



The World Wireless Beacon

Newsletter of the
Society of Wireless Pioneers, Inc.
P.O. Box 86, Geyserville, CA 95441-0086 USA

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www.sowp.org

SOWP ROUNDUP

Gentlemen:

Congratulations and many thanks for participating in the 2005 SOWP K2IC memorial roundup. The final scores are attached herewith. It is to be noted that a QSO with the same station on two bands does not earn bonus points. Three points are earned when one works the same station on three and four points for four bands.

This year twenty seven (27) logs were received and verified. This year propagation on ten meters was very poor as compared to last year but conditions on fifteen and twenty meter bands were pretty good. Heavy

QRN was observed at this Central Gulf QTH on forty and eighty meter bands. Sadly, we did not have the pleasure of hearing such famous calls as K2IC, KA4IFF and W8PQO. In the past these stations always kept the roundup interesting and informative.

Some comments were received concerning the starting time (1200 UTC) as being a bit unfair for the West Coast. I would appreciate hearing comments from the gang on what time slot or rule changes would permit more activity. Please let me know by either regular mail or via email. (n6sl@bellsouth.net) what you would prefer.

Sincerely,
B. J. Russell, N6SL

2005 ROUNDUP RESULTS

CALL	CONTACTS	BONUS PTS.	TOTAL SCORE
NU5C	58	24	82
N6SL	50	18	68
K8XF	43	19	62
W8IM	32	13	45
NT7G	28	10	38
W6NVN	30	7	37
WB9UAD	27	6	33
W6MMG	26	7	33
VE7VB	18	10	28
W8TP	20	6	26
W1YT	22	3	25
K1DT	17	3	20
K4PTU	18	0	18
W0HNI	18	0	18
W2PL	18	0	18
W6BNB	18	0	18
W8UI	16	0	16
W7IZE	12	3	15
AA5WE	13	0	13
W2LID	12	0	12
W6WYW	11	0	11
AE2L	10	0	10
W7DZB	9	0	9
K4NCG	8	0	8
W4HU	6	0	6
N1ACL	4	0	4
W6NKR	1	0	1



PRESIDENT'S MESSAGE

Ben Russell
SOWP 1853-V, N6SL
e-mail N6SL@bellsouth.net

Twenty seven members submitted logs for the 2005 Roundup. It was hoped that the early start time would help European stations but none submitted logs. The West coast stations were limited by the very early start time. Next year I propose we start at 1800 GMT and run for a full 24 hours. As we would expect propagation on the higher bands (15 - 10) was fairly poor with the maximum number of contacts made on 20 followed by 40 meters. If anyone does not like starting at 1800 GMT next January let me know.

I compared our QRY list for the Monday night 40 meter CW net and noted the following active net members have become SK: K2IC, W4ZC, W8PQO, W2LYH, W3KSQ, W3MAM, W4DXB, W4GC, W8CCN and W0AP, within the past five years. In spite of this list our Monday and Thursday evenings CW nets are still doing fairly well and invite anyone to join us on 7052 kHz at 7 PM Central Time. We keep on local time year around and do not secure for the summer

months.

The San Francisco based Radio Historical Society had been very active in preserving our heritage. This group operates KPH several times a year on commercial frequencies and K6KPH on amateur bands. Recently they have secured a license for a commercial coast station receiving the call sign KSM. Soon this station will join IAR and a few other CW stations to keep CW alive a bit longer. Check our net bulletins for further information. In Addition, they have set up and restored a RMCA 4-U unit that was removed from a WW2 Victory ship. This will bring back many thoughts to those of us who spent years sitting in front of the 4-U console. Check their web site for much interesting historical information. <http://www.radiomarine.org>.

Work is proceeding on preparing all files for the final Sparks Register. It is a slow process being undertaken by our executive Secretary Waldo Boyd and some welcomed volunteer help.

SOWP SECRETARY COLUMN

from Secretary Waldo T. Boyd
SOWP 2958-P, K6DZT

WISH YOU WERE HERE!

I really do (wish you were here). You'd be close enough to the SOWP scene of headquarters to talk one or more of you into joining me in the task of going through the six drawers of files that have accumulated from our members since Day One. These files begin with each member's Application for Membership, and extend into the paper from their past that each has shared with us, setting out for posterity some of their airborne, land station, shipboard and submarine experiences while pioneering in wireless communication.

It's a treasure trove, did you but know! I envy the writers who, in future years, will write the history of the science, art, and technology that marks the seven-league leap from the runner hand-carrying a message through jungle and desert to someone a month or more awaiting its arrival, and the Pony Express Rider who shortened that delivery time to a week or two, and the harnessing of electric current in countless miles of copper wire across the continent to shorten that time to a fractional second.

(continued next page)

SOWP SECRETARY COLUMN—from page 2

Then the submarine cable closed the intercontinental time and distance to a minute fraction of a minute to awaken a sleepy world. It was a dream, a miracle that Samuel F. B. Morse brought to life, in translating words into timed bursts of electrical energy and sending them through a long, long wire to their destination. From that day until the long wire of telegraphy became the long wire antenna of wireless telegraphy --what a merry mix-up of concepts!-- was but a half-century, and then the romance of The Message to Garcia went into overdrive.

That's where we came in. Our earliest members were those who caught the "Wireless Virus," and created a cadre of like souls whose days began with the lore of extracting a usable wavelength of electromagnetic energy from a spark, and converting it to an invisible stream of intelligence-carrying timed bursts of that energy in space, to an alert and waiting "operator" with headphones and mind keenly tuned to a language only a precious few could interpret.

We have over 5,700 of these files. We also have a place prepared to receive them in due course, in the Special Collections Branch of the California

State Library. Thus, our carefully garnered history of wireless communication will not disappear into an overfull trash can. The second such deposit of materials went to the CSLibrary a few months before our Founder, William Breniman, asked me take on the task of furthering the cause we now must bring to a close in the near future. My job as I see it is to execute the final transfer of files, books, publications, tapes and artifacts for an orderly closing of the Society during the coming two to five years. It is a much heavier task than a single sentence, such as the foregoing, can convey.

The era of the computer is upon us. No longer is it practical to think of preparing by hand and typewriter a final publication containing the names and brief outline of each member's role in this activity we were as fortunate as to having brought about. Using terms that have come to us in the computer wave, ours was primarily the software division of the task --we were the operators of the "hardware," the equipment that made use of the science of harnessing electromagnetic energy. Some of us learned and performed hardware upkeep and repair, but mostly we used that special language, "CW," to keep the minds of men connected in time of peace, in war, and in emergencies. The "paper" in the file drawers is just

that -- the brief biographies of our members plus the correspondence between ourselves pertinent to each. In the early days of our Society, a half-dozen or more of our members within a short distance of these files would gather around a large table in our Founder's home, and prepare a publication for printing and mailing, using material from these paper files. Early-on, an Annual Register of members was prepared and placed in the mails.

