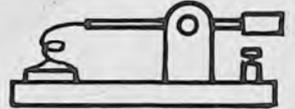


# Spark-Gap Times



Published By  
**The Old Old Timers Club**



NUMBER 32 VOL. 6

CHATTANOOGA, TENN.

APRIL 1966



A MOCK-UP OF OUR BOOTH AT BOSTON WITH BEAUTIFUL MODEL - SEMMIE LOU FORD - HOLDING BLUE BOOK AND SPARK GAP TIMES.

*Photo by HINKLE STUDIOS, Chattanooga, Tenn.*

**R.I.T.  
+ A.A.L.C.**  

---

**\$349.50**



## features that add up to your greatest tri-band transceiver value

Exclusive Hallicrafters AALC (Amplified Automatic Level Control) providing up to 12 db. of effective compression. RIT (Receiver Incremental Tuning) with  $\pm 3$  kc. for superior net and CW operation. A superbly designed crystal lattice filter which makes the most of the desirable SSB transmission characteristics. A built-in changeover relay permits direct operation with the HT-45 or other linear amplifier. Sensitivity is less than  $1 \mu\text{v}$  for 20 db. S+N/N ratio. Receiver employs a separate AVC amplifier providing a figure of merit of 100 db. Price: \$349.50 less power supplies and mobile mounting kit.

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APRIL 1966

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## EDITORS OPINION

THE AMERICAN RADIO RELAY LEAGUE NATIONAL CONVENTION IS SCHEDULED TO BE HELD IN BOSTON, MASS. APRIL 22 - 24. THE CONVENTION BEING HELD IN NEW ENGLAND PRESENTS AN OPPORTUNITY FOR ALL THE MEMBERS OF OOTC IN NEW ENGLAND TO GET TOGETHER. WE HOPE A GOODLY NUMBER OF OOTERS WILL TAKE ADVANTAGE OF THIS OPPORTUNITY TO MEET ONCE MORE WITH OLD FRIENDS OF THE AIR WAVES.

THE OOTC WILL HAVE A BOOTH AT THE CONVENTION. YOCEB-11 IS HAVING A FELT BANNER 3 FT. BY 8 FT. MADE TO IDENTIFY THE BOOTH. THIS BANNER MAY BE USED AGAIN AND AGAIN AT HAM-FESTS AND CONVENTIONS. WE'LL HAVE SOME CERTIFICATES, STATIONERY, BLUEBOOK, PINS, "SPARK-GAP-TIMES", ETC. ON DISPLAY. BILL M'KEE, WIKC, WILL LOOK AFTER THE BOOTH AS WILL CHUCK MCAULEY, WIKJ. WE DON'T EXPECT TO TAKE TOO MANY APPLICATIONS AT THE CONVENTION BUT THE ADVERTISING WILL DO US SOME GOOD AND CERTAINLY NO HARM.

THE CONVENTION WILL BE HELD AT ONE OF OOTC MEMBER'S HOSTELRY'S, EARNIE HENDERSON, WIAUC. YOU KNOW THE SHERATON'S REPUTATION FOR SERVICE AND HOSPITALITY. WE HOPE EARNIE CAN BE AROUND TO LOOK IN ON US. SEE YOU THERE!

WE'VE DONE A LITTLE WORK ON TATE THETREAU'S W8FX, PROJECT. TATE HAS TRIED TO GET SOMETHING STARTED TO GET THE HISTORY OF OLD TIME WIRELESS MEN DOWN ON TAPE FOR POSTERITY. THE OLD TIME WIRELESS MEN AREN'T GETTING ANY YOUNGER AND TATE THOUGHT AND PROJECTED THE IDEA OF GETTING THEIR HISTORY DOWN ON TAPE. WE WROTE ABOUT TWENTY MEMBERS OF OUR CLUB TO TRY THE IDEA OUT FOR SIZE. MANY OF THE MEMBERS DON'T THINK BIOGRAPHY'S ARE NOTABLE ENOUGH TO RECORD, BUT TO THE LAYMAN THEIR HISTORY MIGHT BE MOST INTERESTING. WE'LL GET YOUR PROJECT GOING TATE, IF POSSIBLE.

THE COMMITTEE DESIGNATED TO WORK OUT THE DESIGN FOR A 50 YEAR PIN OR BAR HAS MADE A REPORT IN THIS ISSUE. WE THANK YOU, FRANK, ANDY, AND ED. FOR YOUR WORK ON THIS ASSIGNMENT. THE COMMITTEE STATE IN THEIR REPORT THAT IT WOULD BE VIRTUALLY IMPOSSIBLE FOR THE MEMBERS TO ATTACH A BAR TO THEIR PIN. THEY SUGGEST ANOTHER PIN ENTIRELY FOR THE PURPOSE. THEY SUGGEST THAT THE PIN BE A REPLICA OF OUR SEAL WHICH READS, "OLD OLD TIMERS CLUB", "PIONEERS

OF AMATEUR WIRELESS" AND HAS THE DETECTOR, ANTENNA, AND STRAIGHT SPARK GAP ON IT. WE SUPPOSE THE PIN WOULD BE ABOUT THE SIZE OF A HALF DOLLAR, GOLD PLATED WITH THE WORDING AND SYMBOLS IN RED OR BLUE LETTERS. THIS PIN WOULD BE RATHER EXPENSIVE (IN THE QUANTITIES WE WOULD BE BUYING) AND MIGHT COST \$5.00 TO \$10.00. ANYTHING NICE IS GOING TO BE EXPENSIVE. ANY 50 YEAR MEMBER WHO DIDN'T CARE TO SPEND THE MONEY FOR IT WOULDN'T HAVE TO AND COULD BE SATISFIED WITH THE ORIGINAL BLUE PIN. THE DIRECTORS ARE THE ONES TO DECIDE THE QUESTION SO WE'RE JUST BATTING THE BREEZE ABOUT THE MATTER. THERE SHOULD BE A REPORT ON THE SUBJECT IN THE JUNE ISSUE OF SGT.

TO THE MEMBERS WHO ARE LOCATED IN THE 4TH DISTRICT CALL AREA, THESE REMARKS ARE ADDRESSED. WE NOW HAVE THE 4TH AREA QSL BUREAU HERE IN CHATTANOOGA. IT IS SPONSORED BY THE FRYE AMATEUR RADIO CLUB. WE TOOK THE BUREAU OVER LAST MAY 18TH AND IT WILL BE MAY 1ST OF THIS YEAR BEFORE WE HAVE THE BUREAU STRAIGHTENED OUT. WE WERE OVER 125,000 CARDS BEHIND WHEN WE TOOK OVER AND THE CARDS PILE IN FROM FOREIGN QSL BUREAUS AND ARRL AT THE RATE OF ABOUT 4000 CARDS PER WEEK.

THE QSL BUREAU IS A CLUB PROJECT NOW AND NOT ONE FOR AN INDIVIDUAL. WE SPENT 300 MAN HOURS SORTING, FILING AND MAILING CARDS DURING JANUARY AT THE CHATTANOOGA BUREAU. THE DX'ERS AND DX-PEDITIONS HAVE INCREASED TREMENDOUSLY IN THE LAST FEW YEARS, OVER THE WORLD, AND THE IDEA OF QSL MANAGERS HAS GREATLY INCREASED BUSINESS. WE HAVE ONE FLORIDA HAM FOR EXAMPLE, WHO HAS RECEIVED MORE THAN 1500 DX-QSL CARDS THE PAST YEAR. WE ARE SENDING POSTAL CARD NOTICES AND PUTTING MESSAGES ON ALL NETS FOR THOSE HAMS WHO HAVE CARDS AT THE BUREAU BUT NO S.A.S.E.

73's

YOCEB-11

BERT, W4MF



# Spark-Gap Times

LETTERS CONT'D.....

YOGB-11:

MAYBE THOSE WHO KNEW TOM STEVENS MIGHT LIKE THIS EPISODE. THERE WERE MANY OTHERS.

73's  
CHARLEY, WITU

\*\*\*\*\*

YOGB-11 HANCOCK, MAINE 04640

I READ MRS. TOM STEVENS LETTER IN THE DECEMBER ISSUE OF SGT, AND WE WERE VERY PLEASED TO HEAR FROM HER THRU THE COLUMNS OF SGT. WE HAD THE PLEASURE OF MEETING MRS. STEVENS WHEN WE VISITED WITH TOM AT HIS HOME IN NEW JERSEY BACK 40 YEARS AGO.

I WAS TOM'S ASSISTANT FOR 2 YEARS IN HIS OFFICE AT 66 BROAD STREET, WHEN HE WAS MARINE TRAFFIC MANAGER. MY DESK WAS ALONGSIDE OF HIS. I HAD PREVIOUSLY KNOWN TOM WHEN I WORKED FOR HIM IN BOSTON IN 1913 AND ONE OF MY OTHER DUTIES WAS THE SOLICITATION OF TRAFFIC FROM THE FOREIGN PASSENGER SHIPS BY BOARDING THEM IN PORT. ARTHUR ISBELL RELIEVED TOM, AS MARINE-- TRAFFIC MANAGER AND I WORKED WITH ART FOR ANOTHER YEAR. TOM AND I USED TO SPEND OUR LUNCH HOUR ON WHAT WE CALLED "RADIO-GYP-ROW", ON COURTLAND STREET, LOOKING OVER THE RADIO BROADCAST RECEIVERS IN THE MANY RADIO SHOPS. EVERY STORE HAD A SPEAKER OVER THE OUTSIDE DOOR AND CROWDS WOULD GATHER TO LISTEN TO SPORTS AND ETC. ONE EPISODE WHICH I WILL NEVER FORGET HAPPENED ONE EVENING WHEN I WALKED TO THE HUDSON-TUBE, WITH TOM ON HIS WAY HOME TO NEW JERSEY.

MR. WINTERBOTTOM THE GENERAL TRAFFIC MANAGER HAD ASKED US TO STAY OVER ONE EVENING FOR A MEETING WHICH ENDED AT 7 PM. TOM AND I LEFT THE OFFICE, FOR HOME IMMEDIATELY AFTERWARDS. WHILE WALKING ACROSS LOWER BROADWAY, TOM STOPPED AND SAID I HEAR CODE, DO YOU HEAR IT CHARLEY, OR AM I OFF THE BEAM. AS WE GOT CLOSER TO RADIO-ROW, IT WAS COMING THRU LOUD AND CLEAR. THE FOG WAS SO THICK YOU COULD CUT IT WITH A KNIFE. ALL PASSENGER LINERS WERE HELD UP IN QUARANTINE. GENERAL MOTORS HAD ARRANGED WITH "NBC" TO BROADCAST A COAST-TO-COAST PROGRAM OF ALL THE OPERA SINGERS INCLUDING JOHN MACCORMICK AND THE NEW YORK PHILHARMONIC ORCHESTRA. GENERAL

MOTORS HAD TAKEN OUT A INSURANCE POLICY AGAINST "SOS" TAKING THEIR PROGRAM OFF THE AIR. IN THOSE DAYS A "SOS" WOULD SHUT DOWN ALL COASTAL BROADCAST STATIONS.

WHEN WE ARRIVED ON CORTLANDT STREET, YOU COULD HEAR A ROTARY-SPARK SIGNAL SENDING TRAFFIC ALL OVER LOWER MANHATTAN. WE LISTENED AND GOT THE CALL LETTERS, "IUP" WHICH WAS THE ITALIAN LINER, GIUSEPPE VERDE, SENDING RESERVATION CANCELLATIONS TO "WNY". RCA BUSH TERMINAL. JOHN MACCORMACK WAS TRYING TO SING THRU ALL THIS COMMOTION AND IT WAS TERRIFIC.

CROWDS STANDING OUTSIDE OF THE RADIO STORE BLAME IT ON THE TYPE OF RADIO SET THE STORE WAS USING AND THEY WERE MOVING ON. TOM GAVE ME A NICKLE AND SAID CALL "WNY" AND TELL THEM TO LAY OFF TAKING TRAFFIC FROM "IUP", TELL "IUP" TO USE HIS EMERGENCY SET. CHARLEY DARCY WAS ON DUTY AT "WNY" AND SAID THE GIUSEPPE VERDE'S EMERGENCY SET WAS BROKEN DOWN AND HE HAD TO USE HIS 2 KW ROTARY. DARCY TOLD ME HE WOULD QRT WITH THE SHIP UNTIL THE PROGRAM WAS OVER.

EVERYTHING WAS NICE AND QUIET FOR A FEW MINUTES AND THEN IT HAPPENED, "IUP" STARTED CALLING "WCG" OUR KEENEST COMPETITOR, INDEPENDENT WIRELESS, CHARLEY PANNILL BOSEN WAS OPR. ON DUTY AND HE TOOK 50 MSGS. FROM THE SHIP AND BUSTED UP THE GENERAL MOTORS FIFTY THOUSAND DOLLAR PROGRAM ALL OVER LOWER MANHATTAN ISLAND.

BEFORE WE WENT DOWN INTO THE HUDSON TUBE, TOM TURNED TO ME AND SAID, I SURE HATED TO LOOSE ALL THAT TRAFFIC. TOM WAS THE GREATEST OF THEM ALL.

