

The World Wireless Beacon

A Quarterly Newsletter of the
Society of Wireless Pioneers, Inc.,
6289 Olde Orchard Dr., Columbus, OH. 43213 - USA

Vol 1 No. 1

March 1989

CQ CQ SOWP QRK? QRV?

Welcome Aboard - All SOWP members and friends, as we launch this brand new publication. In starting *The World Wireless Beacon*, we will first send our sincere thanks to Walt Boyd, editor of SOWP Newsletter QTC, for his hard work and editorial expertise during 1988. It was a year during which he was obliged first, to work many long days as a principal member and secretary of his county grand jury. In addition, he took charge of the important job of updating the SOWP mailing list, so as to minimize returns and duplicate mailings. As though those activities weren't enough to occupy him, Walt also had to complete professional writing and editing for which he is under a continuing contract. A big hand and "Many Thanks", Walt!

As for your new editor, he too, has been exceptionally busy producing the Inland Seas Beacon, as Director of the Inland Seas Chapter and as VP-Communications (net coordinator) for SOWP. Some realignment of those duties may now be in order, so that W8TP may function efficiently as editor of the *Wireless World Beacon*. This new venture will be a challenge. It will require the cooperation of many people, for we want this newsletter to truly be *your* publication. It will feature letters and articles from members around the world, reports from SOWP chapters, nets and officers, net schedules, lists of new members and Silent Keys, and columns by regular contributors. We will do our very best to publish each issue on schedule, with third class bulk mailing from the Columbus, Ohio area.

We ask for your help! Send us those personal stories, anecdotes and formal articles, especially items about your part in making wireless history. Clippings you come across are also welcome. We always need items relating to the past and present, with which we should keep in touch. We'll take care of smoothing out any rough spots. Thanks.
-Editor, (W8TP).

THE 1988 SOWP QSO ROUNDUP

Our annual QSO party, held December 14-15, 1988 was the best yet, according to comments which accompanied the 79 logs received by John Swafford, W4HU, SOWP Awards VP. In scanning them, it appears that many more took part. The three members with the largest number of contacts received plaques from W4HU on behalf of SOWP. They were: George Wise, 3930P, W7MB; Hank Warner, 2606P, W1HRQ; Bob Bowker, 860P, K6QT. All others received certificates of participation. The Roundup results appear on pages 3 and 4. Here are quotes from comments which accompanied your logs:

"It was nice to QSO three YL members, KA4IFF - Esther, VP2MT- Ursula and VE7ERA - Olive. Nice party. I had 105 two-way exchanges."-Al Newbold, 2407V, W6MMG. [Anny Schwager, 3010V, DF2SL, was also on the air from Illertissen, West Germany. -Editor] *** "Once again it was a great party...would be nice if we could have a few more kcs of the band (to avoid) overlapping by the big guns..." -Jim Eckersley, 2714V, WB7PGQ*** "Had a good time in the roundup and looking forward to another one next December. Condx on 10, 15 & 20 were a bit disappointing at this QTH. Expected better with the new cycle; maybe next year; 80 was my best band..."- Johnny Vasicak, 1140V, W9ZEN.*** "...Band condx were excellent, especially the first day, and I am sure everyone will turn in whopping scores. The party was a great success...I think it will take me at least a year to get over my exhaustion... hi!..."-Olive J. Roeckner, 2891V, VE7ERA.*** "Hi, John. If any of the enclosed are in error it's because of trying to read my own hen scratching 2 weeks later...had a great time -73."- Jim Donoghue, 3001V, N1ACZ.*** "Another enjoyable QSO party; makes me want to join one of the nets and meet more folks more often -73..."-Chris Emery, 2918M, K1RIF.*** "...First off, don't change anything. Being close to the longest day of the year for propagation, QRN levels just about right." (See ROUNDUP, Pg.2)

(ROUNDUP from Page 1)