These files, all 5700 of them, need to be mined for placement in a "database," a term that has come also from our newest and most likely successor in the communications world. A "relational database," to be more specific. This is a "hard disk" file containing the highlights of each member's application and correspondence over the years. With a completed database one person can call for categories of information from that source, and it will print out on paper, ready for reproduction in quantity, and mailing by post office to those of us who remain "The Membership." There's one serious and by no means insignificant task that must be done folder by file folder, file by file, via the keyboard, the "digitization" of the existing files, the transformation into in-

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SOWP SECRETARY COLUMN—from page 3

visible marks or electromagnetic striations on a spinning disk about three inches in diameter.

Not all of us have made the transition from typewriter to computer keyboard. In fact, only about 20 percent, I would estimate. Therefore, we must publish a paper copy of the final output to create a final Register of Membership. As most of us are aware, if we were all supplied with computers and "...on the internet," we could "download" that Register (when completed and "uploaded" to a "server,") and that same information would be seen "on-screen," or could be printed-out on your own electrostatic printer. So much for progress! We have come a long way, indeed, from the runner who preceded the Pony Express, to instantaneous communication from one source to each individual member's desktop. What does this portend for the future? Exciting to contemplate!

We no longer have sufficient income to prepare and mail four Beacons per year. We must bring this number down to two, although four to eight pages more than usual would not be an insurmountable burden on the treasury this year. Members have been exemplary in catching up with past and continuing their

dues payments. But we are now down to about 500 active members, some of whom are fully-paid-up members from years back. Dues become operating expenses, including a share for the costs of doing business. It is old Henry Ford's discovery of the "production line" that determines what can be performed for a given cost of production. Further, the "old days" of the SOWP were happily populated with over a dozen members local to headquarters --the number has decreased to one --your secretary. I am aware of two, perhaps three others who live within 40 miles of here, but this is a volunteer, not-for-profit corporation, and the keyboard in this office is open to any offers of help that may brighten my day. However, the application of fingers to keys must be administered, such as to avoid any loss of precious files or integration of floppy disk or internet input into the database. I suggest that we have about three years maximum before we must "wrap it up" and move the files and such to The California State Library, Sacramento. I'll keep plugging away until the job is done -- mental and physical health permitting. I'm just an old Navy brass-pounder, and I'm sure you'd do the same had you been appointed to the task. This is the heritage of Morse Men on the high seas. We were there, we did the job. What more can we say as to a full and useful life?

HAM TICKET TO BERTH

From the letter of application of Howard Height Falk - SOWP 0476-P W4TMO who parleyed his Ham ticket to a berth aboard a merchant vessel or two...

I learned the code in 1933, bootlegged until 1935... received my Ham ticket W2ISV in July of '36, graduated from high school and received my 2nd Class Telegraph Ticket (that same month). I shipped out on HRBN/SS Oriskany of the Standard Fruit Company as a member of the A R T A (at the close of the) big maritime strike of 1936, serving on several ships including a tour on the Santa Elena, WLEA, as 2nd Opr 1938-39.

I left the Merchant Marine in January of 1940 to become an Eastern Airlines hi-speed point-to-point operator until 1943. The Navy suddenly remembered that I was an ACRM -V6 and put me to work on two- and four-engine flying boats on sub patrol as a brass-pounder. From 1945 until 1950 I flew with American Overseas Airlines --later became Pan-AM-- until 1950. Briefly until 1964 I taught electronics, then to WSC for two years, after which was sent to WCC for a year. Made Advanced Class ticket, running a gallon, and

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HAM TICKET TO BERTH— from page 4

some FM on 2M. Grandpa was civilian telegraph operator in the Civil War.

When I was about 15 years old I became interested in the International Morse Code. It came about in a rather odd way. We had homemade radios on the farm in New Jersey and this big superhet would tune from 500 kc to about 1.9 mc. The set would break into regeneration from about 540 to 500 kc. I heard all those beautiful CW/MCW/Spark sigs., but didn't know a dit from a dah. I learned in a hurry when my uncle took me down to Bound Brook where WJZ was then located. In those days all broadcast stations had to monitor 500 for possible distress situations. The op told me what the stations were and wrote the alphabet and code for me to learn. I was soon listening to and enjoying WSC, WSL, WSF, WNY, WBF, WAG, WIM -my favorite, WSV, WNW -old frog tone-WMR, WAX, WOE, plus ships, and Navy stations like NAH (ugh !)

I tried the other end of the superhet to 1050 and heard some CQ's on voice, and learned what Ham radio was by listening to 160. Back to WJZ, got the info, studied hard, bootlegged (shhhhh) a bit on 80 40 and 20 CW... one of

the happiest days of my life was when I got my W2ISV on July 5 1935. Money was scarce and I had to work with real junk. First rig was two '45 tubes in a TNT osc.... receiver a 3-tube regen. Gift of an SW3 by an uncle. Took electricity in my technical high school. One day a lamp turned on in my juvenile brain -- 'Why not become a shipboard op?' I went back to WJZ with this thought, got the word, memorized the license manual for 2nd Class RT, took and passed it a week after graduation."

THE GREEN PRO SAILS OFF...

The maritime strike ended and I sailed out on HRBNn, a British built Standard Fruit Banana boat, 19 years old and the only U S Citizen on board, seasick for three days, homesick round trip. I got this assignment from the very bottom of the ARTA beach list --nobody but me wanted that tub! After my 3 months the owners drydocked it and I sailed for several months as 2nd Assistant on the old NY Ward Line Yucatan WQBI, with no HF but just a junker 3626 for MF, and LF an old IP501A. After a few months that ship went to the ship-breakers, and I shipped out on another GEM as 2nd asst. opr.

Aboard The American Trader, U S. Lines, two days out on my

first trip I came down with dengue fever I contracted in Mexico. I was hospitalized all the way to Tilbury Marine Hospital in England. Twelve miserable weeks there and I was sent home on the American Farmer as a 1-cent-a-month "workaway," and if it hadn't been for the ARTA I'd probably been buried there. Wonderful old Fred Howe was still in the ARTA, as was Mort Borrow. Two wonderful guys in my opinion. Fred is dead these many years after going in the R. O.U. with Kleinklaus.

Ten more weeks home and I shipped out as 2nd asst on the old Scanmail/KOJR bound for Scandinavia, Chief OP and skipper both B's. Second day out the old man fired me -- (six weeks' trip -hi!). The radio room adjoined the chart room with a sort of dumbwaiter door between where I gave them DF positions, time ticks, etc. A drunken but beautiful Finnish lady came to file a radiogram and laced the skipper up one side and down the other and me, a young dummy, agreeing with every word she said, and the old man listening on the other side (of the dumbwaiter opening). He slammed the door up and said, quote, "Sparks, you're fired, and get that drunken whore out of the shack!" I quaked, envisioning being put adrift in a lifeboat with a few

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HAM TICKET TO BERTH—from page 5

days' rations.

The skipper had a girl-friend in Copenhagen and he bought her a new push-button radio. He wanted me to set up the buttons to fit Copenhagen stations, and when I did he said, 'Forget being fired.'