BEST 73's  
CHARLEY ELLSWORTH

\*\*\*\*\*

JANUARY 24, 1966  
YOGB-11: 145 WYCKOFF, AV.  
WYCKOFF, N.J.

I ENJOY READING EVERY ISSUE OF SPARK GAP TIMES. I USED TO BE HAM EDITOR OF THE SAN FRANCISCO EXAMINER AND ALSO WROTE FOR A RADIO OPERATORS UNION MAGAZINE. THE ENCLOSED ITEM IS FROM THE LATTER.

IF YOU FIND THE ITEM INTERESTING ENOUGH TO PUBLISH, I WOULD LIKE YOU TO MAKE THE FOLLOWING CHANGES. BY-HOWARD COOKSON W2GW/W6GW (DELETE THE BOOK#) - AT THE END; CHANGE IT TO READ "AND THAT WAS 49 YEARS AGO".

I WOULD GREATLY APPRECIATE IT IF YOU WOULD  
....CONTINUED NEXT PAGE....

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LETTERS CONT'D.....

RETURN THE ITEM WHEN YOU ARE THRU WITH IT. IT COMES FROM MY SCRAP BOOK.

SOMEONE TOLE ME YOU WERE ON EVERY SATURDAY MORNING WITH CW ON 35 MCS. I HAVEN'T BEEN ABLE TO HEAR YOU FOR SOME REASON AFTER MANY SATURDAYS.

73,  
HOWARD, W2GW/W6GW

\*\*\*\*\*

JANUARY 8, 1966

DEAR EUNICE:

I APOLOGIZE FOR NOT REPLYING A LONG TIME AGO TO YOUR NICE LETTER OF OCTOBER 24TH, IN WHICH YOU WELCOMED ME INTO OLD OLD TIMERS CLUB.

I WANT YOU TO KNOW THAT I AM IMPRESSED WITH EVERYTHING I HAVE RECEIVED FROM THE CLUB AND AM PROUD TO HAVE QUALIFIED AND TO HAVE BEEN SELECTED AS A MEMBER. PLEASE PUT ME ON YOUR LIST TO RECEIVE ALL FUTURE COPIES OF SPARK GAP TIMES. MY CHECK FOR \$2.50 IS ENCLOSED TO COVER THE COST OF THE FIRST SIX ISSUES.

AS YOU PREDICTED IN YOUR LETTER, THERE ARE MANY NAMES OF FELLOWS LISTED IN THE ROSTER WHOM I KNEW YEARS AGO AND HAD LOST CONTACT WITH OVER THE YEARS. I AM NOT SURE WHAT KIND OF OOTC PIN I SHOULD HAVE. WHY DON'T YOU JUST SEND ME ONE LIKE YOU SENT TO RICHARD JOHNSTONE OF 67 HEATHER WAY, LARKSPUR, CALIF. OR TO CLIFF NICHOLS, 77014 CALIFORNIA DR., PALM DESERT, CALIF.

MR. BERTRAM OSBORNE, W4MF, TOGETHER WITH PERLEY B. DUNN AND YOUR GOOD SELF SIGNED AND FORWARDED TO ME YOUR 50 YEAR AWARD WHICH I VALUE VERY HIGHLY. MANY THANKS. THIS WAS SUCH A NICE THING TO RECEIVE. THE OOTC IS CERTAINLY A NICE CLUB TO BELONG TO. PLEASE LIST ME AS A MEMBER WHO WANTS TO PARTICIPATE IN ALL ACTIVITIES WHERE YOU THINK I CAN CONTRIBUTE ANYTHING FOR THE GOOD OF THE ORGANIZATION.

MAY I TAKE THIS LATE OPPORTUNITY TO WISH YOU AND YOURS A HAPPY AND PROSPEROUS NEW YEAR.

SINCERELY,  
B. J. OSBORNE, W6US

454 MOON MOUNTAIN DRIVE  
SONOMA, CALIFORNIA, 95476

\*\*\*\*\*

145 BOGERT RD.  
PINE BROOK, N.J.  
FEB. 12, 1966

YOCB-11

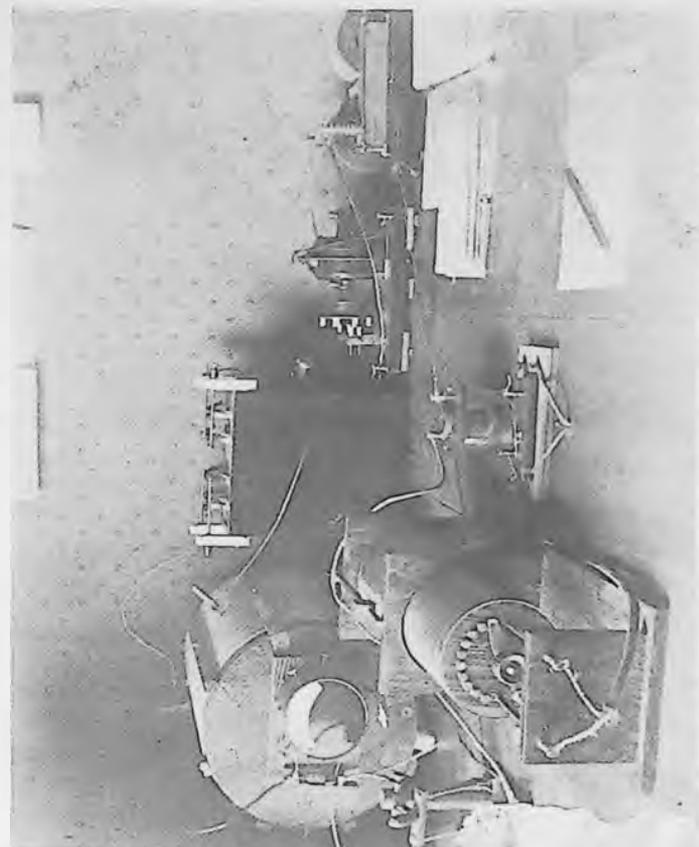
NICE TO KNOW THAT YOU ARE WATCHING OVER YOUR FLOCK AND THAT YOU SENT MY FORMER LETTER TO W8HR, REGARDING MY INTEREST IN THE OOTC QSL CARDS. I HOPE TO HEAR FAVORABLY FROM HIM AND THAT SOON I MAY GET SOME SAMPLES WITH MY CALL, W2GC.

SINCE MOVING OUT HERE IN THE WOODS MY OLD CARDS FROM EAST ORANGE, N.J. MUST BE THROWN AWAY AS I HAVE AN ENTIRELY NEW ADDRESS NOW. I HOPE HE WILL MAKE SOME UP AND MAIL ME THE BILL.

I AM GLAD THAT YOU FOUND ENOUGH INTEREST IN MY TWO STORIES TO BE WORTHY OF SPACE IN THE APRIL SPARK GAP TIMES. I AM SURE SOME OF THE BOYS WILL GET A KICK OUT OF READING THEM. I AM TRYING TO THINK UP SOME OTHER TRUE STORIES FOR THE FUTURE. WILL FORWARD THEM TO YOU WHEN I GET AROUND TO IT.

SORRY YOU DID NOT GET THE PHOTOGRAPH I SENT YOU OF THE PRESENT STATION AND PICTURE OF THE OLD TIMER. I FOUND AN EXTRA GLOSSY PRINT AND AM SENDING IT TO YOU FOR FUTURE USE. SO IF IT IS PRINTABLE GO TO IT. ON AN ATTACHED SHEET IS SOME DOPE ON MYSELF FOR THE CAPTION. IF THE OTHER PHOTO EVER TURNS UP MAIL IT BACK AS THESE ARE ALL THAT I HAVE LEFT.

BEST 73,  
AL SONN, W2GC



A CLOSER LOOK AT CLARENCE PFEIFER'S 1914 BIG THAT WAS SHOWN ON THE FEB. COVER.

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APRIL 1966

## FINANCES

### OPERATING STATEMENT

FROM MAY 15, 1965 THRU DECEMBER 31, 1965

BALANCE IN BANK CHECKING ACCOUNT REPORTED MAY 15, 1965 \$ 1,995.97

#### INCOME

MEMBERSHIPS	(UP	* \$ 339.60)	\$ 1,330.00
SPARK GAP TIMES SUBSCRIPTIONS	(DOWN	299.75)	413.75
BLUE BOOKS	(UP	38.00)	143.00
1913 CALL BOOKS	(UP	23.00)	35.00
E. I. Co. CALL BOOKS	(UP	12.00)	21.00
OOTC LAPEL PINS	(	NO CHANGE )	4.00
OOTC LETTERHEADS	(DOWN	6.00)	6.00
OOTC STICKERS	(UP	9.30)	33.40
AWARD FEES	(DOWN	6.00)	5.00
SPARK GAP TIMES, EXTRA COPIES	(UP	1.15)	18.65
DONATIONS	(UP	4.90)	226.40
POSTAGE REMITTED	(UP	2.60)	5.95
ADVERTISING REVENUE	(UP	150.00)	400.00
TOTAL INCOME	(UP	268.80)	\$ 2,642.15

TOTAL BANK CREDITS (INCLUDING PENDING DEPOSIT OF \$47.05) \$ 4,638.12

#### DISBURSEMENTS

POSTAGE	(UP	9.83)	\$ 94.36
TELEPHONE	(DOWN	2.71)	3.96
SPARK GAP TIMES PRODUCTION	(UP	520.96)	1,099.63
EQUIPMENT	(DOWN	247.22)	57.35
PRINTING	(UP	108.15)	165.05
SUPPLIES	(UP	196.05)	292.76
CARRIAGE CHARGES	(UP	58.65)	69.63
FLOWERS	(DOWN	20.00)	0.00
MEMBERSHIP REFUND	(	NO CHANGE )	15.00
ADVERTISING (1 YEAR QST)	(UP	40.80)	40.80
BANK DEBITS AND SERVICE CHARGES	(DOWN	15.64)	0.00
TOTAL DISBURSEMENTS	(UP	648.87)	\$ 1,838.54
GROSS OPERATING BALANCE LESS INT.	(UP	803.03)	\$ 2,799.58
DIVERTED TO SAVINGS BANK AUGUST 3, 1965			1,000.00
JOURNAL BALANCE DECEMBER 31, 1965			1,799.58
EARNED INTEREST CREDITED DECEMBER 28, 1965			10.00
BALANCE IN SAVINGS BANK BEFORE INTEREST CREDITED			1,000.00
GROSS BALANCE, INCLUDING INTEREST EARNED (UP \$813.03)			\$ 2,809.58

\* AS COMPARED WITH THE PERIOD DECEMBER 14, 1964 THRU MAY 15, 1965

/s/ EUNICE R. THOMPSON, TREASURER

LOVELL, MAINE  
JANUARY 6, 1966

# Spark-Gap Times

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## B A L A N C E   S H E E T

DECEMBER 31, 1965

### ASSETS

CASH IN BANKS	\$ 2,809.58
CASH ON HAND - WITH ASS'T SECT'Y ONLY	56.98
POSTAGE STAMPS ON HAND	0.00
PREPAID ADVERTISING (1 YEAR QST)	40.80
EQUIPMENT - PRINTING PRESS IN CUSTODY OF PRESIDENT	450.00
EQUIPMENT - TYPEWRITER IN CUSTODY OF PRESIDENT	150.00
EQUIPMENT - ADDING MACHINE IN CUSTODY OF TREASURER	57.35
ADDRESS PLATES - IN CUSTODY OF ASS'T SECT'Y	72.00
SUPPLIES AND FORMS - IN CUSTODY OF SECT'Y	135.00
S.G.T. ENVELOPES - IN CUSTODY OF ASS'T SECT'Y	40.00
BLUE BOOK COVERS - 175 IN CUSTODY OF SECT'Y, VALUE AFTER DEDUCTING 85 RESERVED FOR BLUE BOOK PAYEES	112.50

TOTAL ASSETS (UP \$851.74 SINCE MAY 15, 1965) \$ 3,924.21

### LIABILITIES (CURRENT AND DEFERRED THRU JUNE 30, 1966)

ESTIMATED ACCOUNTS PAYABLE, NO BILLS ON HAND	\$ 50.00
* BLUE BOOK OBLIGATIONS:	
POSTAGE AND PACKING ON ESTIMATED 250 COPIES	100.00
ESTIMATED COST OF ASSEMBLY AND SHIPPING	100.00
SPARK GAP TIMES PRODUCTION AND MAILING-4 ISSUES	900.00
TOTAL LIABILITIES (DOWN \$164.20 SINCE MAY 15, 1965)	\$1,150.00
SURPLUS (UP \$1,015.94 SINCE MAY 15, 1965)	<u>2,774.21</u>

TOTAL LIABILITIES AND SURPLUS \$ 3,924.21

### SPARK GAP TIMES ACCOUNT

SUBSCRIPTION PAYMENTS RECEIVED SINCE DEC. 14, 1964	1,127.25
ADVERTISING REVENUE RECEIVED SINCE DEC. 14, 1964	650.00
TOTAL REVENUES	<u>1,777.25</u>
PRODUCTION COSTS PAID THRU DEC. 31, 1965	1,678.30
ESTIMATED PRODUCTION COSTS NOT YET BILLED	300.00
SUBSCRIPTION PAYMENTS APPLICABLE TO 1966-67	250.00
PROJECTED LOSS	<u>2,228.30</u> 451.05

CONTINUANCE OF SUBSCRIPTION AND ADVERTISING REVENUES  
CANNOT BE GUARANTEED WHEREAS THE CLUB IS OBLIGATED TO  
CONTINUE S.G.T. OR REFUND SUBSCRIPTION PAYMENTS PRO-RATA.

