



MEMBERSHIP APPLICATION



SOCIETY OF WIRELESS PIONEERS

P.O. Box 530 Santa Rosa, Calif., U.S.A. 95402

I hereby apply for PROFESSIONAL LIFE MEMBERSHIP in the SOCIETY OF WIRELESS PIONEERS and ... certify on my honor that during a period of my life, I have earned my livelihood as a professional wireless/radio "brass-pounder" - handling traffic by hand sending in International Code. (The applicant may be required to supply proof or documentation in case he is not sponsored by one of our members). I agree to KEEP MY ADDRESS CURRENT ON THE SOCIETY'S RECORDS and acknowledge that failure to do so will be sufficient grounds to drop me from membership. I am enclosing check or money order (Make out to Society) for \$7.00 covering \$2.00 non-recurring initiation fee and \$5.00 dues for the current year. Applications received AFTER Nov. 1st will also be credited with paid-up dues for the coming calendar year. NOTE: Please furnish the Society with resume of your life (also) AFTER retirement from the operating field so we may include in our Directory listing.

LEAVE BLANK

NO. 613-P

DATE 6-30-70

SX-I 2/7/70

SX-D 5/7/70

CX

FG 7/3/70

WP # 2-3
M 7-1-70

POB _____

COC _____

DATED 6-28-70 SIGNED Earl W. Korf

SPARK-GAP PIONEER (Svc PRIOR 1915) VETERAN (Svc. - 1926-1935 Incl.) Earl

PIONEER (SVC. 1915-1925 Incl.) PROFESSIONAL ASSOCIATE (After 1935)

DATE ASSIGNED apl NAME OF FIRST S.S. Earl CALL KDSQ

FIRST SHIP OR STN. 224 SHIP OR STN. Sea Ranger LETTERS KDRF

HISTORY SHEET (PLEASE PRINT OR TYPE)

KORF . EARL . W. Earl . KF . SUZANNE

Family Name Given Name In'tl. "Handle" Sine Wife's Name.

P.O. Box 153, LINCROFT NJ . 07738 . 201-747-3884

Street or P.O.Box No. City/Town State Zip # Telephone NO. (Incl. Area Code)

PROFESSIONAL ASSIGNMENTS (LIST) Please continue on letter-size sheet if necessary

SHIP OR SHORE STATION/S WHERE YOU SERVED: (CONTINUE)

FROM	TO	NAME SHIP/SHORE STN.	CALL	FROM	TO	NAME SHIP/SHORE STN.	CALL
1. <u>apl</u>	<u>May 1924</u>	<u>SS SEA RANGER</u>	<u>KDSQ</u>	5.	<u>DEC 1924</u>	<u>SS CURACOO</u>	<u>WGH</u>
2.	<u>APR 1924</u>	<u>SHIP STAR OF ITALY</u>	<u>KFFI</u>	6.	<u>OCT 1924</u>	<u>SS ROSE CITY</u>	<u>WWR</u>
3.	<u>July 1924</u>	<u>NAK NEK ALASKA</u>	<u>KHT</u>	7.	<u>MAY 1925</u>	<u>SS CHINA ARROW</u>	<u>KDGV</u>
4.	<u>SEPT 1924</u>	<u>STAR STAR OF LAPLAND</u>	<u>KXDA</u>	8.	Please list all - attach sheets as nec.		

(Continue upper right)

MEMBER SOS/CQD'ers CLUB ? (SHIP NO DATE _____)

(Please furnish details on separate sheet - we would like to publish details.)

AMATEUR ACTIVITIES PRESENT CALL ? NONE DATE. _____ EARLY CALL 6WX

& DATE 1920 Would you like to join WP CW NET ? NO (Details will be furnished)

PLEASE COMPLETE THE REVERSE SIDE OF APPLICATION FORM. WAB REV. 1/1970

Member sponsoring Ed Stevens #379-8P Credit Chapter # _____

KORF

ORGANIZATIONS YOU BELONG TO ? (PLEASE CHECK)

ARRL. ___ OOTC. ___ QCWA. ___ IEEE. ___ AFCEA. ___ ERC. ___ VWOA.
 ___ AWA. ___ DeF.P. ___ X-URTA. ___ MTC. ___ ROU. ___ ARA. ___ ACA.
 ___ MARS. ___ WCARS. ___ SARO. ___ X-IRE ___ OTC. ___ OTHER (List below)

Silver Wings - church couples club -

HOBBIES OR AVOCATIONS

(Please list your major "interests" - members would like to know about your hobbies, avocations, sports, etc.)