A PRO AT LAST!

With time in service requirement completed I got my 1st Telegraph ticket, so I shipped out as 'Only' on the old Louisianan of the Hawaiian American Lines on charter to Furness Withey, running newsprint out of Baie Comeau, Que., to NY, 24-hour turnaround -- me no like. So I shipped aboard the American Robin of the Ginsburg Lines Intercoastal KOJS. Too long at sea, so I shipped onto the good old Port Elena, built in 1933 in Kearney NJ. We had 35 females working on that ship, which helped the morale but not the morals. She was my dream boat. I also made a trip on the old El Lago to WNU Land and one trip on the Algonquin to Florida and Galveston. I was 1st Asst and enjoyed it immensely, but it was only a vacation relief job. About that time I met my wife-to-be, and quit the blue water forever.

So that's where my hi-speed op

job with Eastern Airlines began, until I served at Week and two years at LaGuardia Field. American Overseas Airline began operations using three Sikorsky 4-engine VS44's and a Dumbo. The money sounded good and the USNR was looking for an ACRM-V6 by the name of Falk. I latched onto this assignment and was put on inactive duty for the duration as long as I flew these civilian VIP/Navy contract jobs. I stayed with them until 1949. About a year before the war was over the airline won an ATC (army of terrified civilians) contract, so I'm an ACRM-V6 flying in Army AF C54's with an Air Force uniform. You might say I've been around.

(Falk did an extensive tour of driving transport trucks, rode out a bout of polio that hit one of his legs pretty hard but remained usable, and finally went back to electronics.)

In 1951 I landed a job with the U S Signal Corps, Fort Monmouth, and taught electronics for 10 years. After a misadventure driving trucks again, I picked up a job pounding brass at Chatham, went back to teaching and settled down in Loudoun County."

Old brass pounders never die, they just lose the tension on their key springs, hi."

WELCOME – NEW/ RETURNING MEMBERS

A warm "Welcome Aboard" to the following who have joined SOWP since our last issue.

(Add to Section I of your 1998 Wireless Register).

BERG, Kenneth C. 3986-M Ken/..... N3GN, P.O. Box 73, Galena, MD 21635, RCA ChathmRdo WCC

TESSITORE, David 5709-TA, K1DT, Rocky Point Observatory, 79 Priscilla Ave, Warwick, Rhode Island 02889-5718, 401-392-7481. Web addr: <http://www.qrz.com/callsign/K1DT>. eddress, dtessitore@gtech.com.

WHITLOCK, James R. 5710-V Jim/..... KA3QNO, 8810 Walther Blvd., Apt 2012, Parkville, MD 21234, KQ2 25th Inf Div. 1946.

MAYS, David L. 5711-TA, W8UI, Dave/..... 1150 Pioneer Community Road, St. Marys, WV 26170, 304 684-3464, eddress: dmays@wirefire.com

SANDE, Craig M. 5712-TA, AE7I, 4440 Mountaingate Dr., Reno NV 89509. eddress: craig.sande@sbcglobal.net

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**WELCOME – NEW/
RETURNING MEM-
BERS —from page 6**

SPRAGUE, Lawrence K. 5713-M, W1UVJ, P.O. Box 221885, West Palm Beach, FL 33422. ed-
dress: larry617@aol.com USN
RM1C 1950

HUNTER, Howell, Jr. 5714-TA, K6DXC, 1273 Green Ha-
ven Dr., Oakdale CA 95361
edress: Web addr: www.
cheapqs1s.com, edress:
k6dxs@k6dxs.com

SERRETTE, John C. 5715-TA,
K5ZU, 1463 Paradise Acres Rd.,
Russellville, AR 72802, Web
Pg: www.qsl.net/k5zu, edress:
K5ZU@yahoo.com

**NEW MEMBER –
TESSITORE**

"I know, it's only radio, but I like it,
like it, yes I do..." - Tess, K1DT

Yes, that's me in my shack at Rocky
Point (Warwick), RI, headquarters of
the Rocky Point Observatory
(WCZ4195), overlooking beautiful
Narragansett Bay.

Spending most of my time on 40, 80
and 160CW working DX between
7000-7015, 3500-3515 and 1820-
1835KHz daily from 0000 to 0600Z,
occasionally from 1000-1200Z and on
weekends working Long Path from
2100-2300Z. Also on 160AM and oc-
casional CW&SSB everywhere else.

Use and maintain only vintage Ameri-
can vacuum tube equipment, with em-
phasis on the Collins Radio Company.
Everything you see in the photo is
online and used regularly. I do not col-
lect Boatanchors, I own and operate
them.



New member David TESSITORE, 5709-TA, K1DT,

Main CW station is Collins 75S-3C
(yes, w/200Hz filter!) and QSK modi-
fied 32S-3 tx driving a homebrew 4-
1000 amp at a cool 600W output.

Main 160M station is a Johnson Viking
1 (4D32 final) driving an Ameritron
AL-811 at 500W out with either the
Collins 75A-4 or 651S-1 on CW or the
75A-2 or the 1936 National HRO Sr on
AM.

Receivers online include Collins 651S-
1, 51S-1, 51J-4, 75S-3C, 75S-1, 75A-4,
75A-3, 75A-2, 75A-1 (beautiful on
75AM), 2 R-390As both with TMC
CV-591A SSB converters, a Hammar-
lund SP600-JX6, a 1936 National HRO
Sr and a 1934 Hammarlund Comet Pro.
All receivers are fed from an electronic
TR switch via an HF multicoupler and
antenna switching matrix with select-
able automatic muting.

Antennas are a 170ft inverted L
(5/16wave) up 65ft for 160M operating
against 20 radials and an elevated
counterpoise, a 105ft doublet at 50ft for
80-10 and a 40M dipole at 40ft for uti-
lity work, all on a 60ft hill overlooking
the salt water. All antennas are fed
w/450ohm ceramic insulated ladder
line and knife switch selected to any of
5 tuners.

Keys used are a circa 1919 and a 1920
Vibroplex Blue Racer, an 1885 West-
ern Electric type 1A telegraph straight
key and a 1920 Signal Electric R-62
Navy Spark Key.

Member of: VWOA, SOWP, AWA,
NCDXF, ARRL, Providence Radio
Assoc-WIOP, Gray Hair Net 286,
FISTS 10358, AGCW-DL 3117, AMI
1103, QCWA 29248, AMSAT 9171,
10-X 20498, Chatham Marconi Mari-
time Center, New England Wireless
and Steam Museum, Association of
Old Crows and Conimicut Point Yacht

(continued next page)

Club.

Active Extra Class Radio Amateur.
K1DT. First licensed in 1971 as
WN1QOG

Past Radio Officer. State of Rhode Is-
land Emergency Management Agency
Past Engineer, WRIU-FM
Past Teacher of Radio and Electronics.
Town of Smithfield, RI Continuing
Education

Active in promoting the preservation,
education and restoration of vintage
wireless equipment and technologies.