\* IN PRODUCTION ARE APPROXIMATELY 700 COMPLETE SETS OF BLUE BOOK INSERTS. ONE COMPLETE SET OF NEW INSERTS WILL BE MAILED NO CHARGE TO THOSE HAVING COVERS AND ORIGINAL INSERTS. COMPLETE BLUE BOOKS - COVERS PLUS INSERTS, WILL BE MAILED TO THOSE WHO HAVE PAID \$3.00 - AN ESTIMATED 85 PAYEES. THE NEW SETS OF INSERTS ARE BEING GIVEN TO THE CLUB WITHOUT COST BY ROB ROY. THOSE NOW HOLDING COVERS WILL RECEIVE THE FIRST SETS OF NEW INSERTS. SEE NOTICE ELSEWHERE IN THIS ISSUE OF

SPARK GAP TIMES.  
LOVELL, MAINE  
JANUARY 6, 1966

/s/ EUNICE R. THOMPSON, TREASURER

## NEWS ABOUT MEMBERS

INSTITUTE OF AMATEUR RADIO INC.  
SPRINGDALE, UTAH 84767  
Dec. 27, 1965

### NEWS RELEASE

THE INSTITUTE OF AMATEUR RADIO, INC. A NON-PROFIT ASSOCIATION OF RADIO AMATEURS RECENTLY MOVED ITS ADMINISTRATIVE HEAD-QUARTERS FROM NEW HAMPSHIRE TO SPRINGDALE, UTAH, AND APPOINTED MR. A. DAVID MIDDLETON, W7ZC/W5CA AS ITS FULL-TIME SECRETARY AND ADMINISTRATOR.

MR. MIDDLETON IS WIDELY KNOWN IN AMATEUR RADIO CIRCLES AND HAS BEEN AN ACTIVE AMATEUR FOR OVER 44 YEARS. HIS WRITINGS ON THE TECHNICAL, HISTORICAL, POLITICAL, AND FICTIONAL ASPECTS OF AMATEUR RADIO HAVE REGULARLY APPEARED SINCE 1929. MR. MIDDLETON WAS FORMERLY ASST. EDITOR OF QST, A ROVING EDITOR OF CQ AND THE ASSOCIATE EDITOR OF THE MONITOR. HE IS A MEMBER OF THE OLD OLD TIMERS CLUB AND THE MORSE TELEGRAPH CLUB AND OPERATES W7ZC, AT SPRINGDALE.

THE IOAR (ORGANIZED IN 1963 BY MR. WAYNE GREEN, W2NSD, EDITOR AND PUBLISHER OF 73 MAGAZINE) NOW BECOMES THE FIRST AMATEUR ORGANIZATION TO HAVE ITS HEAD-QUARTERS IN THE WESTERN PART OF THE UNITED STATES.

THE IOAR SENDS INFORMATIVE BULLETINS TO MEMBERS OF CONGRESS AND TO OTHER SELECTED GOVERNMENT PERSONNEL IN THE INTERESTS OF AMATEUR RADIO. THE INSTITUTE IS LEGALLY REGISTERED AS A LOBBYING REPRESENTATIVE OF AMATEUR RADIO. THE IOAR IS VITALLY CONCERNED WITH THE EDUCATIONAL, TECHNICAL AND OPERATIONAL PHASES OF AMATEUR RADIO. THE INSTITUTE IS "TOTALLY DEDICATED TO THE BETTERMENT AND PRESERVATION OF AMATEUR RADIO."

\*\*\*\*\*

THE INSTITUTE WILL OFFER CERTIFICATES OF MERIT FOR INDIVIDUAL TECHNICAL ACHIEVEMENT FOR OUTSTANDING PERFORMANCE ON THE VHF-UHF BANDS, AND IS SPONSORING A YOUTH-GROUP MOVEMENT TO INITATE INTEREST IN ELECTRONICS AT STUDENT LEVELS. IOAR HAS PROVISION FOR A SPECIAL STUDENT AGE MEMBERSHIP AT A REDUCED RATE BUT WITH FULL VOTING PRIVILEGES. MEMBERSHIP IN IOAR IS OPEN TO ALL PERSONS INTERESTED IN AMATEUR RADIO. HOWEVER, ALL IOAR OFFICERS AT ALL LEVELS MUST BE LICENSED RADIO AMATEURS

FOR ADDITIONAL INFORMATION CONCERNING THE INSTITUTE OF AMATEUR RADIO, PLEASE ADDRESS THE SECRETARY, IOAR, SPRINGDALE, UTAH, 84767, OR TELEPHONE AREA 801 772 3360

\*\*\*\*\*



UNITED WIRELESS MARINE STATION PJ SAN PEDRO, CAL., 1912. G. S. CORPE, OPERATOR, NOW W6LM. AND A HANDSOME LAD HE WAS TOO.

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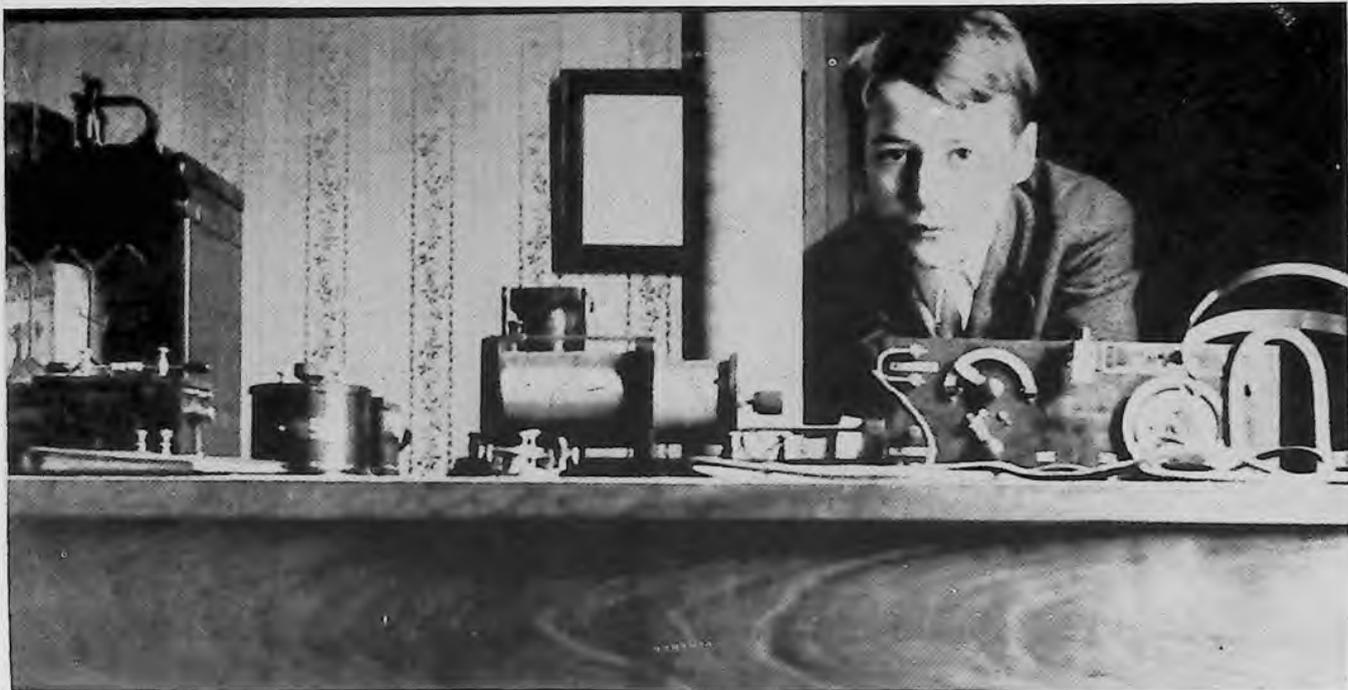
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WE ARE BOTH PLEASED AND PROUD TO HAVE OUR FIRST MEMBER FROM BELGIUM, "GENE ROSSEEL," ON4CE. WELCOME ABOARD "GENE" AND WE HOPE YOU ENJOY OOTC.

EUGENE ROSSEEL, ON4CE, 146 ZEELAAN, DE PANNE, BELGIUM. BORN 19, OCTOBER 1888. FIRST 2 WAY CW WIRELESS CONTACT FALL OF 1917. PRESENT OCCUPATION RETIRED BOOKKEEPER, MARITIME REPORTER FOR NEWSPAPER, "STANDAARD". FUR MERCHANT, IRON AND STEEL MERCHANT. LEFT SCHOOL AT AGE 15 TO WORK HARD IN MY FATHERS IRON TRADE. FROM FEB. 1917 TILL JUNE 1920 I WAS RADIO OPERATOR IN THE BELGIUM ARMY, INFANTRY, ARTILLERY, MATEO AND HEADQUARTERS. IN 1912 I BUILT AN RX, SELF CONDENSER, LEAD CRYSTAL AND LEARNED MORSE BY LISTENING TO THE PRESS NEWS FROM PARIS, POLOKU, ETC.

\*\*\*\*\*



HERE IS A FINE PICTURE OF BOB FIELD, OWNSBORO, KENTUCKY, W4KAP, AT THE AGE OF 12. WE ALL WENT THROUGH THIS STAGE AND WE CAN PICTURE OURSELVES SLIDING THE SECONDARY OF THAT LOOSE COUPLER IN AND OUT, ADJUSTING THE POTENTIOMETER AND HEARING THE HISsing OF THAT SOFT TUBE. IT SEEMS ONLY YESTERDAY.

"THANKS BOB FOR A NOSTALGIC PICTURE."

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ALBERT E. SONN, 73 YEARS YOUNG

BEEN HAMMING SINCE 1907 USING "AS" AS MY CALL UNTIL DECEMBER 13, 1912, WHEN MY FIRST LICENSE WAS A COMMERCIAL FIRST GRADE. USED THIS LICENSE FOR AMATEUR STATION WITH THE CALL "2 GC" WHICH LATER BECAME U2GC AND THEN W2GC.

OPERATED CONTINUOUSLY SINCE 1912, CALL IN 1913 CALL BOOK. NEVER OFF THE AIR WAVES EXCEPT FOR THE WAR YEARS. TOOK EXAM FOR EXTRA FIRST GRADE AMATEUR LICENSE IN AUGUST 20TH, 1925, AND PASSED THAT WITH "FLYING COLORS". STILL HAVE THE BUFF COLORED LARGE PAPER LICENSE No. 612. HARD TO GET THOSE DAYS, SO AM NOT ONE OF THE "GRANDFATHER LICENSEES" BECAUSE I DATE BACK TO 1917 AS WAS THE REQUIREMENT. THE LICENSE IS SIGNED BY ARTHUR BATCHELLER, EXAMING OFFICER AT NEW YORK CITY. VERY PROUD OF THIS ACHIEVEMENT AS THERE ARE FEW OF THESE ISSUED BUT I GOT MINE. FIRST LICENSED HAM TO GET A CAR LICENSE IN 1922 FOR MOBILE. ONE OF THE FIRST NEWSPAPER RADIO EDITORS. WAS "MAN IN THE MOON" ON WJZ AND WOR IN 1922 TO 1924.

WAS ANNOUNCER ON WBS, WHB1, WNJ, WDW, WAAM, AND HOST OF OTHER STATIONS AROUND NEWARK, N. J. ANSWERED 1917 CQD CALL FROM SHIP WHILE AT FORT TOTTEN, PERHAPS SAVING THE LIVES OF 360 PASSENGERS WITH BOAT STUCK IN ICE WHEN LONG ISLAND SOUND FROZE OVER IN 1917 JUST AT START OF WORLD WAR I. THINK THAT IS ENOUGH TO HOLD YOU FOR AWHILE.