Hiking and amateur mountain climbing -

PARTICIPATION

Would you like to hold a National or Chapter Office in our organization if nominated? (NO) If "YES" what type of activity would you enjoy most?

___ Organizing. ___ Records. ___ Secretary. ___ Treasurer. ___ Correspondent
 ___ Editing Society Publications. ___ WP CW Net C/O etc. ___ Awards Committee
 ___ Historian. ___ Book Reviews. ___ Promotion & Public Relations. ___ Membership
 ___ Travel Program. ___ Entertainment. Other: _____

STATION ASSIGNMENTS - (CONT)

- from TO
- 8 - June 1926 Jan 1927 M/S CITY OF SAN FRANCISCO RXY
 - 9 - FEB 1927 APR 1927 SS PULPIT POINT GMPK
 - 10 - AUG 1927 - MAR 1928 SS LARRY DOHENY WOBE
 - 11 - APR 1928 - MAY 1928 SS KANAK - KOT
 - 12 - MAY 1928 - AUG 1930 - NAKNEK ALASKA KHT
 - 13 - AUG 1930 - SEP 1930 - SS BEHRING KDEV
 - 14 - OCT 1930 - FEB 1942 - TWA SYSTEM WIDE
GROUND - PT TO PT STATIONS
 - 15 - FEB 1942 - MAY 1944 - FLIGHT RADIO OPR
AIR TRANSPORT COMMAND

MAY 1944 - Transferred to Flight Navigator -

ps, etc., that use in PORTS OF the subjects and large ing publications of The Wireless also like old lies of the great thing you think feel this is old like to

IRELESS PIONEER ? tooning etc., you rial for publica- coming issues of

nce, you will card. You may ues for the cur- knowledged. In There may be a

Please indicate at right - how many copies of this application form we may send you, that you in turn will mail to eligible friends? Your cooperation and yeoman duty WILL BE APPRECIATED. Thank you.



7-3
1
P. O. Box 153
Lincroft NJ 07738
June 28, 1970

1613
Earl W Korf

Society of Wireless Pioneers
P.O.Box 530
Santa Rosa Calif

78 ask 7/3/70
Attention Mr. Frank Geisel

Dear Frank:

I was quite surprised when Ed Stevens told me he had sent you my letter. I did not know that he was interested in this organization. I am not unhappy about it though and am anxious to join, if you think I am eligible.

*PG
wonderful
letter*

I have often thought about joining up in one of the old timers clubs but was in contact with any one who were members. Altho Mr Stevens has been a family friend for many years, I believe it has been 45 years since I have seen him.

Anyway, am enclosing the application and a check for \$7.00

Pretty good hi

As you notice on the station assignments, I started my wireless career at sea with RCA. In fact, my RCA record book has Mr. Richard Johnstone's signatures. Am wondering if your President is the same Dick Johnstone who was Supt in San Fran in 1924. I believe he was a south-paw.

AJ

Actually I first used cw as a ham operator in Napa California 6 W X in 1920. Old rotary spark gap transmitter and crystal detector. In 1922, I decided to take up morse telegraphy with the Western Union for a living. My father had been a railroad telegrapher. I graduated from W U apprenticeship in Napa in 1922 and spent a year operating and managing W U offices at places like Napa, Ukiah, Sebastopol, Monterey San Luis Obispo and a few other northern california cities. Then in 1923 I got the sea bug and shipped out as cabin boy on the barkentine Mary Winkelman. My brother was 2nd mate and wireless operator on her. We went to the south seas and was wrecked on a coral reef. During this voyage I received a lot of good code and other wireless instruction from my brother and when we got back to SF I went to, I believe was the Mackay Radio School where I got my first license.

I spent 2½ years straight, running the Alaska Packers radio station KHT at Naknek. In the fall of 1930 when returning from Naknek, I went with TWA airlines and continued with TWA until my retirement at 60 (6 years ago). We got a lot of high speed code work with TWA as had a very fine cw point to point system. About 1940, CW went out with advent of fone and teletype. In February 1942, I went with the Army Air Corps where I flew as a flight radio operator for two years. Then in 1944, I learned navigation and have been in air navigation since that time. Up until TWA severed their radio operators in 1954, I kept my radio CW qualifications up to date by working the cw circuits as often as I could. I had obtained a CAA Flight Radio operators certificate, shortly after receiving the Navigators certificate. I was stationed in Cairo Egypt for ten years from 1946 to 1956, as Chief Navigator.