Organized the local Rhode Is-
land Marconi US Transatlantic
Centennial celebration and
hosted the Honorable Princessa Elettra
Marconi for the dedication of Piazza
Marconi in Johnston, RI on 19 Jan
2003.

Own, maintain and operate Recrea-
tional Ship Station WCZ4195.

Past President, V.P., Secretary and Di-
rector of the Providence Radio Asso-
ciation. (founded 1919.) Presently
Chairman. Technical Committee.

Chief architect of the New England
Network, one of the first wide area net-
works of linked VHF/UHF FM repeat-
ers, which in 1984 provided then un-
heard of Handie-Talkie coverage across
7 states in the Northeast USA and
nearby Canada.

Professional Career:
1983-Present: Consulting Engineer,
Communications, GTECH Corporation

Director of communications product
research and development.

Designed and developed the success-
ful GTECH DL101/201 Point to Mul-
tipoint UHF data link radio. Over

40,000 units have been deployed in
systems throughout the world.

Designed and deployed wireless
communication systems and net-
works consisting of thousands of
nodes for governments in over 25
countries.

CORRECTIONS/ ADDITIONS TO THE WIRELESS REGISTER - 1998

Changes are given on a page-by-
page basis so they can be
marked into your personal copy.

Page 1 - change telephone num-
ber, BOYD, Waldo T. to 707
545-0766

Page 9 - change address, Chaet,
Joseph George 4856-V WIRGH
to 14154 Denny Blvd. #304,
Litchfield Park, AZ 85340-9422

Page 17 - change address,
JACKSON, William T. 3612-V
W6HDP to 1998 Prescott Lakes
Pkwy, Apt-128, Prescott, AZ.
86301

Page 25 - change address, Per-
kins, Richard A. 5167-M
WA7SNY to 2142 N.W. Nicker-
nut Ave., Redmond, OR 97756

Page 31 - change address,
Waiser, Henri 2633-M to C.F.
Meyer Street 22, 4059 Basel,
Switzerland

Page 48 - add e-mail address,
Berendt, Bill, 5695-M W0HNI
w0hnibill@earthlink.net

- add e-mail address,
Bigseth, Odd-Gunnar
5539-M LA2TD
la.2td@c2i.net

Page 49 - change e-mail ad-
dress, Jackson, William T. 3612-
V W6HDP w6hdp@cableone.
net

Page 50 - change e-mail ad-
dress, McCoy, Jack 4293-V
W6WYW w6wyw@sbcglobal.
net

A LIFELONG INTEREST IN ELECTRICITY AND RADIO (part 3)

**by Borge Haagenen
SOWP 0664-V, VE7VB**

The ship came from Luleå in the
north end of the Bay of Bothnia,
and was bound for Newcastle in
England. A new captain was
coming on board, and the old
captain and his wife, the radio
operator, went ashore for a holi-
day. For me it was a matter of
hello-goodbye to the operator
before we were on the way to-
wards the North Sea. Now my

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**A LIFELONG INTEREST IN
ELECTRICITY AND RADIO**

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technical knowledge came in handy since I had not seen any of the radio equipment before. The first couple of days I suffered from seasickness, but it disappeared, and afterwards I enjoyed the luxury on board. My cabin was cleaned and made tidy by the deck boy, and being considered an officer, I dined with the Captain and the Chief Engineer. It was quite a contrast to the rather scruffy conditions in Greenland. The work, besides keeping watch, and passing telegrams and the odd telephone call, consisted of office work with the crew payroll etc. This last part of the job was extremely involved and tedious because of tax, and for some, alimony deductions. Receiving and typing the daily news from a Swedish coast station was at times difficult because of the rolling of the ship. When it leaned to starboard I had to hold the typewriter carriage with one hand while typing with the other. On one occasion, in the middle of the night, the automatic alarm receiver woke me up. We were in the Baltic Sea and in rough weather. However nothing was heard on 500 kHz, so after about an hour's listening, I went to bed again.

After unloading at Newcastle,

we went back to Luleå for more iron ore, and then to Port Talbot in Wales. The cabin boy, who had come to Sweden from France during the war, asked if he could talk to relatives by radio, while we were in the English Channel. Being more technician than radio operator, I said that it would be easy. Little did I know about the complications of paying for a phone call from a Swedish ship to France. In Greenland I had on several occasions been in trouble for assuming that, if something is technically possible, it can be done, forgetting the bureaucratic problems.

The ship's lifeboat transmitter and receiver was located on the upper deck, and looked as if it had not been touched for years. Its batteries were completely dead, so I thought it would be good to give it a thorough checkup, and order new batteries. I hoped it would be appreciated by the regular operator, when she came back at Helsingborg as I left.

Back in Copenhagen, I decided to live on money earned in Greenland, while studying electronics at the Teknikum. Graduation would have resulted in a technical engineering diploma, which probably would have changed my career. Unfortunately, after a year at college, I found that I could not keep up

with the technical drafting, which had to be done as homework. There was also a bit of stubbornness involved, since I could not understand the importance of drawing steam engines while studying electronics. When I told the Dean about my dilemma, he showed no sympathy at all, but said, "There are many people outside the college waiting to get in. So, goodbye!!".

The Post and Telegraph ministry, which controls all telecommunication in Denmark, wanted technicians for the newly established television service, so I applied.

The test for suitability took place, at the organization's laboratory in Copenhagen. There I was presented with a broadcast, HI-FI, fm receiver, and asked to write a report on its performance. The laboratory was well supplied with test instruments, all of which were available for my use. Left alone for a couple of days, I came up with information on the receiver. This was apparently satisfactory, and I got the job.

The new television station was located in the outskirts of Copenhagen, at Gladsaxe. The ten kilowatt transmitter and associated equipment, was supplied by

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A LIFELONG INTEREST IN ELECTRICITY AND RADIO

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British Marconi. A turnstile antenna was mounted on a 200 meter high tower. The chief of the station, Weitemeier, was an old hand at broadcasting, and taught us the interesting details of maintaining the equipment. In the morning, before we arrived, and before broadcasting began, he would for example, insert a small piece of paper between relay contacts, somewhere in the transmitter. It was then our job to find this fault by logical tests and measurements.

Just before the start of the day's programs came a series of tests with the transmitters on the air. A test pattern on the video, and a series of frequencies on the audio transmitter. Modulation level was checked as well as the distortion level of the sound system.

Once broadcasting began, we had to monitor video and audio levels continuously. The program period was seldom more than three or four hours, starting at 1800 hours. I volunteered to climb the antenna tower to replace the aircraft warning light, and while up there I took a panoramic set of photographs of the view. In the flat country I could see very far from the 200 meter high perch.

While in Greenland, I had had many amateur radio contacts with stations in northern Canada. The operators had given me an idea of wages and living conditions in that great country, so when wanderlust again struck, Canada became the new destination.