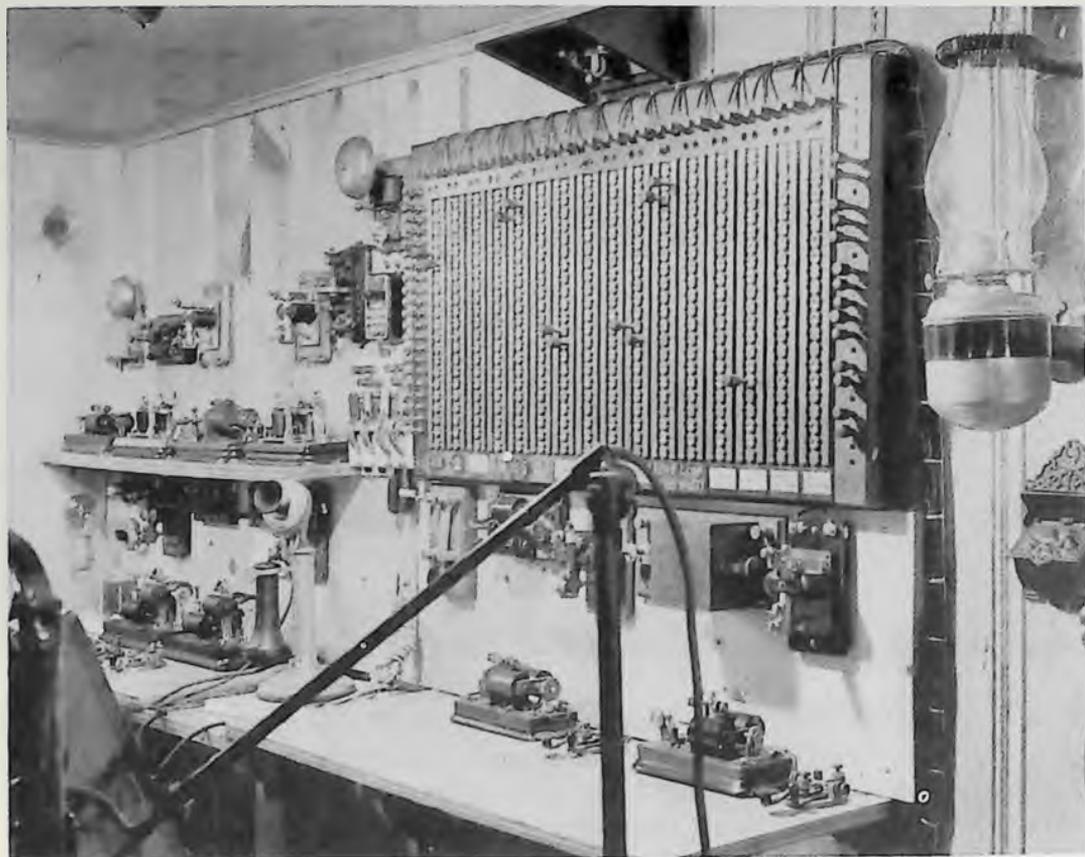
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STUART DAVIS, WZZH, THE "OLD CURMUDDGEON HIMSELF", IS A DISTINGUISHED MEMBER OF OOTC. HE HAS BEEN DIRECTOR OF RESEARCH, A CONSULTING ENGINEER, CHIEF ENGINEER FOR FLORIDA AIRCRAFT RADIO AND HELD MANY OTHER POSITIONS IN RADIO & LAND LINE TELEGRAPH. HE IS SHOWN HERE ADJUSTING CONCENTRATOR TABLE APPARATUS.



QUADRUPLIX TABLE WITH HALF-DUPLEX SET. YETMAN TRANSMITTING TYPEWRITER - SENDS MORSE 1904 VINTAGE.



TEST BOARD AND REPEATER DESK - MORE OF "STU'S" LAND LINE EQUIPMENT.

# Spark-Bay Times

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## PRESS RELEASE

NAVY DEPARTMENT

FOR IMMEDIATE RELEASE:      DATE LINE: WASHINGTON, D.C.      JANUARY 10, 1966

AN EFFORT IS BEING MADE TO LOCATE VETERAN NAVY RADIO OPERATORS WHO SERVED DURING THE FIRST WORLD WAR AT THE NAVY'S STATION AT OTTER CLIFFS, MAINE. THEY WILL BE ELIGIBLE TO RECEIVE A CERTIFICATE OF RECOGNITION SIGNED BY THE DIRECTOR OF NAVAL COMMUNICATIONS, REAR ADMIRAL ROBERT H. WEEKS, USN. RADIO OPERATORS ASSIGNED TO OTTER CLIFFS BETWEEN THE DATES OF AUGUST 28TH, 1917, AND JULY 26, 1919, SHOULD COMMUNICATE WITH CHARLES ELLSWORTH, HANCOCK, MAINE, 04640, FOR FURTHER INFORMATION. MR. ELLSWORTH, A RETIRED NAVY CHIEF RADIO-MAN IS COMPILING A LIST OF SURVIVING VETERANS TO BE FORWARDED TO THE OFFICE OF NAVAL COMMUNICATIONS IN WASHINGTON.

THE OTTER CLIFFS STATION WAS ORIGINALLY UNDER THE COMMAND OF LIEUTENANT ALESSANDRO FABBRI, WHO DEVELOPED IT AS A SMALL AMATEUR EXPERIMENTAL STATION, TURNED IT OVER TO THE NAVY DURING WORLD WAR I, AND WAS COMMISSIONED AS THE NAVY'S OFFICER IN CHARGE. FOR HIS ACCOMPLISHMENTS, LIEUTENANT FABBRI RECEIVED THE NAVY CROSS IN 1919, THREE YEARS BEFORE HIS DEATH. APPROXIMATELY 80 WATCH STANDING RADIO OPERATORS MANNED THE NAVY'S OTTER CLIFFS FACILITY IN IT'S HEYDAY, AND BY THE END OF THE WAR, IT WAS DESCRIBED BY SECRETARY OF THE NAVY, JOSEPHUS DANIELS, AS THE MOST IMPORTANT AND MOST EFFICIENT STATION IN THE WORLD. THE STATION WAS DECOMMISSIONED IN 1935, WHEN FACILITIES WERE MOVED TO WINTER HARBOR, MAINE, PRESENT SITE OF A NAVAL SECURITY GROUP ACTIVITY.

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A HAPPY RADIO FAMILY  
CIRCA. 1925  
COURTESY, G. S. CORPE, W6LM



SCENE AT ROOSEVELT FIELD, LONG ISLAND, 1926, SHOWING TWO WOODEN HANGERS OPERATED BY O.O.T.C. MEMBER GEORGE WIES, "W2BKX". A REAL PIONEER OF HISTORY AT ROOSEVELT FIELD.

Photo By Ellsworth:

## STORIES

### A WREATH FOR THE "TITANIC"

BY: EMILY ELLSWORTH

BACK IN THE LATE 1920's, TRANS-ATLANTIC FLIGHTS WAS BIG BUSINESS AT ROOSEVELT FIELD, GARDEN CITY, NEW YORK. PROBABLY THE MOST DRAMATIC AND UNIQUE FLIGHT OF THIS ERA WAS THE WRECK AT SEA OF THE AIRPLANE, "OLD GLORY". THE FLIGHT PLAN OF THIS AIRPLANE WAS SCHEDULED AS A NON-STOP FLIGHT FROM OLD ORCHARD BEACH, MAINE, TO ROME, ITALY.

ON AUGUST 1ST, 1927, THE MANAGING DIRECTOR OF THE NEW YORK DAILY MIRROR, REQUESTED MY HUSBAND TO JOIN THE CREW OF THE "OLD GLORY", AS RADIO-OPERATOR AND ASSIST WITH THE NAVIGATION. THE SHIP WAS TO BE EQUIPPED WITH THE BEST RADIO EQUIPMENT AVAILABLE AT THIS TIME. THE OTHER TWO MEMBERS OF THE CREW WERE BOTH AIR MAIL PILOTS, LLOYD BERTAUD AND J. D. HILL, TWO OF THE BEST PILOTS IN THE COUNTRY. THEY HAD BEEN GRANTED LEAVE OF ABSENCE FROM THE POST OFFICE DEPARTMENT TO COMPLETE THIS EPOCHAL UNDERTAKING.

FLIGHT HEADQUARTERS WAS ESTABLISHED AT THE GARDEN CITY HOTEL, ON LONG ISLAND, NEAR ROOSEVELT FIELD. RADIO-CODE INSTRUCTION WAS GIVEN TO BOTH PILOTS. PILOT BERTAUD ALREADY KNEW THE RADIO-CODE AND WAS GIVEN EXTENSIVE CODE PRACTICE TO BUILD-UP HIS SPEED. BERTAUD WAS QUALIFIED TO OPERATE THE RADIO-TELEGRAPH TRANSMITTER ON THE SHIP IN CASE OF AN EMERGENCY.

THE CARDWELL COMPANY OF BROOKLYN, N.Y. WERE SELECTED TO CONSTRUCT THE 75 WATT RADIO-TELEGRAPH TRANSMITTER. THE TRANSMITTER WAS INSTALLED IN THE REAR OF THE SHIP. A COMMERCIAL RADIO RECEIVER WAS ALSO INSTALLED. THE ANTENNA-REEL HELD 300 FEET OF ANTENNA WIRE, TO BE REELED OUT WHEN THE SHIP WAS AIRBORNE.

A WIND-DRIVEN GENERATOR WAS INSTALLED AS POWER SUPPLY FOR ALL RADIO EQUIPMENT. THE AIRCRAFT RADIO STATION WAS LICENSED BY THE FEDERAL COMMUNICATIONS COMMISSION UNDER THE CALL-LETTERS, "WRHP".

SEVERAL TEST FLIGHTS WERE MADE FROM ROOSEVELT FIELD'S LONG RUNWAY, TO TEST OUT THE RADIO EQUIPMENT AND CONDUCT LOAD TESTS. THE RADIO EQUIPMENT WAS OPERATING VERY

SATISFACTORY.

ON THE EVENING OF SEPTEMBER 2ND, 1927, THE MANAGER OF THE FLIGHT INFORMED THE CREW OF "OLD GLORY", THEY WOULD HAVE TO MOVE ALL OPERATIONS TO OLD ORCHARD BEACH, MAINE, FOR THE FINAL TAKE-OFF. EVERYONE AGREED THE BEACH AT OLD ORCHARD WOULD GIVE THEM A MUCH LONGER RUNWAY TO BECOME AIRBORNE. ARRANGEMENTS WERE MADE TO HAVE THE U.S. WEATHER BUREAU TRANSFER ALL WEATHER REPORTS FROM SHIPS AT SEA TO OLD ORCHARD, MAINE.

AFTER STUDYING THE WEATHER REPORTS FOR SEPTEMBER 6TH, BERTAUD DECIDED TO TAKE-OFF SOMETIME DURING THAT DAY. THE MANAGER OF THE FLIGHT WAS NOTIFIED OF THE SCHEDULED TAKE-OFF TIME AND SEEMED PLEASED THAT THE TIME HAD FINALLY ARRIVED FOR THE BIG SPLURGE.

THE FLIGHT MANAGER SHOWED MY HUSBAND A LARGE METAL WREATH HE PURCHASED TO PLACE ON HIS BROTHER'S GRAVE IN ROME. HE ALSO TOLD HIM HE WOULD BE IN THE RADIO-ROOM ON THE FLIGHT, WRITING THE STORY OF THE TRIP TO ROME. HE WAS INFORMED THAT THE SHIP WAS ALREADY OVERLOADED AND THAT THE PLANE COULD NOT TAKE-OFF WITH AN EXTRA PASSENGER ON BOARD.

AFTER A LENGTHY DISCUSSION BETWEEN THE PILOTS AND THE FLIGHT MANAGER, IT WAS DECIDED THAT THE SHIP WOULD BE OVERLOADED WITH A PASSENGER AND THE FLIGHT MANAGER WOULD HAVE TO REMAIN ASHORE. THE PILOTS AGREED IT WAS MORE IMPORTANT TO AIR SAFETY TO HAVE A FULL TIME RADIO OPERATOR ON BOARD THAN A PASSENGER WRITING THE STORY OF THE FLIGHT.

THE FLIGHT MANAGER SEEMED DISAPPOINTED ON THIS DECISION, AND ADVISED THE PILOTS UNLESS HE COULD JOIN THE CREW ON THE FLIGHT, HE WOULD HAVE THE PROGRAM CANCELLED. HE POINTED OUT THAT PILOT BERTAUD WAS A FAIR RADIO-OPERATOR AND COULD HANDLE THE RADIO IN A EMERGENCY. MY HUSBAND AND THE TWO PILOTS DISCUSSED THE SITUATION AT ANOTHER LOCATION. AFTER ALL THE PUBLICITY THAT HAD BEEN GIVEN THE FLIGHT THEY DID NOT WANT THE MANAGER TO CANCEL THE TRIP. IT WAS AGREED THAT MY HUSBAND WOULD REMAIN ASHORE AND KEEP IN RADIO CONTACT WITH PILOT BERTAUD, THROUGH THE NAVAL RADIO STATION AT TWO-LIGHTS, CAPE ELIZABETH, MAINE. THE FLIGHT MANAGER WAS INFORMED OF THE PILOT'S DECISION

.....CONT'D NEXT PAGE...

## A WREATH FOR THE 'TITANIC'

BY: EMILY ELLSWORTH

....CONTINUED....

AND HE WITHDREW HIS INTENTIONS TO CANCEL THE FLIGHT. HE TYPED OUT A MEMO FOR MY HUSBAND, STATING THAT HE WOULD RECEIVE HIS SHARE OF ANY PROFITS MADE ON THE FLIGHT, LIKE A MEMBER OF THE CREW.