So since I actually left wireless operating, I have kept renewing my commercial tickets, still having all the renewals from Mar 21, 1924 and my First Telegraph and First Telephone was most recently renewed in 1969, so I expect to get another one renewed before I pass on.

After retiring from TWA in 1964, I have worked for several non-scheduled airlines as navigator. In the fall of 1967, jobs were not too plentiful for flight navigators and I decided to go back to sea. As I did not have a Coast Guard Radio Officer's License, as it was not required while I was at sea, I went to work to get one. In Dec 1967, I received the Coast Guard License, along with the proper seaman's papers which qualified me for sailing as Radio Officer again. The day I received my final papers, ~~SEA~~ The radio officers union gave me a choice of 4 different ships. All going to VietNam and all being gone for from 3 to 6 months at a time. While I was studying this, Seaboard World Airlines called and offered me a Navigators job with them. My wife was not too enthused about me being away for such a long time and as the navigator's job paid better and I would be home much more often, I had to turn down the radio offers. I had bought an all wave receiver and spent many hours, listening and copying all the marine stations and ships I could pick up so I would not have any difficulty in working the ship's radio;

So, at present, I am 66 years of age and still flying with Seaboard. I get flights into VietNam every few months but the maximum days I am away from home is 10.

I still am not out of wireless telegraph. I took the ARRL 35 wpm code test recently and am now starting a ham station with my 15 year old son.

I notice you were with KPH in 1926 and I have probably worked you many times from the China Arrow, Pulpit Point, City of SF and Larry Doheny. I believe I set a long distance 600 meter record with KPH from the British oil tanker, Pulpit Point when I worked KPH when less than 1000 miles of Sydney. We had one of the new tube transmitters. KDGW GMPK PRZ

I am sorry that I am getting into this Society so late but am looking forward to attending the next year's annual get-together.

I do have a few pictures that I will catalogue and send along a little later.

I had a very good friend, Les Hornstra, who was radio operator on the tanker Chuky when she broke in two off Japan in 1926. There is an interesting story about a dog participating in the rescue of 23 men, who were in the aft section of the ship when she went down.

Thank you very kindly for your interest and I hope my long letter has not bored you.

Sincerely, 73'

Earl W. Hoop

ask RJ what happened to Syd Blank who started with RCA in 1924?

To (3) 10/5/70

KORF #613-P

P.O.Box 153
Lincroft NJ 07738
Sept 26, 1970

613

Dear FG:

Am enclosing \$2 for some stationery. It probably should go to the secretary but I cant find the letter, giving the new officers. Please relay it on.

Have received several letters since my name was on the new member roster. All answered and one visit was made yesterday. Was with Roy Madden, one of the oprs on the Pres Harrison, when all were captured and spent the war in Jap prison camps. I could listen to him talk for hours as he has a lot to tell. Also have got in contact with Ed Raser in Trenton and am planning a trip over to see his museum, next week, if he doesnt go the hospital first. For a hernia surgery.

Have been trying to round up some pix and articles but seems like much of my things have been lost or misplaced during a number of moves I have made in last 50 years or so.

See Pix

Here is a fairly good picture of Les Hornstra. This was taken on the India Arrow by myself while on the China Arrow. We made one trip to Hankow up the Yangste River in 1925. We were in sight of each other for almost the entire ocean crossing. He was on the tanker Chuky when in rough weather about 800 miles south east of Japan, the ship broke in two. The forward and midships section went down immediately with Les, Captain and mates with it. The rear section stayed afloat long enough for the aft crew members to launch a boat. Believe they drifted for 2 weeks or possibly longer. There was no navigators aboard so they had no idea where to steer for the closest land. The chief engineer~~x~~, who had been first assistant on the China Arrow ((Cant for the life of me, remember his name)); had a Chinese chow dog, named Ming. After they had almost given up hope of rescue, one late afternoon, the dog pointed in one certain direction and starting to bark like mad. They rowed in the direction the dog was pointing and came upon a Japanese fishing vessel, which picked them up. I later talked to the Chief and he credits their rescue to the dog. He said he wouldnt take a million dollars for it. I believe there were 12 or 15 men in the boat. As far as I know, Les did not get a chance to get a distress call off as the bow section went down so fast. I often wondered why his name was not added to the memorial marker at the battery in N.Y. Thats all I know on Hornstra

Here are a few pix of the Rose City; tug Kanak; China Arrow; Star of Italy and Star of Lapland of the Alaska Packers. Also of the Naknek KHT station.