"I was quite encouraged to note that more than a few stations managed to work each other on the same frequency!! Transceiver operators need to re-think things--the way I look at it, on CW..."-Bill Fishback, 3899V, W1JE.*** "...Roundup was great. Condx not too hot here. Had a wind storm 50-60 mph and power failed...Propagation seemed to be erratic; still fun..."-Gene Hammes, 3392V, K6ZK*** "...As a matter of interest, all my gear is approx fifty years old tube gear and hasn't given any trouble...except in last ten years I had to change one tube..."-Viggo H. Conradt Eberlin, 262-SGP, WA7CJV (who sent along a photo of Willie, a pet squirrel, his 2nd Op).*** "...I found each QSO in the roundup interesting, particularly since one could imagine that an ex-Sparks, ex-Marine or ex-Airman was at the key. This sure gives the contact a different weight than just an ordinary QSO...Probably the only (station) operating from aboard ship was SM6LQG/PA, Joe, who operated from M/T Viking Osprey, 80,000 tons, while in the port of Middelburg in Holland..."-Hans Buehler, 3028M, HB9XJ, Zurich, Switzerland.*** "To whomever put the Roundup together - You done good! I wasn't able to spend as much time as I wanted, but it was nice to say hello to old friends. Thank you for a job well done! -73..."-John Neal, 4281P, W7VH*** "...Only one gripe...Why do so many think they own one spot on the band, staying put...When I finish a contact, I always pause for anyone who wishes to work me or the one I just worked...Anyway, most of the boys and girls were pretty nice and no big problems. One even congratulated me for being the most senior SOWP member number he had worked..."-Earl Korf, 613-SGP, K2IC.*** "...Many tnx for handling all this deluge of paper work...Condx were excellent, reminiscent of approaching Land's End at the English Channel with a hundred or more spark signals blasting away trying to contact FFU! 73, CU next year..."-Jim Caldwell, 10-SGP, W7TCQ.*** "Enclosed, my log for the 1988 Xmas party Roundup. Had fun even though band cond could have been better. Operated from a motorhome using an IC-735 at 80W to Hustler resonators mounted on the rear..."-Paul Stevenson, 2677P, WB9UAD/6, temporarily in Los Angeles, CA.*** "Main thing is to participate - not to win," said that guy Coubertin about the Olympics! Hi! And that was my fate with poor Windom antenna against big gunners beams etc!!..."-Lars Nordqvist, 4053P, SM7BDB, Kalmar, Sweden.*** "My Florida friend, Scott, K4IY, from Ocala has indicated he is in favor of making these QSO parties more of an old fashioned type rag chew...Please add my vote...I would like to see (member number) suffixes reinstated as part of the exchange." Harry Albright, 2613P, W4ZCT.*** "A most excellent SOWP roundup.

THE WIRELESS WORLD BEACON

This newsletter is published each March, June, September and December by the Society of Wireless Pioneers, Inc., William A. Breniman, Founder and Board Chairman; William C. Willmot, President; Lorin DeMerritt, Treasurer; Paul N. Dane, Executive Director, 146 Coleen St., Livermore, CA 94550.

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Editor Emeritus - William A. Breniman
Editor - Theodore K. Phelps

Please address editorial correspondence to the Editor at 6289 Olde Orchard Dr., Columbus, OH., 43213. Membership, subscription-related and other official correspondence should be addressed to the Executive Director. Stationery etc. may be ordered from Charles Coleman, K6ZUR. Officers and staff donate their time to the Society. If a reply is expected, please include SASE. Subscription to this newsletter is part of SOWP membership. Original material may be quoted, provided credit is given. The Society will exchange this publication with similar organizations upon request. The Society of Wireless Pioneers is a not-for-profit organization incorporated in the State of California.