Before leaving Denmark, I had to get rid of a considerable amount of radio equipment and parts. I had collected this through many years. It was with a heavy heart that it was sold or given away, but I realized that I would probably start a new and better collection in the new country. As I write this, in the year 2001, I wonder where my pack rat instinct came from, but usually blame it on the shortage I experienced during the war. It has been very difficult to part with much of the obsolete stuff, I have collected here, and the collection has been the largest ever. What remain is a fairly modern amateur radio station and a workshop with test gear. There is also a great deal of obsolete, stored parts, which I slowly get rid of, as time passes.

Jytte and I were married in 1956 and soon after started the journey to Canada by train. In Rotterdam, Holland, we boarded the luxurious ocean liner, Ryndam, for New York. I now wonder why I did not visit the radio sta-

tion on board.

In New York, we had to visit Radio City and go to the top of Empire State Building, on top of which several large television antennas are mounted. The view was fantastic and we took many photos.

We arrived in Vancouver early in October, and I started looking for a job, preferably something to do with electronics. It was not easy to get into radio broadcasting, and the only television station in town was the government operated Canadian Broadcasting Corporation. The CBC, at that time, hired only Canadian citizens. I tried to get a radio repair job in Kelly's piano store at Granville Street. There the owner took me to the repair shop in the back of the store. He showed me the chassis of an ordinary AC/DC table radio and asked me to identify the different parts. I am certain that I answered correctly in this test, and that I was overqualified, but I did not get the job. There was probably some reluctance to hire an immigrant with no work experience in Canada.

The first job I managed to find was with Rogers Majestic, (Motorola) on Terminal Avenue. Their shop was installing and maintaining VHF police and taxi

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A LIFELONG INTEREST IN ELECTRICITY AND RADIO

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radios. I had gone to one of the local radio parts wholesalers, L. A. Varah, to hear if they knew of a job for me. Varah himself came to talk to me, and after a while asked me to wait while he made a telephone call. He then gave me the address of Rogers Majestic where the shop boss, Rey Fritsche, hired me. He and I went to Kamloops to install a VHF repeater station on a hilltop near town. This was to be used by the Department of Highways. In the same small shack was installed several Wilcox, fixed frequency, CW, HF, receivers used by the police. For many years, the Royal Canadian Mounted Police had a network of HF telegraphy circuits throughout Canada.

While working there, I made applications wherever there could be a chance of more interesting work. A new private television station in Victoria, CHEK-TV, had just come on the air. It was an interesting possibility, and I applied for a job as technician. In Canada titles become inflated and the position is called Engineer.

While searching for work I had contacted Trans Canada Airlines, (later Air Canada), where radio operators were needed. I

passed a Morse code test at the Airline's school at Vancouver airport. TCA telephoned a while later and offered a job as weather observer and radio operator at Norman Wells, in the North West Territories. The working conditions would have been similar to the weather stations in Greenland. I had to refuse, because there was no married accommodation at the remote place. Shortly thereafter, TCA again telephoned with a job in Yellowknife, a town where we could both live and work. I had already accepted the job at CHEK-TV, and we moved to Victoria on the first of January, 1957.

The television station had been on the air only one month, had a staff of 32, and was the first private station in British Columbia. The cost of building the complete station was \$ 120,000, hardly enough to buy a house today. The studio equipment was very simple compared with today's stations. There was one PYE image orthicon camera, a vidicon camera chain with optical input from two Bell and Howell 16-mm projectors and two slide drum projectors. The channel 6 transmitters were Westinghouse units, 1800 watts video, and 900 watts audio. The turnstile antenna was mounted on a 220-foot tower, and, of course, I had to climb to the top and photograph the surround-

ings, as I had done in Denmark. Unlike Denmark, television programs ran day and evening, so we were two technicians on alternate duty. We usually had to answer the telephone in the evening when the office was closed. The calls were often abusive, since many people complained about our interference to channel five, in Seattle. Television receivers were not very selective at that time, and, despite the vestigial sideband filter in the antenna feed line, the station radiated a small amount of the unwanted sideband, thus competing with the weak signal from Seattle, about 100 km away. Our supervisor, the chief engineer, was Norman Bergquist, and he was very friendly and helpful to me. The twelve hour shifts consisted of four days on and three days off, so the one of us who was not at the station, had a daytime job at a small company, making control circuits for the telephone company. There was very little maintenance work at the TV station, so the job was a bit boring.

To my surprise, I was entitled to some holidays in the month of June, and we were invited to go with the station's photographer to Calgary, Alberta. On the way, we came through a small town, Kelowna, located on the Okanagan Lake in the interior of British Columbia. Here a new

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**A LIFELONG INTEREST IN
ELECTRICITY AND RADIO**

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television station, CHBC-TV, was to be built. The photographer wanted to try for work there so we went in to see the manager and during the conversation, I casually mentioned that I was a technician working for CHEK-TV. We were all very impressed by the beauty of the Okanagan Valley and agreed, that it would be a nice place to live.

After returning from Calgary, a letter from Kelowna waited, with an offer to become the assistant engineer there. Titles are thrown around freely in Canada, after all, they cost nothing. I accepted, and we moved to Kelowna in July, 1957.

The studio equipment was assembled during the next couple of months, and at the same time the main transmitter, on top of 5000-foot high Blue Grouse Mountain was built. The site was across the Okanagan Lake from Kelowna, and at the time of the first broadcast, on September 21, ferries were still running between Kelowna and the West Side of the lake. A microwave link transmitted the video and audio signals from the studio to the mountain. A visit to the transmitter site started with a trip on the ferry and then a long trip on a dusty road, the last part in-

involved climbing a narrow rocky road, built to reach the site. The station also installed two repeater stations, one in Penticton, and one in Vernon, both about 50 km from Kelowna. At these stations, the channel 2 signal, received on rhombic antennas, was converted to channel 13 or 7. The transmitter used a couple of 4X250 tubes in the final, supplying about 100 watts to the antenna. These repeater sites were also difficult to reach, and in the coming years I spent much time reaching the places for maintenance. A Land Rover vehicle, with four wheel drive, sometimes with chains on all four wheels, was used to get to the sites. The winter trips through deep snow were especially challenging. Here the Greenland experience was very useful. In snowy weather I often towed a snowmobile on a trailer behind the Land Rover, and when the going became too hard in the car, continued on the ski-doo. On one occasion later, when the station had a number of smaller sites to look after, I remember a trip to a site near Keremeos. The station there had been reported off the air. I reached the town in the evening, and realized that with the amount of snow in the area, I could not drive in. I reached the station after a couple of hours of skiing, and found that the inner conductor of the coaxial cable to the antenna had contracted in the cold weather,

pulling out of the bottom connector. The trip down the mountain, after the repair, was wonderful. The sky was clear, there was a full moon, and the scene reminded me of the Greenland years.

A big event, which happened July 19, 1958, about a year after the station started, was the opening of the Okanagan Lake bridge. Princess Margaret of England appeared at the official ceremony by the bridge head, together with British Columbia's Premier, W.A.C. Bennett, and the Kelowna Mayor. This ceremony was televised live, even though the station had no outside broadcast facility. The station went on the air as usual, in the morning of the big day, and later it was announced to the viewers that it would now leave the air in order to bring the broadcast from the bridge. The studio camera, as well as a great deal of the studio equipment was carted to the site. The microwave dish and transmitter was taken down from the roof, and set up, aiming the dish at the transmitter site across the lake.