The pix of the mast of the City of San Francisco RXY, has a small story. We were at anchor off Guatemala during a bad thunderstorm. One lightning bolt struck the mast, ripping about 6 feet off the top or splitting it. You will notice the antennae cable still held. I was in my bunk while the 2nd operator, Ernie Harper was in the radio shack. I jumped out and galloped to the wireless shack expecting to find poor little Ernie electrocuted. I was most happily surprised to find him in his chair, very relaxed and not a sign of damage to him or the equipment. Thanks to the grounding switch, he had thrown on.

Re the Silver Wings Club. Thats a club of members who have solded an airplane over 25 years ago or before. I still do a little private flying.

A couple amusing incidents:

In Bristol Bay Alaska 1924, the canneries had various bunk scows, moored out in Bristol Bay, 8 miles from the KHT main cannery station. These scows were there for a month for the regular fishing season. Was manned by a Captain, Cook, radio operator and one or two counters. We would have a lighter moored to us and the fishing boats would come alongside and put their fish into the lighter and we would count the fish and credit the fisherman with their catch in the books. When the lighter became full of fish, we would radio the fact into the main station KHT and they would send a tug out to bring them in to the cannery. This year, the scows were equipped with 10 inch spark coil transmitters. One day, our other company scow was trying to get his msg off to the cannery station. He was moored only 500 yards from us and when he transmitted, KHT couldn't hear him and I could just barely hear him in my fones but not loud enough to read. I went out on deck and told him to send the msg and I read his vibrator thru the air direct and relayed his msg to the cannery. We were so close we could just about hear our voices, altho the vibrator and the noise of the spark gaps came in better. Later, he discovered that he did not have the antennae connected.

On my first trip as a radio operator on the red stack tug Sea Ranger in 1924, we went from SF to San Pedro. We had one storage battery for an A battery for the filament in my one tube receiver. Upon leaving SF I put the battery on charge from the ship's generator and left it on that night. Next day when off of Gaviota the captain gave me a message to send to KSE. I listened to my receiver, after calling KSE several times and couldn't hear anything. Finally some ship called me. His signals were very weak but he said my sigs were booming in to him. He said he was in sight of us only a few miles away. I had him relay my msg to KSE then proceeded to find out what's wrong with my receiver. I checked the polarity of the charging wires with a glass of salt water and found out I had been charging the battery in the wrong direction. Afterwards the chief engr said they have that trouble every time they work on their generator. Sometimes, one polarity and sometimes the opposite.

This was not my first trip to sea as you will notice in this newspaper account of the wreck of the Mary Winkelman. I served my apprenticeship in the Western Union at Napa and was pretty well known there. I was manager of the Ukiah WU office Aug 1923 when I threw up a bright future in WU to go to sea. As you notice, the paper says, the young radio operator. I was the cabin boy and my brother, Roy was the radio opr. I think the press exaggerated a bit on some of it. The barkentine was P 8 RCA equipped with wireless. Believe the call was KFJO. Anyway, we were loaded with case gasoline and there was a question on how effective the grounding was so did not intend to use the transmitter unless necessary. We had a receiving schedule with KPH nightly. That's how I got much of my code practice as I listened and copied all I could, on my off duty hours. You may recall that RCA commended my brother Roy quite highly for salvaging the radio equipment and shipping it back to Frisco. The Captain, my brother and myself stayed aboard after the rest of crew were off loaded, and got the radio out. We had to work under two feet of water at times to get the transmitter unbolted.

Speaking of wireless pioneers, my brother spend WV in navy as wireless and got his first ticket in 1918 after the war. He sailed on many ships from 18 thru 24, mostly dollar liners. Then turned to deck and mate and many years as Captain. If he were alive, I would get him to join SOWP.

I doubt if you can use any of this. Please look it over and return to me.

Thanks

73's

Earl

POB 153
Lincroft NJ 07738
Sept 27, 1970

KORF # 613-P

Dear Frank:

Just a follow up note to my long letter of yesterday to you.

I mentioned that I would like to have the pix and clipping back. I want to change that. I dont need the pix. You may keep any of them you wish for the library. Just send me the Napa paper clipping on the Mary Winkelman. Thanks. →

The pix of the young punk in front of KHT in Waknek is of myself KF. I was smoking a cigarette I believe. Thats the last time I ever smoked.