Gets better each year. -73"- Mark Killen, 2226-SGP, VE3KK.*** "Most pleasure was working Jim, W7TCQ, No. 10-SGP in Tucson. Great thrill !!"-Moe Lynn, 4702V, VE6BLY*** "The SOWP CW Roundup program is much more satisfactory than the noisy high score contests..."-H. W. Gillett, M.D., (age 85) 3212P, W5ENI.*** "...I was thrilled to work G3BEX, VP2MT and W6GM/KL7, but heard no VK/ZL members on any band...too bad more of our members don't turn out ..." -Mort Brewer, 537P, W6JU.*** "...I had limited time to participate, only about 4 hours, scattered. Signals were quite strong and lots of QRM..."-Don Newman, 58P, W7CO.*** "...Condx were not...good, especially after the wind started to blow here. It made lots of QRN and I had to crank the tribander down to 20 feet...it doesn't work well at that height..."-Chuck Coleman, 2959P, K6ZUR.*** "...Many of the net frequencies [7 MHz] are outside our band plan in the U.K., however, I really did enjoy the event, especially 28 MHz operation and met some old friends..."-Bill Rennison, 4534M, G3BOK.*** "217 QSOs, 32 states, 8 countries, 4 YLs...ragchewed with many old friends and met several new. Looking forward to next year..." George Wise, 3930P, W7MB.*** "201 contacts on 4 bands...highlight was QSO with VK4SS on 15 meters ...15m proved to be very good...10m was dead up here..."-Hank Warner, 2606P, W1HRQ.

SOWP ANNUAL QSO ROUNDUP, DEC. 14 - 15, 1988

T. PHELPS, W8TP, CHAIRMAN; E. MEHRLING, W4NH, PUBLICITY; J. SWAFFORD, W4HU, AWARDS

SERIAL	FIRST NAME	LAST NAME/CALL	CITY	STATE	CTS
2613	HARRY A.	ALBRIGHT W4ZCT	CASSELBERRY	FL	112
1563	GEORGE C.	ANDREWS W5PV	RUSSELLVILLE	AR	116
4416	CHARLES P.	BAKER W2KTF	BELLMORE	NY	70
3760	BILL	BISENDORFER W9HBI	BOURBONNAIS	IL	120
1411	LOUIS J.	BLACKBURN WA6YTT	VISTA	CA	11
860	R. F.	BOWKER K6QT	PAYETTE	ID	190
537	MORT	BREWER W6JU	LOS OSOS	CA	119
444	W.E.	BRITTON W7MN	ST. HELENS	OR	78
3028	HANS	BUEHLER HB9XJ	ZURICH	SWITZERLAND	52
10	JIM	CALDWELL W7TCQ	TUCSON	AZ	64
2959	CHUCK	COLEMAN K6ZUR	SANTA ROSA	CA	78
4656	WILFRED H.	CONLEY W8CZR	VAN WERT	OH	23
262	VIGGO H.	CONRADT-EBERLIN WA7CJV	SEATTLE	WA	18
2852	STUART D.	COWAN W2LX	HENNIKER	NH	15
3824	BILL	DALRYMPLE WF7S	NOGALES	AZ	16
3741	O.F.	DEDRICK W6NGK	SAN PEDRO	CA	47
1139	LOREN A.	DISPER K6DD	UPLAND	CA	15
3001	JAMES L.	DONOGHUE N1ACZ	HAMPSTEAD	NH	25
2714	JIM	ECKERSLEY WB7PGQ	REEDSPORT	OR	70
4042	KEN	EDWARDS W6MCV	BULL HEAD CITY	AZ	131
4587	ROBERT D.	ELDER KA2ZNE	LIVERPOOL	NY	71
2918	CHRIS	EMERY K1RIF	AMHERST	MA	51
3879	ERNEST L.	EMERY WO4C	MELBOURNE	FL	38
236	GEORGE E.	FAVRE W3PEV	ROCKVILLE	MD	50
3899	BILL	FISHBACK W1JE	HARWICH	MA	146
3942	JOHANNES J.	FLIPSE SM7LQG/PA	MIDDELBURG	NETHERLANDS	47
2099	RUSSELL K.	FORSYTH K4YS	HAYESVILLE	NC	25
3375	ESTHER	FROST KA4IFF	LAKELAND	FL	168
3212	DR. H.W.	GILLET W5ENI	MAYHILL	NM	37
642	BOB	GLEASON W3KW	ANNAPOLIS	MD	40
3344	F. C.	GOODWIN NC3F	CROWNSVILLE	MD	166
3166	ROY C.	GOULD N6GM/KL7	ANCHORAGE	AK	91
3392	EUGENE F.	HAMMES K6ZK	GRASS VALLEY	CA	37
59	TOM	HAYMOND W8CCN	FAIRMONT	WV	72
3911	JOHN A.	HRUTKY W6EJB	CLEARLAKE	CA	33
3612	WM. T.	JACKSON W6HDP	PHOENIX	AZ	52
4560	W. R.	JARVIS N2EG	FLEMINGTON	NJ	50
2781	RICHARD L.	JORDAN W4UM	HARPERS FERRY	WV	17
1608	C. F.	KALAKOWSKY N6VFJ	LANCASTER	CA	8
2226	MARSHALL S.	KILLEN VE3KK	WATERLOO	ONTARIO	102
613	EARL W.	KORF K2IC	LINCROFT	NJ	59
3043	JACK	LALLY W1HDC	GARLAND	ME	45
1704	GEORGE A.	LUCCHI W6NVN	PHOENIX	AZ	61
4702	MOE	LYNN VE6BLY	EDMONTON	ALBERTA	111
2131	SCOTT A.	MAGNESS K4IY	OCALA	FL	99
2356	R. V.	McGRAW W2LYH	RIVERHEAD	NY	97
1001	JOHN	McKINNEY W0AP	GRAND ISLAND	NE	23
2500	EMERSON	MEHRLING W4NH	FAIRFAX	VA	125
2591	GEORGE	MILLER K2FD	PERTH AMBOY	NJ	18
4281	JOHN	NEAL W7VH	JOSHUA TREE	CA	65
2407	ALEANDER S.	NEWBOLD W6MMG	BELMONT	CA	105
58	DONALD P.	NEWMAN W7CO	SEATTLE	WA	42
4053	LARS	NORDQVIST SM7BDB	KALMAR	SWEDEN	21