The transmission went off without problems. Afterwards all was taken back and set up again at the studio. I wonder how many viewers appreciated the effort made to bring them this special

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A LIFELONG INTEREST IN ELECTRICITY AND RADIO

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broadcast.

We lived in a rented house close to the television station. It had a long back yard on which I was able to put up an antenna for the amateur radio activity. I bought a long wooden pole from someone living in the other end of town. To get it to our house presented a problem, but early on a Sunday morning a friend carried the thin end of the pole, walking behind the Land Rover, while I slowly drove through the town. The pole was planted in the yard and I could make my first amateur radio contact using my new call sign, VE7AFW. The receiver was a BC-312 and the transmitter similar to the one I had made in Greenland. It used a 6AG7 tube, crystal controlled, which with a 350 volt supply gave about 5 watts output. Later I assembled a Johnson Viking Navigator transmitter kit, which was a very nice set capable of operation CW on all the HF bands available to amateurs at the time. During this period I received and recorded the sound of the first artificial earth satellite, Sputnik, which was transmitting on a frequency near 20 MHz

(part 4 will appear in the next issue of The Beacon)

MEMBER CORRESPONDENCE

Greetings:

Seems we don't move as fast as we used to do. Didn't even get into the QSO party this year even though I got an E mail telling me about it. I'll try to do better next year. Interesting stories in *The World Wireless Beacon* throughout the year about events in the past.

Sorry to read of the downgrading of CW on the amateur bands inasmuch it played such an important part of our lives. It was responsible for the life and safety of many of us members in SOWP during our lifetimes, including myself. Oh well, times change and we expect changes as we mature in our life experiences.

Have a good year and I hope to participate in the QSO party in 2005 (would you believe how time flies!).

73
Gareth "Lindy" Linder
4031-V, W1ACL

(Response to letter)

Lindy:

Yes, time in variable spurts pushes us onward into the unknown. Keep up your skill

with the CW key, just in case.

73
Waldo Boyd
2958-P, K6DZY, Secty SOWP

Editor:

I've really enjoyed the SOWP this past year. Usually I check in on the Monday night and Thursday night nets on 40 meters.

This past June I finally got a little nostalgic rig on the air - a 6AG7 driving a single 1625. Fortunately I had a crystal for 7052 kc so I've been using this lil rig to check in. Ben seems to get a kick out of hearing the '1625' in full song. In the near future I hope to have a VFO built. I'd forgotten how confining crystals can be.

A happy and healthy New Year.

73
Bill Berendt
5695-M, W0HNI

Editor:

Just renewed my subscription to the world wireless beacon, time flies and we just plain forgot, now we are up to date.

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MEMBER CORRESPONDENCE—from page 13

For those who live in antenna restricted areas or apartments, or assisted living etc., you can now be active once again through the Internet. Just look up on your computer www.morsecodeonweb.homestead.com, download the program 4 - 5 minutes, and your CW worldwide on channel 1000. You can use your mouse for a key or purchase a plug to plug in your key, or use a keyboard. It beats being QRT. Perhaps SOWP members can select a channel to monitor.

See you on the CW communicator.

Pat O'Brien
SOWP 1305-M, K8LEN

Hi Waldo!

Received my copy of the March 2004 Edition of The World Wireless Beacon. Sorry that more of us didn't participate in the QSO party this year. I'll make a point of entering in 2005 (If I'm here!) I even have the frequencies in my memory bank on my transceiver.

I know it's not easy to keep up

with all this these days. The XYL and I hope to celebrate 60 years of marriage in August. That's a long time to put up with an old brass pounder. Incidentally, the drawing that was enclosed with the Merchant Marine benefits package was of my ship the S.S. John P. Gaines. I know because one of the lifeboats didn't get launched, and it was right under the radio shack. In order to get the SOS out I ran a wire from the antenna box which was over the shack to the aft mast and made a shortened "V" of it by ending it at a 20mm gun pointed upward. That's how I got the message out and got us rescued from the Gulf of Alaska in 1943.

73
Gareth "Lindy" Linder
4031-V, WIACL

(Response to letter)

Hi, Lindy:

Re 60 years with the right woman as partner, me too, plus three July 19th. My frau could tell you some sad stories about how wireless (radio) (Ham) (SOWP) has created a few sparks now and then between us.

73
Walt, K6DZY

Editor:

I really enjoy reading our magazine. Keep up the good work.

Smooth Sailing
Paul Bischoff
3604-P, W0DVP

Dear Sirs:

Thanks for all the trouble you went to finding me since my move. I thought I had notified everyone but some slipped through the. I guess I can blame the trauma of losing my wife last April and had been away from the island since mid January.

I would continue membership, but I no longer am on the air and my sight is failing me so that I have great difficulty reading The Beacon. Therefore please drop me from membership. I miss being able to chat with all the hams around the country and, of course, at my age of 91 many of my old-timer friends like K2IC have preceded me as SK'S.

Smooth sailing and continued struggle to maintain membership since one y one we are becoming SK. The wireless pioneers are getting

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MEMBER CORRESPONDENCE—from page 14

fewer and fewer with radio becoming a lost field.

Ted Touw
SOWP 4191-P, N4AKD

Hello!

I'm going to try and get on the CW get together later this month. Missed last year and guess lots of other folks did also. Inasmuch as I have a McElroy hand key with the knob that I put in my pocket from my ship when we abandoned it, and I have a McElroy bug as well as a Ten Tec electronic and a Bencher paddle for the built in keyer on my rig I might as well make use of them.

The ship that we abandoned was the *S.S. John P. Gaines*. A picture of it is on Google and Yahoo sites that told about Liberty ships that broke up under various circumstances. A line drawing of it appeared in some Merchant Marine material I received also. I know it's my ship as one life boat hung up in the davits right under the radio room on the port side. And that's the side in the illustration in the drawing. Incidentally, I still have the keys to my stateroom and the radio room also.

Keep up the good work - we can't forget those days and years no matter how we try and the loss of CW which is the most simple and effective language in distress situations would be tragic.

73
Gareth "Lindy" Linder
SOWP 4031-V, W1ACI

Waldo,

On my 66th birthday I had a seizure & stroke & had to be transported to hospital. I have a brain tumor. Was operated on last Thursday and came home yesterday. Feel awful and can not type or manipulate numbers. A really bad situation. Wife Hanni holding up OK so far. Son Robert was here from NC; daughter lives 20 miles away and provides support as best she can. Prognosis is not very favorable; hope things going well for you. Please pass the word

John Hudelson
5607-M, K5DL

(Response to letter)

Hi John,

At 66 you are 20 years too young to even think of turning in your key.