I was running thru a list of retired TWA radio opers and find about a dozen or so eligible for membership. Have not contacted any of them but have their addresses. Would you like for me to do that? If so I need some more introductory letters and application forms. We also have a few old time FRO's in Seaboard who may be interested. I will try and contact them.

Another thing I thought might possibly be interesting to others:

In 1927 on the City of San Francisco (RKY), while sailing between SF, Pedro and the canal down the west coast of central America, our ship did a lot of TR relays to 2UO (NY Times). We had a brand new phone transmitter. Believe it was a 5602. Also could broadcast on voice. In the middle of the day off the coast of C.A. we would collect TR's from a number of ships and relay them to 2UO in NY on 40 meters that night for publication in the NY Times paper the next day. Some times we would have 30 to 40 TR's to send in. As the City of SF was Panamanian registry, we were able to lawfully use our setto work the ham freqs. We did not use the main transmitter but rigged up a simple Hartley 40 meter transmitter for our short wave work. Only times we used the radiophone was with our sister ship the City of Panama (RKZ) who also was similarly equipped. The Captains would talk to each other when we met, each trip. We also did a little music broadcasting to ships in the area. Shipboard radiophone was quite a novelty in those days.

I forgot to say that the Mary Winkelman did not send an SOS. We were under tow outside Pago Pago at time time of wrecking.

Am going to try and dig up some interesting events about WW2 flight radio operators. We had our experiences. I was fortunate in having Jimmy Doolittle on our plane back to Washington after his Tokyo raid. I also was in Casa Blanca with Roosevelt, Churchill and Stalin. I took Eisenhower to London in June 1942. Also made two trips to Chungking, China with Mad Chang Kai Skek, being lost over the Japanese lines in Burma. (I was not the navigator, as was still pounding brass as Flt Radio Opr.). Am working on other stories of the FRO during the war.

Am sure glad our late season heat wave is just about ended.

When is the next POC coming out. I am going to try and borrow some of the old issues from Ed Raser when I see him next week.

If Not already done
C.S. pls
Send 20 - kits
Include #10 Envelopes?

How active is the VWO & mess club?

73's
KF Earl W Korf (Came)

613.8



MEMBER CORRESPONDENCE



Society Of Wireless Pioneers

DEDICATED—to the men who "went down to sea in ships" as Wireless Telegraphers and all those who have earned their living "pounding brass" as wireless or radio ops since the day of Marconi.

From: Korf 613-P Jan27th

Dear Bill:

Received your letter and bulletins this morning and I am getting the information back to you the same day. Not sure if I followed instructions correctly on the biography. I ran slightly over 5 inches but you can cut out the last 2 lines about the affiliations if you like.

I am enclosing in one check, the dues and also the price of the lapel pin.

I received and have read your Airway Pioneer. Thank you very much for sending me a copy. Theres a lot of interesting reading and I enjoyed it. Altho theres not too much airline radio news, there are some people that I knew or knew of, of course and was acquainted with many of the ole CAA stations. A few of them were taken over or probably given to TWA. Indianapolis was one of the first stations I worked for TWA in 1930 and that was the CAA equipment. Yes and included a DF receiver. TWA had a lot of operators that went with CAA, mostly in controller positions. Les Saukke, Royce Jones, George Porter were a few. There was a fellow named Ed Hilty who had been in Kingman for a long time with us that went to the LA office of traffic controllers. Wonder where he is now.

I was searching around this area for other SOWP members and found one only 10 miles from me. Bill Gould K2NP. Two weeks ago, I picked him up and then drove down to Tom's River and picked up Roy Madden and us three drove over to see Ed Raser and his wonderful wireless museum. We all had a wonderful time. Its simply amazing, what he had in his museum. I have been monitoring the NJ boys SOWP net on 3700 monday mornings. Also the 20 meter hookup with Al Brodnax W6HLD in San Rafael on thursdays. Now I have got interested in getting back on the air and have been studying for my ham license and am going to NewYork next week to take the exam. Would like to have an extra ~~fixx~~ class license but I had better start with a general.

Not having much luck in getting new members but someone apparently is getting results. Every week, Al has a couple new ones to report. If this keeps us, you are going to have to hire some secretaries.

I hope to make the Apl 25th jamboree in Long Beach.

Am doing a lot of listening on 500 with the Mackay 3007 that Dave Brown loaned me for the winter. Am going to try to get some of the boys to try to make a visit to WSC some time.

Thats 50 for now, Bill. Hope to see you in April

Handwritten signature