ACCORDING TO THE WEATHER REPORTS FROM SHIPS AT SEA, THE TAKE-OFF LOOKED GOOD FOR THE MORNING OF SEPTEMBER 6TH, 1927. THE FLIGHT MANAGER PLACED HIS LARGE METAL WREATH IN THE RADIO-ROOM OF THE SHIP, WITH HIS PORTABLE TYPEWRITER. HE SEEMED EXTREMELY EXCITED THAT HE HAD WON A PASSAGE ON "OLD GLORY".

AT 9 AM. EST. ON SEPTEMBER 6TH, 1927, "OLD GLORY" WAS POISED ON OLD ORCHARD BEACH READY FOR THE FINAL TAKE-OFF TO ROME. TEN, STATE OF MAINE POLICE, MOTOR CYCLES WERE LINED UP IN FRONT OF "OLD GLORY" TO CLEAR THE BEACH AHEAD.

THE FLIGHT MANAGER CLIMBED ABOARD THE PLANE ONE HALF HOUR BEFORE TAKE-OFF TIME. HE HAD HIS WREATH AND PORTABLE TYPEWRITER WITH HIM. THE REAL REASON FOR HIS SUDDEN DECISION TO JOIN THE CREW OF "OLD GLORY" MAY NEVER BE KNOWN. HIS WIFE HANDED HIM A LETTER MOMENTS BEFORE TAKE-OFF TIME.

WITH PILOT BERTAUD AT THE CONTROLS, "OLD GLORY" WAS ON HER WAY DOWN THE BEACH, WITH THE STATE POLICE MOTOR-CYCLES LEADING AFTER NEARLY A MILE RUN ON THE BEACH "OLD GLORY" STAGGERED INTO THE AIR AND WAS NOW AIRBORNE FOR ROME, ITALY, WITH A HEAVY TAIL. THE SINGLE MOTORED SHIP TURNED OUT TO SEA AT A LOW ALTITUDE.

WE HAD ARRANGED WITH THE UNITED STATES NAVY TO USE THEIR RADIO FACILITIES AT THE CAPE ELIZABETH STATION TO KEEP IN RADIO CONTACT, WITH PILOT BERTAUD ON "OLD GLORY". WE INVITED MRS. BERTAUD, THE PILOT'S MOTHER AND HELEN BERTAUD, HIS WIFE, TO ACCOMPANY US TO THE NAVAL RADIO STATION. JUST BEFORE LEAVING OLD ORCHARD BEACH, WE WERE INFORMED THAT THE SPONSOR OF THE FLIGHT HAD REQUESTED A RADIO BE SENT TO "OLD GLORY" AND HAVE HER RETURN TO OLD ORCHARD. UPON OUR ARRIVAL AT NAVAL RADIO, CAPE ELIZABETH, WE IMMEDIATELY ESTABLISH A RADIO-WATCH ON "OLD GLORY'S" RADIO FREQUENCY.

THE NAVAL RADIO STATION AT CAPE ELIZABETH, WAS ONE OF THE FIRST NAVAL WIRELESS

STATIONS TO BE ESTABLISHED ON THE ATLANTIC COAST. MY HUSBAND HAD PREVIOUSLY SERVED ON THIS STATION AS RADIO OPERATOR IN THE NAVY, WITH LARRY PIEFFER, THE CHIEF IN CHARGE.

WE BEGAN CALLING, "WRHP", (WILLIAM RANDOLPH HEARST PLANE) THE "OLD GLORY" TO DELIVER THE SPONSOR'S MESSAGE, BUT WAS UNABLE TO CONTACT THE PLANE. WE KNEW THAT PILOT BERTAUD WAS BURDENED WITH NAVIGATING A OVERLOADED SINGLE-MOTOR AIRPLANE. WE KEPT BROADCASTING THE MESSAGE BLIND, SEVERAL TIMES, REQUESTING HIS RETURN TO "OLD ORCHARD BEACH" WITH NEGATIVE RESULTS.

AT 1800 GST PILOT BERTAUD BEGAN BROADCASTING IN RADIO-CODE AND SENT THE FOLLOWING SHORT MESSAGE. "QUOTE: WE ARE FLYING AT 400 FOOT ALTITUDE AT 60 MILES PER HOUR WITH A HEAVY TAIL. AFTER PILOT BERTAUD FINISHED TRANSMITTING HIS MESSAGE, WE CALLED HIS SEVERAL TIMES, BUT APPARENTLY HE DID NOT TURN ON HIS RECEIVER OR HAD RECEIVER FAILURE, HOWEVER, WE COULD NOT MAKE RADIO CONTACT.

AT 2200 EST. MY HUSBAND WAS ON WATCH AT NAVAL RADIO, CAPE ELIZABETH MAINE, WHEN A VERY LOUD SIGNAL BROKE THROUGH THE HEADPHONES CALLING "SOS", AND SIGNING "WRHP". PILOT KEPT REPEATING THE CALL, "SOS" BUT WITHOUT FURNISHING ANY ADDITIONAL INFORMATION. I KNOW THAT ALL MEMBERS OF OOTC WHO HAVE SERVED AT SEA, WILL UNDERSTAND THE WEIRD FEELING ONE HAS AT A TIME LIKE THIS, ESPECIALLY WHEN YOU CAN CUT THE FOG WITH A KNIFE. THE OLD FOG-HORN AT CAPE ELIZABETH WAS MOURNING IT'S WARNING TO SHIPS AT SEA, BLENDED IN WITH A 500 CYCLE STRONG SIGNAL CALLING "SOS", AND SIGNING "WRHP", "OLD GLORY". IT BROUGHT MY HUSBAND BACK TO THE NIGHT HE WAS INTERCEPTING THE DISTRESS CALLS OF THE RMS "TITANIC", ON THE COAST OF NEWFOUNDLAND ALONG WITH MANY OTHER WIRELESS OPERATORS WHO COPIED THE SAME CALL ALL OVER THE ATLANTIC COAST.

AFTER ABOUT FIVE MINUTES OF TRANSMITTING THE DISTRESS CALL "SOS", THE RADIO TRANSMITTER ON AIRPLANE "OLD GLORY" BECAME SILENT.

EVERYONE ASSUMED THAT "OLD GLORY" WAS DOWN ON THE OCEAN AND NEEDED ASSISTANCE. WE CONTINUED MONITORING THE AIRPLANE'S FREQUENCY.

THE NAVAL RADIO OPERATORS AT CAPE ELIZABETH CALLED THE BOSTON NAVY YARD AND INFORMED THEM OF THE DISTRESS CALLS FROM "OLD GLORY". EVERYONE AGREED, "OLD GLORY" MUST BE DOWN ON THE OCEAN, SOMEWHERE ON THE EASTERN EDGE OF THE

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## A WREATH FOR THE "TITANIC"

By: EMILY ELLSWORTH

.....CONTINUED.....

GRAND BANKS. WE MONITORED THE AIRPLANE'S RADIO FREQUENCY FOR ANOTHER TWENTY MINUTES AND IT WAS DECIDED WE SHOULD BOARD THE BAR HARBOR EXPRESS AND RETURN TO NEW YORK CITY, WHERE WE COULD PARTICIPATE IN POSSIBLE RESCUE OPERATIONS BY RADIO. A FEW MOMENTS BEFORE CLOSING DOWN OUR RADIO SURVEILLANCE ON "OLD GLORY" ANOTHER LOUD RADIO SIGNAL CAME THROUGH THE HEAD-TELEPHONE SET CALLING, "SOS" AND SIGNING, "WRHP". PILOT BERTAUD STARTED TRANSMITTING A MESSAGE AFTER SENDING A FEW CALLS OF "SOS"; QUOTE "WE ARE 4 HOURS EAST OF CAPE RACE, NEWFOUNDLAND, AND;" UNQUOTE "THE MESSAGE ENDED ON THE WORD "AND". APPARENTLY THE ANTENNA HAD STRUCK THE WATER AND ENDED THE TRANSMISSION.

WE MONITORED "OLD GLORY'S" RADIO FREQUENCY FOR ANOTHER 30 MINUTES BUT NOTHING MORE WAS HEARD FROM THE PLANE. WE WERE CERTAIN THAT THE SHIPS ON THE ATLANTIC HEARD THE CALLS OF DISTRESS FROM "OLD GLORY". IT WAS THEN DECIDED TO RETURN TO NEW YORK CITY.

ARRANGEMENTS WERE MADE WITH MAINE CENTRAL RAILROAD TO HAVE THE BAR HARBOR EXPRESS TRAIL STOP AT A SMALL CROSSING IN SOUTH PORTLAND AND PICK US UP FOR THE TRIP TO NEW YORK CITY. ON OUR ARRIVAL IN NEW YORK WE ESTABLISHED HEADQUARTERS AT THE OFFICES OF THE NEW YORK DAILY MIRROR. AFTER WAITING ALL DAY WITHOUT WORD FROM THE SHIPS AT SEA, OF "OLD GLORY" MY HUSBAND CONTACTED THE LATE ARTHUR BRISBANE OF THE NEW YORK JOURNAL AND REQUESTED HE CHARTER A FISHING STEAMER TO CONDUCT A SEARCH FOR "OLD GLORY".

MR. BRISBANE WAS SKEPTICAL OF SUCCESS IN LOCATING THE WRECKAGE OF "OLD GLORY" DOWN SOMEWHERE ON THE NORTHEAST ATLANTIC. HOWEVER, HE AGREED TO CHARTER A FISHING STEAMER TO MAKE THE SEARCH.

AS MY HUSBAND WAS FAMILAR WITH FISHING OPERATIONS ON THE EAST COAST OF NEWFOUNDLAND, HE FURNISHED MR. BRISBANE WITH THE INFORMATION, WHERE HE COULD CHARTER A FISHING STEAMER. MR. BRISBANE SENT A CABLEGRAM TO ST. JOHNS, NEWFOUNDLAND, AND A TRAWLER WAS IMMEDIATELY ON IT'S WAY TO LOOK FOR "OLD GLORY".

AFTER STEAMING APPROXIMATELY 20 HOURS,

THE FISHING STEAMER, SIGHTED THE WRECKAGE OF "OLD GLORY" DEAD-AHEAD, SOME 230 MILES SOUTH SOUTHEAST OF ST. JOHNS, NEWFOUNDLAND. ONLY ONE HALF OF THE WING AND FUSELAGE WAS STILL AFLOAT, THERE WAS NO SIGNS OF THE CREW. THE MOTOR HAD APPARENTLY BROKEN-OFF WHEN THE SHIP STRUCK THE WATER AND SANK WITH ONE HALF OF THE FUSELAGE AND WING.

THE SKIPPER OF THE FISHING TRAWLER SENT A RADIOGRAM AND ACCORDING TO HIS CALCULATIONS ON THE GULF-STEAM CURRENT, THE AIRPLANE "OLD GLORY" STRUCK THE WATER IN LATITUDE 41;46 NORTH AND LONGITUDE 50:14 WEST, THE SAME POSITION THE RMS "TITANIC" WENT DOWN WITH THE LOSS OF 1500 PERSONS IN 1912. LOCATING LOST FISHING GEAR OFF THE COAST OF NEWFOUNDLAND MANY DAYS AFTER A BIG STORM, WAS ROUTINE BUSINESS FOR THESE FISHING TRAWLERS.

LOCATING THE WRECKAGE OF THE AIRPLANE "OLD GLORY" BY PRACTICAL NAVIGATION, OFF THE EAST COAST OF NEWFOUNDLAND, WAS HAILED BY ALL MARINERS AS A STUPENDOUS OPERATION.

MR. ARTHUR BRISBANE OF THE NEW YORK JOURNAL WAS NOTIFIED THAT PARTS OF THE WRECKAGE OF "OLD GLORY" HAD BEEN LOCATED AT SEA. HE IMMEDIATELY DISPATCHED THE CHARTERED STEAMER TO BRING THE WRECKAGE-PARTS ASHORE AND CRATE THEM FOR SHIPMENT TO THE AMERICAN LEGION HALL, IN NEWARK, NEW JERSEY, WHERE THEY ARE DISPLAYED IN THE LOBBY.

THE TRAGIC CONCLUSION TO THIS EPISODE IS BOTH UNIQUE AND LUGUBRIOUS. INSTEAD OF THE FLIGHT-MANAGER LAYING A METAL ARTIFICIAL-WREATH ON HIS BROTHER'S GRAVE IN ROME, ITALY, IT WENT DOWN WITH HIM OVER THE GRAVE OF THE WHITE-STAR, RMS "TITANIC" ON THE EASTERN EDGE OF THE GRAND BANKS. MY HUSBAND'S FATHER, CAPTAIN CHARLEY ELLSWORTH HAD FISHED THESE BANKS OUT OF GLOUCESTER, MASS. FOR NEARLY FORTY YEARS. BEFORE HE PASSED AWAY, CAPTAIN ELLSWORTH ASSISTED THE UNITED STATES COAST GUARD, IN ESTABLISHING THE EXACT LOCATION OF THE "TITANIC".