Remember the old Roman saying: *illgitimus non carborundum!* We're rallying the troops and they'll help with a petition to extend your ticket for another ship as R.O. before you retire. Hang-in there, OM!

Waldo Boyd
2958-P, K6DZY, Secty SOWP

EARLY AIRCRAFT RADIO COMMUNICATIONS

**Submitted by Neal McEwen
K5RW**

Friends,

Looking through an old copy of the Antique Wireless Association - Old Timers Bulletin I ran across one of Don de Neuf's columns. For several years his columns explored the many facets of telecommunications and indeed the title of his column was "Telecommunication".

Don was an amazing story himself, having been an officer of Press Wireless and in his 70s was a radio officer on board sup-

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EARLY AIRCRAFT RADIO COMMUNICATIONS—from page 15

ply ships going to Viet Nam. Anyway, lets get to the story entitled "Complex Communications for a Mass Flight".

"One of the greatest historic mass aircraft flights in formation is sometimes overlooked. On July 1, 1933, a squadron of 25 Savoia-Marchetti SM.55X flying boats of the Royal Italian Air Force took off from Ortobello, Italy for a transatlantic round trip to the Chicago World's Fair. An entire year was devoted to training the pilots for the flight and in preparing the aircraft. The exercise lasted for 43 days and the actual time flying the 19,000 km was 103 hours.

The communications system was one of the most ambitions and effective attempted up to that time, involving wireless, land-lines, and submarine cables. Fourteen bases were established to provide fuel, shelter and communications for the aircraft and crews. The westward flight was via Amsterdam, Londonderry, Reykjavik, Cartright, Shediak Bay and Montreal on the way to

Chicago. The return went via New York, Casco Bay, Shediak Bay, Shoal Harbor, Horta and Lisbon. The telecommunications system carefully planned continuous two way radiotelegraph between the aircraft and the stop-over bases throughout the flight, collection of weather forecasts and reports from bases, coastal stations and ships and submarines stationed along the route over the Atlantic. Special facilities were also set up between them and the U.S. Weather Bureau.

Each flying boat carried a skilled and seasoned radiotelegraph operator and the most modern wireless equipment, including a 400 watt transmitter capable of operation on both low and high frequencies, together with radio-compass equipment. Seven trawlers and two submarines along the flight paths transmitted signals for radio-compass bearing aboard the aircraft. The flying boats used 400 meters and the bases and ships used 840 meters. Two planes were lost in landing mishaps in Amsterdam and Lisbon, but the venture was highly successful and highlighted the great importance of reliable and rapid aeronautical telecommunications."

The saga of the flight radio officer is often overlooked in radio history.

73 de K5RW
Neal McEwen
nmcewen@metronet.com
at: "The Telegraph Office",
http://www.metronet.com/~nmcewen/tel_off.html
A WWW Page for Telegraph Key Collectors and Historians

A RADIOMAN'S STORY

by **Waldo T. Boyd**

2958-P, K6DZY

One of my fellow watchstanders aboard our old flat-deck destroyer was a radioman who was known to play a "practical joke" on his shipmates now and then. As anyone who has pounded brass knows, the radio shack, an alcove just below the bridge, was a favorite stop for firemen of the engine room when they climbed out of their below-deck boiler watch station for a top-side breather. A sheet of news fresh from the typewriter was the main attraction, although the coffee was an also-ran.

One of the below-decks gang was a hale-fellow well-met, big, red-headed, and prone to show off his muscle by being more than a little too heavy with his handshake. This radioman we

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A RADIOMAN'S STORY— from page 16

called "Summerville," who was of slight build and a good man at the wireless key, had his fingers bruised once too often and set about to "cure" the handshaking bruiser. He borrowed a small transformer from the spare parts kit, a tiny 9-volt dry-cell battery and a switch to match, and some insulated hook-up wire, and distributed these along with a jury-rigged buzzer into his working uniform, out of sight. The secondary "business end" of the transformer he connected to a nail tapped into his rubber shoe heel, and the other connection to a loop of bare wire around his wrist over a one-turn wrap of kerchief pre-soaked in salt water.

His timing was perfect. The visitor from the engine room appeared on schedule and stuck out his hand for a greeting shake. Summerville grasped the hand and simultaneously pressed the switch with his free hand. The burley fireman let out a howl, turned and beat a hasty retreat back to his engine room, Summerville in pursuit, shouting "Mac! You forgot your coffee!" The radio room erupted with laughter from the crew on watch.

The word got around the ship in short order that those Sparks

characters were loaded with electricity and not to be crossed. It was at least a month before the glad-hander returned for a brief visit to the radio shack, and it was noted although never mentioned that he no longer proffered his hand for a "friendly shake," much less one meant to exercise his grasp beyond a reasonable grip of friendship.

MY TIME AT RNU (WNU)

Hessel Kooistra, III, M.D.
3345-M, NG6Y

I imagine I am one of the youngest SOWP'ers there are. Two days after graduating high school in 1979, I loaded up my car and headed from L.A. (and I don't mean Lower Alabama) to Slidell, LA. Talk about some culture shock. I had been a Ham for a couple years by then and really wanted to go to sea. I figured that a job as a telegrapher at a coast station would be a stepping stone. I will say it was interesting. I still remember the day that N6SL's 1st class telegraph showed up on the wall. Ben hadn't shown up, but his license had. What was funny was that it was obviously a picture that had to be 30 or 40 years old on a newly issued license. Later, asking Ben, he said that when he renewed the license, they wanted a picture and he thought it was

some kind of strange bureaucracy development, so he pulled out the oldest picture he could find and let them have that. It was pretty funny. Anyway, Ben had come to WNU after retiring from something or other, moving to the SwampLand and deciding he wanted to go back to sea. So he went to WNU to brush up on his message handling. Fred Joy, WORSW was working there too. Fred now lives about 20 miles north of me here in Arkansas, and I really need to go see him.

Well, working at a coast station exposed one to some kind of bad Morse Code. Fred used to say that we were dialecticians, and I think he was right. I'm talking dots and dashes the same length, no space between letters, spaces inside of letters, all the while trying to copy a message in solid Greek. As they say, it is Greek to me. I think the man who invented the side-swiper should be executed or his grave stomped or something. Sometimes I would ask an especially bad op "Who taught you Morse Code?" Invariably, the answer was "Self taught, self taught." I would then tell them "Your teacher was an idiot." Maybe I had an attitude issue then. Scanning the bands for people calling us yielded dit-dah-dit dah-dit dit dit dah, as someone tried to send WNU. I started calling the place

(continued next page)

MY TIME AT RNU (WNU)

—from page 16

RNU and said I was receiving a Seven G (dah-dah-dit-dit-dit dah-dah-dit) instead of MSG.

There was a Cuban working there that was the best OP I have ever seen. He worked on CIA gun boats during the Kennedy and Johnson administrations and had some interesting sea stories from then involving commandos, explosions and sunken ships. He was just good. One time I cranked my bug all the way up and started sending, probably around 40 or 45 WPM. I was really concentrating on blasting it out as he copied it. I looked over, and he was copying it with one finger, hunt and peck. He even correctly copied my mistakes. Amazing.

