WOULD THEY SEND OUT A BOAT IN THE NIGHT TO THE SHORE,
"AND GET SOME OIL FROM A BIG GROCERY STORE?

"DO YOU EVER GET HOMESICK?" (NOW HERE'S WHERE THEY SIGH,
WITH THE SYMPATHY SHOWING IN EACH ANXIOUS EYE.)
AND YOU SAY IN YOUR VOICE THAT THE SEA HAS MADE ROUGH
"WHY NO, FOR YOU SEE I'M NOT HOME LONG ENOUGH."

THEN--THEY ASK IF YOU'RE MARRIED--YOU KNOW HOW IT IS,
IF THE PASSENGER'S FAIR, AND YOU'RE ON TO YOUR BIZ;
SAY, DO YOU KNOW IT'S A HELL OF A TASK,
TO ANSWER THE QUESTIONS THE PASSENGERS ASK.

CONTRIBUTED BY: ED G. RASER, W2Z1

W 4 M F

1608 HIXSON PIKE, CHATTANOOGA, TENN. Zip No. 37405
C. BERTRAM OSBORNE, "BERT" Member No. 169
Old Old Timers Club

Radio _____ Date _____
At _____ GMT Freq. _____
UR AM, SSB, 2-Way, CW SIGS
With an RST _____ /9
Power used _____



For Old Old Timers information see classified advertising in current radio journals, or reverse side. Bi-monthly magazine Spark Gap Times available to non-members.

PSE. QSL. TNX.

THE ABOVE DESIGN IS THE RE-DESIGN AFTER SUGGESTIONS WERE RECEIVED FROM "KEN" THOMPSON, W1PS; HOWARD PYLE, W7OE; "BOB" BAIRD, W9NN; AND SEVERAL OTHER MEMBERS WHOSE COMMENTS ARRIVED A BIT LATE, BUT WERE APPRECIATED. THE WORDING ON BOTH SIDES OF CARD SHOULD BE CREDITED TO "KEN", W1PS.

OLD OLD TIMERS CLUB

AN ORGANIZATION OF ELITE PIONEERS EACH HOLD ANY CURRENTLY VALID HAM LICENSE BUT WITH A VERIFIED 2-WAY CONTACT 40 OR MORE YEARS AGO. SEE IN CURRENT RADIO JOURNALS CLASSIFIED ADVERTISING SHOWING JOINING FEE AND NAME OF SECRETARY WHO WILL SEND APPLICATION FORM AND OTHER DATA REGARDING SPARK GAP TIMES, MEMBER'S PIN AND WALL CERTIFICATE; ALSO THE DOPE ON THE BLUE BOOK ROSTER WITH MEMBERS' PHOTOS AND HISTORIES; SEALS, LETTERHEADS, AWARDS, QSL CARDS AND OTHER ITEMS TO ESTABLISH YOUR OLD TIME STATUS.



ARS
DON DRYSDALE, WA2XYZ
2236 CARROLL LANE
HOLCOMB, N. Y. 14604

THE ABOVE ILLUSTRATION SHOWS THE ADDRESS SIDE OF THE CARD AND REFERS THE READER OR RECIPIENT OF THE CARD TO AN AD IN QST WHICH "KEN", W1PS, SUGGESTS RUNNING CONTINUOUSLY.

SILENT KEYS

Dayton Daily News - 5-31-65

Daniel McCoy Ham Pioneer, Dies at 70

Daniel C. McCoy, 70, pioneer ham radio operator and retired engineer with the Frigidaire division, General Motors Corp., died unexpectedly of a heart attack at 12:45 p.m. yesterday at his residence, 7546 Normandy lane, Centerville.



Mr. McCoy

Associated with Frigidaire, he retired in 1955 as a technical consultant in the sales department but remained active as a consulting engineer.

He had just completed a history of Frigidaire.

Mr. McCoy last year was chairman of a symposium in a New Orleans meeting of the American Society of Heating, Refrigerating and Air Conditioning Engineers.

As a 12-year-old in 1906 Mr. McCoy made his first two-way wireless contact with a transmitter he built himself. He held one of the original 1912 licenses, the first issued by the federal government for this purpose. His call letters were W8DG.

In 1911 he picked up and relayed a distress signal which resulted in rescue for the Canadian navy flagship, aground off Nova Scotia.

Mr. McCoy was a former president of the Dayton chapter of the Quarter Century Wireless association. The American Radio Relay League honored him with a plaque in 1962 at New York City.

He continued ham radio activity in his later years, still adding much of his own equipment.

He had attended Cornell university, working on vacations as a ship's wireless operator.

Mr. McCoy was a member of St. George's Episcopal church, Centerville.

Surviving are his wife, Liskar; a daughter, Mrs. Brooks Julian of Columbus; a sister and three grandchildren.

The Hoyne Funeral home, Far Hills Ave., is in charge of arrangements.

Central-Herald - 8-31-65

Daniel McCoy, Ham Pioneer, Dies At Home

Daniel C. McCoy, 70, an old-time ham radio operator died unexpectedly of a heart attack yesterday morning at his home on 7546 Normandy lane in Centerville.

He was an amateur radio operator for almost 60 years, making his first two-way contact in 1906. He was one of the pioneers of the ham radio movement.



McCoy

Mr. McCoy was also a refrigeration engineer at Frigidaire until he retired 10 years ago.

In 1962, he was among 70 ham pioneers who were honored by the American Radio Relay League in New York. He was one of the original members of the organization when it was founded in 1912.

Mr. McCoy, whose call was W8DG, was also an active member of the Dayton Amateur Radio association.

He was a member of St. George's Episcopal church in Centerville.

In addition to his widow, Mr. McCoy is survived by his daughter, Mrs. Brooks Julian, of Columbus, and three grandchildren.



PICTURE TAKEN AUGUST 15, 1965 BY WILLIAM G. BIDDLE, W8UZ, OF A GROUP AT GRAY'S MUSEUM.



LAST PICTURE OF DAN TAKEN AT HIS RIG BY W8UZ ALSO. NOTE THE OLD SPARK RIG ON THE FAR END OF THE TABLE.

DAN HELD MEMBERSHIP CERTIFICATE #15 IN THE OLD OLD TIMERS CLUB. YOCCB-11 REMEMBERS WORKING DAN BACK IN 1916 DURING THE OLD SPARK DAYS, OVER 8MF. 73'S DAN, AND MAY WE MEET AGAIN ON THE BAND, SOMEDAY.

YOCCB-11

Spark-Gap Times

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