WHEN MAKING FUTURE TAPE-RECORDINGS OF RADIO SIGNALS STORED IN OUTER-SPACE, SPACE ENGINEERS MAY BE ABLE TO RECORD THE ENTIRE DISTRESS CALLS OF BOTH THE RMS "TITANIC" AND THE AEROPLANE "OLD GLORY", BOTH BURIED IN THE SAME GRAVE

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Hearst Airplane, "Old-Glory" taking-off from Old Orchard Beach, Maine, on a non-stop flight to Rome, Italy. At 9.05 AST. on Sept. 6th. 1927.

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## BEFORE THE DAYS OF WRITTEN TESTS

HAMS GRILLED AT OLD BROOKLYN NAVY YARD

BY: ALBERT E. SONN, 2GC

FEW OF YOU PROBABLY REMEMBER WHEN YOU HAD TO TAKE YOUR "HAM LICENSE TEST" AT THE BROOKLYN NAVY YARD. THERE WERE NO WRITTEN QUESTIONS AND YOU DID NOT HAVE TO SEND ANY CODE IF I REMEMBER RIGHTLY.

IN 1912 WE HAD TO GET A LICENSE OR GET OFF THE AIR. O YES, THERE WERE PLENTY OF "WIRELESS BOOTLEGGERS" WHO GOT BY FOR A FEW YEARS BEFORE THEY WERE CAUGHT OR FORCED INTO PASSING A TEST. BUT THE HONEST AMATEUR DID HAVE A GO AT IT, AND HE HAD TO KNOW SOMETHING PRACTICAL ABOUT WIRELESS.

I HAD BEEN ON THE AIR FOR YEARS BEFORE THAT IN 1907 WHEN WE MADE OUT OUR CALL LETTERS TO SUIT OURSELVES. MINE AT FIRST WAS AS AFTER MY NAME, LATER I CHANGED IT TO DV BECAUSE ABOUT SIX OTHER HAMS IN AND AROUND NEWARK, N.J. USED THE LETTER "D" AS SORT OF A WIRELESS SOCIETY. WE HAD 2DG, 2DW, 2DH, AND SO ON. THAT WAS THE DAY THAT WE TOLD THE COMMERCIAL STATIONS AND THE NAVY WHERE TO GO IF WE SAW FIT TO JAM THE AIR. THERE WERE NO LAWS TO GOVERN US.

WE SIMPLY RULED THE AIR WAVES SO AS TO SPEAK. I REMEMBER GETTING IN WRONG WITH THE STATION AT FIRE ISLAND. THE OFFICER THERE WROTE MY FATHER A NASTY LETTER SO THAT I PLEASE LET UP ON THIS AMATEUR TRASH IN ORDER THAT FIRE ISLAND COULD GET THEIR TRAFFIC THRU. STATION WA AT THE WALDORF ASTORIA IN NEW YORK WAS SO SORE ABOUT HAMS OUT IN JERSEY KILLING THEIR TRAFFIC WITH WD AT WILMINGTON, THAT I, FOR ONE, CALLED PICKERIL AT THE KEY AND SAID, "I'LL STAY OFF FOR YOU IF YOU PROMISE TO LET ME HAVE A PAIR OR EAR-PHONES SUCH AS HE WAS USING". HE SAID HE WOULD GLADLY DO ANYTHING TO PLEASE ME IF I WOULD KEEP THAT NASTY SPARK GAP STILL. SO THE NEXT AFTERNOON I LEFT STEVENS PREP AT HOBOKEN, N. J., TOOK THE FERRY ACROSS THE HUDSON AND WENT UP TO SEE THE "BIG CHIEF." WHEN HE SAW ME HE WAS BUSY HANDLING TRAFFIC AND DID NOT PAY ATTENTION TO ME FOR ABOUT TEN MINUTES. I WAS FASCINATED AT THE WAY HE HANDLED TRAFFIC WITHOUT THE USUAL QRM FROM THE REST OF OUR GANG. FINALLY HE LOOKED AROUND AND SAID, "WELL, WHAT HAVE YOU IN MIND? DO YOU WANT TO BECOME AN OPERATOR?" I SAID I WANTED MORE THAN THAT, I WAS 2DV,

THE SQUIRT THAT HE COMPLAINED ABOUT JAMMING HIM.

"OH, YOU ARE THE KID WHO WANTS A PAIR OF EAR PHONES?" AND AT THAT HE TOOK HIS OWN HEAD SET OFF HIS BALD HEAD AND HANDED THEM TO ME. I TOLD HIM THAT I WOULD BE A GOOD BOY FROM NOW ON, AND I NEVER DID JAM HIM AGAIN. I WAS PROUD TO WEAR THOSE PHONES AND ALL THE D'S LOOKED ON ME WITH ENVY BECAUSE I HAD SOMETHING THEY NEVER COULD GET.

AFTER THAT LICENSING CAME ALONG. I WAS REQUESTED TO GO OVER TO THE BROOKLYN NAVY YARD AND TAKE A TEST. I DID NOT KNOW WHAT I WAS IN FOR BUT I GOT UP SOME COURAGE FROM SOMEWHERE AND MADE THE TRIP. I WAS USHERED INTO THE BIG STATION AT NAH. BOY, THE STUFF THEY HAD THERE! THEN A NAVY MAN IN CHARGE ASKED ME THE USUAL QUESTIONS ABOUT HOW LONG I HAD BEEN OPERATING WIRELESS AND I TOLD HIM OF MY HAMMING EXPERIENCES WITH COMMERCIAL STATIONS AND HOW I WANTED TO BE ON THE GOOD SIDE OF EVERYONE IN WIRELESS. HE ASKED ME A LOT MORE QUESTIONS ABOUT MY EXPERIENCES WITH A KEY AND I TOLD HIM THE TRUTH. THEN HE TOOK ME TO A SMALL SIDE ROOM FILLED WITH DISMANTELED GEAR AND SAID, "IF YOU KNOW SO MUCH ABOUT OPERATING, LOOK OVER THIS STUFF AND GET IT FIXED UP TO GO ON THE AIR." SCRATCHING MY THICK BROWN HAIR I WAS FLABBERGASTED AT WHAT TO DO NEXT. I SAW SOME BARE WIRES WHICH WERE NOT CONNECTED TO ANYTHING SO I DECIDED TO CONNECT THEM TOGETHER AGAIN. THIS ACCOMPLISHED I FELT BETTER. I CALLED THE OFFICER WHO WAS REALLY THE OPERATOR OF NAH. HE SAID, "WELL SONNY, YOU THINK YOU GOT IT GOING ALRIGHT AND IT WON'T BLOW ANY FUSES?" ALL I COULD SAY WAS TO GO AHEAD AND CLOSE THE CIRCUIT. TO THIS DAY I CANNOT SAY WHAT I DID, BUT I MUST HAVE DONE SOMETHING RIGHT. THE GENERATOR WHIRRED AND THE METERS SHOWED PROGRESS. I STOOD BACK, "PRESS THE KEY" THE OFFICER SAID. I DID AND THERE WAS A LOUD SPARK BETWEEN ELECTRODES IN THE GAP. I NEVER HEARD ANYTHING SO LOUD. THERE WAS OZONE ALL OVER THE SMALL ROOM. I HAD MADE IT WORK. THE OFFICER TURNED TO ME AND SAID; "YOU'LL DO SONNY, MANY FLUNK THAT KIND OF TEST. HOW DID YOU LEARN ALL THAT STUFF?" I TOLD HIM I REPLACED THE BATTERIES FOR OUR DOOR BELL AND HAD BEEN AN AMATEUR SETTING UP MY OWN STATION WITHOUT HELP.

MY LICENSE CAME IN A FEW DAYS AND I HAD TO CHANGE MY CALL FROM DV TO 2GC, I WAS THE ENVY OF ALL THE YOUNG WHO WERE STILL IN THE PRE-DAWN LICENSING AREA.

WELL, I AM W2GC SINCE 1912 AND KEPT THE LICENSE GOING WITH THE SAME CALL EVER SINCE. IF YOU DON'T BELIEVE IT JUST LOOK IN THE 1912 CALL LETTER BOOK AND YOU WILL SEE 2GC AMONG THE EARLIEST HAMS OF RECORD.

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## ARTICLES

### HOW THE "STANDARD" WENT DOWN

By: HOWARD COOKSON, W2GW/W6GW

SO MANY OF OUR FRATERNITY HAVE BEEN SHIPWRECKED WITH EXPERIENCES FAR MORE MARROWING AND TERRIFYING THAN THE ONLY ONE IN WHICH I HAVE EVER PARTICIPATED, THAT I HESITATE IN WRITING OF IT. BUT I BELIEVE THAT THE CIRCUMSTANCES ARE A BIT UNUSUAL AND OF INTEREST TO OUR SEA-GOING CROWD. IT SHOULD BE CALLED THE STORY OF HOW DISTRESS SIGNALS WERE PUT OUT WITHOUT THE BENEFIT OF RADIO EQUIPMENT.

UP TO AROUND 1920, THE VARIOUS SALMON CANNING FIRMS ON THE WEST COAST, SENT A FLEET OF SQUARE-RIGGED SAILING SHIPS FROM SAN FRANCISCO AND SEATTLE TO THEIR CANNERIES IN ALASKA. THEY WERE A COLORFUL LOT OF BARKS AND BARKENTINES, BUT NO MORE SO THAN THEIR CREWS AND CANNERY HANDS. WHEN THE TIME CAME, EVERY SPRING, FOR THE "SALMON FLEET" TO HEAD NORTH, THE POLICE JUDGES USED TO LINE UP THE BUMS, DRUNKS AND DERELICTS BEFORE THEM AND SAY, "OKAY BOYS. SIX MONTHS IN THE COUNTY JAIL OR SHIP TO ALASKA. WHAT'LL IT BE?" AS THE SALMON SEASON WAS ONLY THREE MONTHS, MAYBE FOUR, AND THEY COULD MAKE A FEW BUCKS, WHAT COULD THEY LOSE? THEY WERE THEN LOADED ON LAUNCHES AND TAKEN, UNDER GUARD, TO THE VARIOUS SHIPS ANCHORED OUT IN THE MIDDLE OF SAN FRANCISCO BAY.

I SAILED FROM SAN FRANCISCO IN THE SPRING OF 1917, ABOARD THE THREE-MASTED BARKENTINE "STANDARD". COUNTING THE CREW AND CANNERY HANDS THERE WERE ABOUT TWO HUNDRED PEOPLE ABOARD. OH YES, AND ONE WOMAN, THE CANNERY SUPERINTENDENT'S WIFE. QUITE A PRIME COLLECTION.

THE SHIP HAD NO RADIO ABOARD, AND I WAS ON AS A PASSENGER, TO OPERATE THE CANNERY STATION (KMG) AT NUSHAGAK, ALASKA. SOME PREVIOUS PASSENGER HAD RUN A SINGLE WIRE PARTLY UP THE AFTER-MAST, OBVIOUSLY TO BE USED FOR A RECEIVER. SO I TOOK MY OWN LITTLE RECEIVER ALONG, A TWO TUBE DRY CELL BATTERY JOB. I TRIED TO GET SOME WEATHER FROM COAST NAVAL RADIO STATIONS EN ROUTE, BUT WASN'T VERY SUCCESSFUL.

IT TOOK US THIRTY SIX DAYS TO COVER A DISTANCE OF A LITTLE OVER TWO THOUSAND MILES TO THE ENTRANCE OF THE NUSHAGAK RIVER, ON BRISTOL BAY, AND IN THE MIDDLE OF THAT PITCH-DARK NIGHT WE PILED UP ON CAPE

CONSTANTINE. THERE WAS QUITE A SEA RUNNING, AND THE SHIP WAS SOON IN A BAD WAY. THE WOODEN HULL CRACKED OPEN AND IT WAS OBVIOUS THAT SHE COULD NOT LAST LONG. WE NEEDED HELP, BUT QUICK.

ROCKETS OR LIGHTS WERE NO GOOD DUE TO THE FACT THAT THE COUNTRY WAS PRACTICALLY UNINHABITED. WHAT TO DO?

THEN I REMEMBERED I HAD SEEN A LITTLE SPARK COIL, WITH VIBRATOR, AMONG SOME DISCARDED JUNK IN ONE OF THE CABINS. I DIDN'T KNOW IF IT WOULD WORK, BUT BY THAT TIME I WOULD HAVE TRIED ANYTHING, EVEN A QUIJJI BOARD. I HAD A FEW EXTRA DRY CELLS WHICH I SOON RIGGED UP AS A POWER SUPPLY, AND WAS REWARDED BY A HEART WARMING BUZZ FROM THE VIBRATOR. FROM EACH SECONDARY POST OF THE COIL, I RAN A WIRE, MAKING A GAP OF ABOUT AN EIGHTH OF AN INCH FOR THE SPARK. FOR AN ANTENNA SWITCH I SIMPLY TOOK THE ANTENNA LEAD-IN WIRE AND CLIPPED IT TO THE RECEIVER IF I WANTED TO RECEIVE, OR TO ONE SIDE OF THE SPARK GAP IF I WANTED TO TRANSMIT.

ALL OF THIS TIME THE SHIP WAS POUNDING ON THE ROCKS. THE RUDDER HAD COME UP THROUGH THE DECK, AND THE PUMPS WERE USELESS. EVERYONE WAS CONSIDERABLY WORRIED, INCLUDING COOKSON.