I eventually left RNU for a job sailing with District 2. I found Richard Singer's sea story interesting, as I sailed on that same ship, renamed the Cove Explorer/KTSY as my first paying job as RO. I also sailed with a Captain Nick Papazagalous about 1981 and I wonder if it was the same Capt. Nick. If people are interested, I'll tell some more sea stories.

SILENT KEYS

With Deep Regret, we report the passing of the following SOWP members as they join our Chapter Eternal. We send our sincere sympathies to those they held dear.

ASCHER, Donald W., Sr. 4152-V, KA9FCA, Galesburg, IL. No date or details. Reported in *QST*, January 2005.

CARPENTER, Edwin H. 5696-V, NB1R, Wilbraham, MA. No date or details. Joined the 78th Army Air Forces Unit – AACS in May 1942. Part of the British and American Lend-Lease program with Russia. He was among the soldiers posted to Ft. Nelson, BC., Canada, then as a Staff Sgt., he was transferred to the American Air Base at Edmonton, Alberta.

CHAMBERS, William E., 2806-P, W7BYK, Snohomish, WA. No date or details. Reported in *QST*, February 2005.

CONCANNON, Charles F. 0270-SGP, K4RQ, Ft. Belvoir, VA. No date or details. Reported in *QST*, June 2005.

GREY, Jack H. 4841-V, WB6PQL, Daly City, CA. No date or details. Reported in *QST*, January 2005.

GRUMMET, Melvin L. 1740-

SGP, Middletown, NY. 26 July 2004, no details, age 103. Began sea going career of 40 years in 1919. Reported in *Spark Gap Times*, April 2005.

GRUMS, Hanswerner 5080-M, DL9BF, Leer/Ostfriesland, Germany. No date or details. Reported in *QCWA Journal*, Fall 2004.

HAVEL, Jerome M., 5330-TA, W2RRX, Springfield, MO. No date or details. Reported in *QST*, February 2005.

HAYMOND, Tom 5259-TA, W8CCN, Fairmont, WV, 28 May 2004 of cancer, age 96 years. Reported by Richard Black, W2RH.

HUDELSON, John 5607-M, K5DL, Carmine, TX. No date or details. Reported in *QST*, January 2005.

JULE, Rex H. 0419-SGP, WA6QAY, San Diego, CA. No date or details. Reported in *QST*, June 2005.

KENNEDY, David D. 3642-V, N4SU, King, NC. No date or details. Reported in *QST*, April 2005.

MILLER, Murray D. 5425-TA, VE3FRX, Toronto, Ont. Canada. No date or details. Reported in

(continued next page)

QST, June 2005.

MORTON, William B. 3072-V, W7IOX, Emmett, ID. 18 February 2005, no details, age 82 years. Served in WW II under General Eisenhower decoding secret messages. Reported by family members Joe and Carmen Morton.

NICKEL, Elton 2248-P, W5UD, El Reno, OK. No date or details. Reported in *QST*, January 2005.

PHILLIPS, William R. 2127-V, W4JMB, Memphis, TN. No date or details. Reported in *QST*, December 2004.

READ, Walter A., 5059-P, W6ASH, Los Altos, CA. No date or details. Reported in *QST*, February 2005.

ROBINSON, Reuben, Jr. 1367-V, K3SQ, Philadelphia, PA. No date or details. Reported in *QST*, June 2005.

ROGERS, Haden 5092-P, KH6AAU, Las Vegas, NV. 23 May 2004 of infection in his foot that traveled up to chest after several weeks. Reported by Bob Shrader 0157-SGP, W6BNB

ROTH, Milton "Milt" Charles 4090-P, Cape Coral, FL, 16 April 2004, no details, age 92 years. He was an electronics engineer and specialist in aeronau-

tical telecommunications, navigational aids, and instrument landing systems. He had 30 years service with the federal government, retiring in 1966. The last position occupied at Washington headquarters of the Federal Aviation Administration was Project Manager in Systems Research and Development Service. Prior to this position, he serviced with the Civil Aviation Group in Cuba (1957-1960) and the Regional Group headquartered in Panama (1960-1965). Before his duty in Civil Service he worked as Radio Operator aboard ships of the US Merchant Marine. He also was an engineer at Radio Station KARK Little Rock, Arkansas. He was a consultant after leaving the FAA, serving as a senior member of the Technical Staff in Computer Sciences Corporation, Falls Church, VA. Reported by his son John Roth, Cave Jct. OR.

STYMIEST, Milt 4517-V, W3KFP, KJ1T, Stow, MA. 06 July 2004 due to an infection caused by surgery. Reported by Joe Pruitt W0TUT via Ben Russell 1853-V, N6SL and on West Coast 20 CW Net

TARICANO, Michael A., 2453-V, N1AGK, Newton Center, MA. No date or details. Reported in *QST*, February 2005.

VALASHINAS, William J., Sr. 3258-V, WA2NWI, Cocoa

Beach, FL. No date or details. Reported in *QCWA Journal*, Spring 2005.

VANDERHOOF, Norma Dingfelder, 5405-TA, W3CG, Corry, PA. 11 January 2005, age 78, no details. Reported in *Erie Times-News*, January 13, 2005 and in *QST*, April 2005.

VAN DYKE, George S., Jr. 1217-P, W3HK, Philadelphia, PA. No date or details. Reported in *QST*, April 2005.

WARD, George II 2372-V, W8JWX, Huntington, WV. No date or details. Reported in *QST*, May 2005.

WILKINSON, George L. 0983-V, W7MRI, North Las Vegas, NV. 03 December 2004, no details, age 82 years. Reported in *Spark Gap Times*, April 2005.

YORK, Samuel 2874-V, W6MJQ, Sacramento, CA. No date or details. Reported in *QST*, April 2005.

Silent Key Reporting

Please send reports to SOWP Exec. Secretary Waldo T. Boyd., P.O. Box 86, Geyserville, CA 95441-0086. If available, include date, age of deceased and cause of passing.

SUGGESTED READING

**By Richard Singer
0662-M, K6KSG**

The following list of books may be of interest to the members. They are about the U.S. Merchant Marine, and mostly during WW-II. Eight-thousand men went down with their ships during this period, and the author Gerald Reminick writes about the men and letters and the stories from the survivors. They were advertised in the VWOA newsletter on 8/21/04.

I am reading the book "Patriots and Heroes" now and it is very good. The books are as follows and can be obtained from Amazon.com.

Patriots and Heroes: True Stories of the U.S. Merchant Marine in World War II, published in 2000. Author Gerald Reminick.

Death's Railway: A Merchant Mariner on the River Kwai, published in 2002. Author Gerald Reminick.

Nightmare in Bari: The World War II Liberty Ship Poison Gas Disaster and Cover-up, published in 2001. Author Gerald Reminick..

No Surrender: True Stories of the U.S. Navy Armed Guard in World War II, to be released. Gerald Reminick.

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