I HAD HEARD THE KVITCHAK STATION THAT AFTERNOON AND KNEW HE WAS QUITE CLOSE. SO WITH A PRAYER TO ALLAH AND ALL HIS RELATIVES, I SAT ME DOWN ON AN UPENDED APPLE BOX AND SENT AN SOS ON MY MAKESHIFT KEY. AT FIRST NO LUCK, BUT AFTER THE THIRD TRY, ERNEST DANIELSON AT KVITCHAK, CAME BACK. I KNOW NOW HOW PEOPLE FEEL WHEN THEY WIN THE IRISH SWEEPSTAKES.

YES, THE "STANDARD" WENT DOWN, BUT NOT BEFORE EVERYONE GOT AWAY IN THE LIFEBOATS. THE TUGS SENT OUT FROM SHORE PICKED US UP AT SEA, FOUR DAYS LATER. DURING THOSE FOUR DAYS EACH PERSON WAS RATIONED A SARDINE A DAY, SOME CRACKERS, AND A DRINK OF WHISKEY IF HE CARED FOR IT. I STILL DON'T LIKE THE TASTE OF WHISKEY OR SARDINES. THE MEMORY OF THAT COMBINATION IN MY STOMACH, WHILE RIDING A TOSSING LIFE-BOAT, STILL LINGERS IN MY MEMORY ----AND THAT WAS FORTY-NINE YEARS AGO.

\*\*\*\*\*



THIS PICTURE SHOWS EL PRESIDENTE DEL RADIO CLUB ROSARIO, HUMBERTO DEGAETANO GINES LUIFW WITH OUR SOUTH AMERICAN REPRESENTATIVE A.E. OSORIO, LU2AO.



STATION LUØASC DE LA RED DE EMERGENCIA. SENT BY OUR SOUTH AMERICAN REPRESENTATNE, LU2AO, AUGUSTO OSORIO

## THE LATIN AMERICAN PAGE

BY:

AUGUSTO E. OSORIO, LU2AO : REPRESENTANTE EN SUD AMERICA  
QTH: CESPEDS 3572 - BUENOS AIRES - (27) - ARGENTINA

### RED DE EMERGENCIA DE RADIOAFICIONADOS ARGENTINOS

LA SECRETARIA DE COMUNICACIONES HA CREADO LA RED DE EMERGENCIA FACULTANDO A LA DIRECCION GENERAL DE TELECOMUNICACIONES PARA ORGANIZAR, REGLAMENTAR Y DICTAR NORMAS PARA EL FUNCIONAMIENTO DE LA ESTACION CABECERA LUØASC, SITUADA EN EL PALACIO DE CORREOS DE BUENOS AIRES. ESTA ESTACION ESTA UNIDA POR LINEAS TELEFONICAS Y TELEGRAFICAS CON LAS ESTACIONES RADIOELECTRICAS OFICIALES PACHECO Y DON BOSCO, TRANSMISORAS Y RECEPTORAS RESPECTIVAMENTE.

LOS HORARIOS Y FRECUENCIAS DE TRABAJO SON LOS SIGUIENTES:

LUNES:	16 A 1700 HORAS	14150 KC/S -	JUEVES:	1900 A 2000 HORAS
MARTES:	19 A 20 00 HORAS	3550 KC/S -	VIERNES:	1600 A 1700 HORAS
MIERCOLES:	16 A 1700 HORAS	7075 KC/S -		

EN ESTOS TURNOS LA ESTACION LUØASC EFECTUA ENSAYOS DE LA RED COMUNICANDO CON LAS ESTACIONES CABECERAS DE LAS PROVINCIAS, PERTENECIENTES A RADIO CLUBES.

LA SECRETARIA DE COMUNICACIONES ACEPTA LA COLABORACION DE LA FEDERACION ARGENTINA DE RADIOAFICIONADOS, QUE REUNE A RADIO CLUBES ARGENTINOS DE LA CAPITAL FEDERAL Y DE LAS PROVINCIAS.

### 44º ANIVERSARIO RADIO CLUB ARGENTINO

CON EL TRADICIONAL BANQUE TE SE CELEBRO UN NUEVO ANIVERSARIO DEL RADIO CLUB ARGENTINION CON LA PRESENCIA DE AUTORIDADES Y DELEGADOS DE RADIO CLUBS Y NUMEROSOS RADIOAFICIONADOS. CONCURRIO TAMBIEN EL GENERAL ESTANISLAO LOPEZ, MIEMBRO DEL OOTC, LU7AB, PRESIDENTE DEL CENTRO DE RADIOVETERANOS ARGENTINOS. AL CRV PUEDEN PERTENECER LOS RADIOAFICIONADOS CON MAS DE 25 ANOS DE ACTIVIDAD.

### RADIO CLUB ROSARIO

LA ENTIDAD CELEBRO SU 30º ANIVERSARIO EL 26 DE SEPTIEMBRE ULTIMO CON UN ALMUERZO EN UN RESTAURANT DE ROSARIO QUE CONTO CON LA ASISTENCIA DE GRAN NUMERO DE LU'S, COMO ES YA TRADICIONAL Y LA PRESENCIA DE AUTORIDADES, DELEGADOS DE RADIO CLUBES DEL INTERIOR. EL OOTC SE ADHIRIO A LA CELEBRACION Y EN LA FOTO QUE ILUSTRA ESTE COMENTARIO APARECE EL PRESIDENTE DEL RADIO CLUB ROSARIO, HUMBERTO DEGAETANO GINES, LUIFW A LA IZQUIERDA Y A SU LADO, A. E. OSORIO, LU2AO, REPRESENTANTE DEL OOTC.

\*\*\*\*\*

# Spark-Gap Times

PAGE 22

APRIL 1966

1500 Mass. Ave., N.W.,  
Washington 5, D.C.  
December 31, 1965.

Mr. C. Bertram Osborn, W4MF,  
1608 Hixson Pike,  
Chattanooga, Tenn.

Dear Bert:

As you are aware, through correspondence during the past several months, considerable work has been done by the committee you appointed by your letter of May 24 to formulate some recommendations relative to devising a bar to attach to the present membership pin or development of a new one.

In the course of such investigations, it is only natural that other suggestions would be proposed by members. One of those offered most frequently has been that the name of the Club be changed to portray more forcefully the pioneering role that its members played in "wireless". This is concurred in by the committee, and is expressed in the recommendations enumerated below.

The committee offers the following proposals for your consideration and disposition:

1. No bar bearing "50" or "50 Years" - would be impossible job for most members to attach to the present pin.
2. Make a new pin which would be an actual copy of the present seal. Have one pin with yellow (or other desirable color) background and "50" or "50 Years" for those eligible, and another of green (or other) color for the remainder.
3. Use present pin until supply is exhausted at current price. New design pin available if member wishes to pay price which would doubtless would be higher.
4. Change the name of the Club to a name that identifies the field of human activity, and portrays the priceless contribution of "pioneering" that its members have given to the world. Accordingly, the name "Pioneers of Amateur Wireless" is proposed.

In order that all members have an opportunity to express themselves, it is further proposed that the above be published in SPARK GAP TIMES with the request that comments be sent to the OOTC Secretary or to the Chairman of this committee whichever you think most appropriate.

Approved:

*Ed G. Raser*  
Ed G. Raser, W2ZI

<sup>73</sup>  
*F. J. Shannon Sr.*  
Col. F. J. Shannon, Sr. USAF (RET)

*Andrew L. Shafer*  
Andrew L. Shafer, W8TE

## "An Embarrassing Incident"

As a young man, while working as an operator in the San Francisco office of the Postal Telegraph Company at Bush and Battery Streets, on the morning of May 2nd, 1914, electrifying news broke over the Pacific Cable to the effect that the Pacific Mail Steamship Company's S.S. "SIBERIA", commanded by Captain Adrian "King" Zeeder, had sent out an SOS off the coast of Formosa.

As the Pacific Commercial Cable Company's cable terminated in virtually the same room as the Postal's Operating Room, it being separated only by an alcove, word quickly spread throughout the operating room, and in no time, the normally quiescent pony wire to the Pacific Mail's Headquarters took on all the aspects of a heavy overland wire.

Almost immediately, a flood of long plain language cables to Yokohama (at \$1.21 per word) were dispatched, instructing their office to spare no effort or expense in protecting the lives of the passengers and crew, as well as the ship itself, and also instructing them to cable full details.

Meantime, "Extras" heralded the startling news on the streets causing great excitement, as the "SIBERIA", together with her sistership "KOREA", were two of the crack liners running between Sac Francisco and the Orient and were favorites amongst the globe trotters of the day.

After the dust had settled, so to speak, it developed that the wireless operator on the "SIBERIA" was merely calling the S.S. "PERSIA", another Pacific Mail vessel, whose call letters were MBS, possibly for the purpose of comparing positions.

Now as most of us know, in the Continental or International telegraphic code, the letters MBS, when run together in a series of calls, sounds very much like "SOS" (if you did not percceive that the first letter was M and not S). This was picked up by the Japanese land station on Formosa, being misread "SOS".

The first operator on the "SIBERIA" was R.A. Gorman, and his 2nd. operator, Frank J. Callahan, both of whom are listed in the Roster of Johnstone's "My San Francisco Story of the Waterfront and the Wireless." The Pacific Mail Steamship Company stated that they were two of their best men.

Captain Adrian "King" Zeeder, it is said, has acquired the nickname "King" because of his reputation for being a strict disciplinarian. The pyrotechnics that must have ensued when "The OLD MAN" was apprised of what had unwittingly occurred, is not hard to imagine, and could only have been surpassed by a sense of inadequacy in groping for some of the more expressive adjectives to suit the dimensions of the occasion.

William G. (Bill) Gerlach (W6BG)



CLASS IN "PHYSICS"  
BAPT STOR. Y.M.C.A., IN NEW YORK CITY  
1915  
INSTRUCTORS - E. BUCHER & H. SADERHANSER



### Calling W3CDQ--con affetto

Elizabeth M. Zandonini, the little lady here shown receiving her retirement certificate from Dr. Astin, has left NBS after more than 45 years of Government service. Only five others now at the Bureau are members of that exclusive club.

"Emzie," as she is affectionately called, has been Administrative Clerk in the Radioactivity Section (231.21) since 1954. In addition to the excellent work she has done with radioactivity standards, her facility with languages has enabled her to do scientific translations in Spanish, Italian, French, and German and to serve as interpreter and guide to many foreign visitors to NBS. In 1963 she received a Sustained Superior Performance Award. Previously she worked with CRPL and was a physical science (radio) aide with the former Radio Section for 25 years.

Emzie's versatility has extended far afield. Her education here in D.C. was obtained at the National Radio School and George Washington University and American University. She was one of the first women in the entire U. S. to receive a "ham" radio operator's license, and as "W3CDQ" she has become one of the best known operators in the world. Many of the radio friends she has made she has later been able to meet in person on trips throughout this country and Europe. Soon after World War I she served under Public Health Service in the re-education of disabled soldiers, teaching radio communication in Army Hospitals. During World War II she became an aide in the War Emergency Radio Service, teaching code at the Women's Defense Training School, and after the War taught civil defense communication at the NBS Graduate School. She is a member of the Institute of Radio Engineers (now IEEE) and a few amateur radio clubs. For more than 10 years she has been asst. Director for the Atlantic Div. of the American Radio Relay League. She has helped many a fledgling radio operator to get his start--some to go on to high places.

On June 29 a testimonial dinner honoring Emzie was held at the Sheraton Silver Spring Motor Inn. Among the many present to pay her tribute were her former NBS supervisors, as well as a number of notables from amateur radio circles. Dr. R. W. Hayward (213.24) spoke of her contributions to the Radioactivity Section and presented gifts from NBS personnel and other friends from various parts of the U. S. and Europe--a portable typewriter, luggage, a World Atlas and an album of NBS memorabilia, among others. W. S. Hinman, former Deputy Asst. Secretary of the Army for Research and Development, was toastmaster. Citations included a Certificate of Merit from the Foundation for Amateur Radio, a telegram from Herbert Hoover, Jr., President of the Amateur Radio Relay League, and a letter of congratulation from President Lyndon B. Johnson.

Retirement for Emzie will be anything but dull. She plans to operate her radio station, continue her travels, and pursue her other hobby of photography.

THE OOTC IS PROUD TO HAVE AS A NEW MEMBER, MISS ELIZABETH, W3CDQ. SHE IS MEMBER NUMBER 700.

THE ABOVE ACCOUNT OF HER RETIREMENT WAS TAKEN FROM THE "STANDARD", HOUSE ORGAN OF THE BUREAU OF STANDARDS.

# Pensioner Ford Relives Silent Films with Rebuilt Theater Organ

The days of watching silent films can be relived with Pensioner Warren Ford, who rebuilt the famed Kilgen theater organ which entertained thousands during the 20's and 30's in Albany's former Paramount Theater.

**IT TOOK HIM** three and one-half years but you can now sit back in his garage and listen to some 641 pipes peal out wailing background



**SOME 641 PIPES** peal out the sounds in his garage that used to provide background music for silent films. It took Mr. Ford four months just to wire the 5,000 wires from the pipes to the organ.

music with an occasional door slam as Rudolph Valentino jilts another girl or you can hear the many rah-ta-ta boom sounds intermingled with sirens and crash cymbals as the Keystone cops rush out on another emergency. Or you can just listen to some fine organ music.

An electro-mechanical engineer with GE, Mr. Ford retired in 1959 with 37 years of service and with this background was able to put his talents to use on one of the most ambitious projects we've seen.

Mr. Ford, who has always been an organ enthusiast but who "never had the time before to really take it serious," outbid a junk dealer for the theater organ in 1962.

He spent the next two months hauling parts of the organ over from the Paramount and cleaning layers of dirt off the parts and himself after each trip.

**THE NEXT PROBLEM** was finding a place to install it since he already owned two organs, a small spinet in the dining room and a new Allen electronic organ in the living room.

However, his wife who has a greenhouse, specializes in orchids and collects Sandwich glass, rented and moved her supplies out

of their two-car garage so he could install the organ there.

That was practically his home for the next three and one-half years. He had to build much of his own equipment. It took four months just to wire the 5,000 wires in the

organ. There are 2,900 magnets, 93 stops, and 641 pipes which weigh about four and one-half tons altogether. The pipes range in size from five-eighths of an inch to 16 feet long.

The theater organ was originally

a three-manual (three keyboards), five rank one (each rank has about 61 pipes). He added four more ranks which he rebuilt from parts found "anywhere I could get them."

\* \* \*

**AND WHAT KIND** of sound comes out of all this?

"Well," says Mr. Ford, "there are flutes, tibias, strings, trumpet and vox (that's a sound near the human voice). The percussions include a 37-bar marimba, xylophone, orchestra bells, 21-note chimes, bass drum, snare drum, sleigh bells, bird whistle, siren, tom-tom, castanets, chimes block, tambourine, door bell, school bell, clock chimes, surf and crash cymbal.

"The sound of thunder is also available," he said, "but I haven't got the lightning fixed up like lightning yet."

Mr. Ford, who has learned to play the organ since his retirement, says organ enthusiasts all over the state have been visiting him to play the organ. It is also an enjoyable pastime for his daughter, Marian, who plays regularly at the Trinity Methodist Church and gives lessons. Mr. Ford's other hobbies include painting, woodworking and ham radio. **WZGTB**



**MOST MUSICAL GARAGE** in town is owned by Pensioner Warren Ford, who spent three and one-half years rebuilding and installing a theater organ from Albany's former Paramount Theater in his two-car garage.

## SILENT KEYS

HEART ATTACK FATAL TO HOWARD SISSON, WOPR 12-6-65

THE BODY OF HOWARD R. SISSON, FOUNDER AND PRESIDENT OF HOWARD SISSON Co., Inc., WILL BE BROUGHT TO ST. JOSEPH AND TAKEN TO ST. JOSEPH MORTUARY, MEIERHOFFER-FLEEMAN, PENDING ARRANGEMENTS. THE TIME OF ARRIVAL IS NOT KNOWN.

MR. SISSON DIED SUNDAY AFTERNOON AT A HOSPITAL IN CHICAGO, WHERE HE HAD BEEN A PATIENT SINCE NOV. 17, WHEN HE APPARENTLY SUFFERED A HEART ATTACK. HE HAD GONE TO CHICAGO, NOV. 10, TO ATTEND A CONVENTION OF THE NATIONAL ASSOCIATION OF REAL ESTATE BOARDS. HIS WIFE MRS. WILMA JONES SISSON, ACCOMPANIED HIM.

BORN IN MAYSVILLE, MO. MR. SISSON WAS THE SON OF THE LATE JULIUS SYLVANUS AND ALICE TRIM SISSON. A RESIDENT OF ST. JOSEPH MOST OF HIS LIFE. HE BECAME AN OUTSTANDING SUCCESS IN THE REAL ESTATE BUSINESS WHEN HE FIRST ENTERED THAT BUSINESS HE WORKED IT DURING THE DAY, AND AT NIGHT WAS A MOTION PICTURE OPERATOR AT THE MISSOURI AND ELECTRIC THEATERS. THROUGH THE YEARS HE MAINTAINED HIS INTEREST IN THAT FIELD AND KEPT UP HIS MEMBERSHIP IN THE MOTION PICTURE OPERATORS UNION.

ACTIVE IN CIVIC AND FRATERNAL CIRCLES, MR. SISSON HELD MANY OFFICES IN LOCAL AND NATIONAL FIELDS. IN ADDITION TO BEING PRESIDENT OF HIS COMPANY, HE WAS PRESIDENT OF THE WESTERN NO.-KAN CHAPTER OF THE SOCIETY OF INDUSTRIAL REALTORS; THE PACKAGE LOAN CORP.; ST. JOSEPH DOWNTOWN ASSOC. AND THE COMMERCIAL AND INDUSTRIAL REALTY CORP. MR. SISSON WAS A PAST PRESIDENT OF THE CHAMBER OF COMMERCE OF ST. JOSEPH; THE MISSOURI REAL ESTATE ASSOCIATION; THE BOARD OF REALTORS OF ST. JOSEPH; THE UPTOWN LIONS CLUB; THE CHAMBER OF COMMERCE ROUND UP CLUB AND THE ST. JOSEPH HOST CLUB OF LIONS INTERNATIONAL. A PAST DISTRICT GOVERNOR OF THE LIONS, HE WAS A PAST INTERNATIONAL DIRECTOR OF THAT ORGANIZATION, AND WAS ONE OF THE FOUNDERS OF THE PAST PRESIDENTS CLUB. HE WAS REGIONAL VICE-PRESIDENT OF THE NATIONAL REAL ESTATE ASSOC. AND WAS AN OFFICER OF THE MISSOURI STATE CONSUMER FINANCE ASSOC., OF WHICH HE WAS A PAST PRESIDENT. HE WAS ALSO AN AGENT FOR FARM & HOME SAVINGS ASSOC.

MR. SISSON WAS AN ACTIVE MEMBER OF FRANCIS STREET METHODIST CHURCH, AND WAS ON ITS OFFICIAL BOARD. HE HAD JUST COMPLETED SERVING THREE YEARS AS CHARGE LAY LEADER OF THE CHURCH.

A LONG-TIME AMATEUR RADIO ENTHUSIAST HE WAS ONE OF THE OLDEST IN TERMS OF YEARS OF SERVICE, "HAMS" IN THIS AREA. HE HAD A LARGE RADIO TOWER IN THE BACK YARD OF HIS HOME AT 1210 ASHLAND AVE. FOR YEARS HE RELAYED MESSAGES BETWEEN SERVICEMEN AND THEIR FAMILIES, AND HAD PLAYED AN ACTIVE ROLE IN A NUMBER OF EMERGENCY VOLUNTEER COMMUNICATIONS SYSTEMS.

A MEMBER OF MOILA TEMPLE, MR. SISSON ALSO BELONGED TO ZEREDATHA MASONIC LODGE; MITCHELL CHAPTER NO. 14, R.A.M.; ST. JOSEPH COUNCIL #9 R.&S.M.; HUGH DE PAYENS COMMANDERY #4. HE WAS ALSO ACTIVE IN Y.M.C.A. WORK.

IN ADDITION TO HIS WIFE, SURVIVORS INCLUDE ONE SON, RAYMOND A. SISSON, ST. JOSEPH, A VICE-PRESIDENT IN THE FAMILY FIRM; TWO GRAND-DAUGHTERS AND SEVERAL NIECES AND NEPHEWS. ONE NEPHEW, K. EUGENE JONES, IS A VICE-PRES. OF THE FIRM, AND THE PACKAGE LOAN CORP. A NIECE, MRS. ALICE SISSON BRAMER, WHOM HE HELPED RAISE, RESIDES IN WICHITA, KAN.

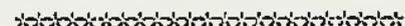
FROM THE ST. JOSEPH, MO. NEWS PRESS  
DECEMBER 6, 1965      HOWARD R. SISSON WOPR

WHEN ONE HAS PASSED 70 OR 75 AND LEAVES THIS EARTH IT IS NOT TOO HARD TO UNDERSTAND, THOUGH KIN SUFFER THE SAME LOSS. BUT WHEN A CITIZEN, A GO-GETTER OF THE WORTH OF HOWARD R. SISSON, HAS TO GO AT THE AGE OF 59, IT IS A SHOCK.

FOR MANY YEARS MR. SISSON WAS RIGHT IN THE FRONT IN CIVIC, INDUSTRIAL, SOCIAL, FRATERNAL AND RELIGIOUS ACTIVITIES. HIS FRIENDS WERE LEGION.

WHEN HE WAS TAKEN ILL IN CHICAGO ATTENDING A REALTY CONVENTION WE ALL HOPED IT WOULD BE MINOR. THAT WAS NOT TO BE. HE IS GONE AND HE WILL BE MISSED SORELY IN THE MANY CIRCLES WHERE HIS GOOD DEEDS MADE LASTING IMPRESSION.

TO HIS BELOVED KIN A WHOLE TOWN EXTENDS SYMPATHIES AND YET IT IS LITTLE COMFORT TO OFFER THE WEAK CONDOLENCE "HE WAS TOO YOUNG TO HAVE TO GO!" BUT HE WAS. HE LEFT A MARK FOR US ALL, HOWEVER; MAY WE STUDY HIS LIFE AND ACTIVITIES AND GIVE TO THE GOOD OF ALL WHAT HE DID.



- WISS -

ARTHUR A. STOCKELLBURG, 'ART' TO US, WISS, HAS GONE QRT FOR THE LAST TIME. HE WAS BOSTON'S FIRST AMATEUR AND COMMERCIAL WIRELESS OPERATOR. HE WILL BE SORELY MISSED BY THE OOTC AND THE AMATEUR FRATERNITY. HE WAS ON YOCEB-11'S CORRESPONDENCE LIST AND WE WERE WRITING HIM A LETTER WHEN CHUCK MCAULY, WIKJ, CALLED US ON THE LAND LINE AND TOLD OF HIS PASSING. IT IS ALWAYS SADDENING TO LEARN OF A FRIEND'S PASSING. HE IS GONE BUT NOT FORGOTTEN.

## RADIO PIONEER A.A.STOCKELLBURG DEAD IN LINCOLN

LINCOLN- HAM RADIO CALL LETTERS 'WISS' REMAINED SILENT TODAY WITH THE SUDDEN DEATH LAST NIGHT IN EMERSON HOSPITAL, CONCORD OF ARTHUR A. STOCKELLBURG, 75, OF BEDFORD RD.

STOCKELLBURG, NEW ENGLAND'S FIRST HAM OPERATOR, REMAINED ON THE AIR LATE MONDAY NIGHT AND ENTERED THE HOSPITAL YESTERDAY AFTER COMPLAINING OF FEELING ILL.

THOUSANDS OF PERSONS AROUND THE WORLD WERE FAMILIAR WITH STOCKELLBURG'S CALL LETTERS AND HUNDREDS MORE IN THE NEW ENGLAND AREA REMEMBER HIM FOR HIS EFFORTS DURING EMERGENCIES AND MILITARY CONFRONTATIONS.

IN FEBRUARY 1952, STOCKELLBURG WAS THE SUBJECT OF A FEATURE STORY BY THE GLOBE'S RADIO AND TELEVISION EDITOR, ELIZABETH SULLIVAN ABOUT HIS WORK IN THE COMMUNICATIONS WORLD.

THE CAMBRIDGE-NATIVE IN 1901 SAILED OUT OF BOSTON HARBOR ABOARD THE FIRST VESSEL TO CARRY A WIRELESS. HE WAS THE SHIP'S RADIO OPERATOR.

THE FORMER RADIO ENGINEER FOR RADIO STATION TOA, CAMBRIDGE, WILL ALSO BE REMEMBERED FOR HIS LONG STINT AT THE WIRELESS, OVER 52 HOURS IN ALL, DURING THE TITANTIC SINKING. STOCKELLBURG WAS ABOARD A SHIP SOMEWHERE ON THE EAST COAST AND RELAYED EMERGENCY MESSAGES BETWEEN THE SCENE OF THE ICEBERG TRAGEDY AND SHORE-BASED FACILITIES.

AT THE TIME OF HIS DEATH, STOCKELLBURG WAS EMPLOYED BY THE ELECTRONIC FIRM OF GRAYSON AND STADLER IN CONCORD.

HE IS SURVIVED BY HIS WIFE, DORIS (NOLAN) STOCKELLBURG; THREE SONS, NORMAN W. OF WESTON, DONALD A OF NATICK AND ALLAN P. STOCKELLBURG OF MARLBORO. ALSO TWO DAUGHTERS, MRS. ALEXANDER JARUK OF NORWOOD AND MRS. EDWARD PINKHAM OF FRANKLIN.

SERVICES WILL BE HELD AT 2 P.M. SATURDAY AT THE WENTWORTH CHAPEL, PROSPECT STREET, WALTHAM.

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FROM THE BOSTON EVENING GLOBE  
WEDNESDAY, JANUARY 19, 1966.

# Spark-Gap Times

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