(CONTINUED PAGE 4)

(ROUNDUP SUMMARY;CONT'D FROM PAGE 3)

SERIAL	FIRST NAME	LAST NAME	CALL	CITY	STATE	CTS
881	TED K.	PHELPS	W8TP	COLUMBUS	OH	100
4840	J. W.	PRICE	K7JP	BELLINGHAM	WA	37
2476	DON L.	QUIGGLE	WA3UNX	ERIE	PA	42
4534	BILL	RENNISON	G3BOK	KIRTON	ENGLAND	18
2891	OLIVE J.	ROECKNER	VE7ERA	MIRROR LAKE	B.C.	147
3466	JIM	SADLER	W6SFW	SAN FRANCISCO	CA	15
4604	URSULA M.	SADLER	VP2MT	PLYMOUTH	MONTSEERRAT	125
617	J. STANLEY	SCHANTZ	W3FYD	FT. WASHINGTON	PA	21
3010	ANNY	SCHWAGER	DF2SL	ILLERTISSEN	W. GERMANY	26
3446	R. DEAN	SEVER	W8IM	LEESBURG	FL	28
4134	ERIC	SHAW	VE7SR	OYAMA	B.C.	49
4628	EVERT B.	SKOUGH	N7HID	KINGMAN	AZ	42
267	WALTER D.	SMITH	W4IJ	FALLS CHURCH	VA	7
4058	C. E.	SPENCER	W8PQO	FENNVILLE	MI	71
2927	C. R.	STEPHENS	KA4BIJ	TAMPA	FL	93
2677	PAUL M.	STEVENSON	WB9UAD/6	WINCHESTER	MA	55
3691	MICHAEL G.	STRAHON	KM7T	YUMA	AZ	32
783	JOHN H.	SWAFFORD	W4HU	ARLINGTON	VA	70
4680	MARVIN L.	SWIHART	NX8Z	UPPER SANDUSKY	OH	27
1140	JOHN M.	VASICAK	W9ZEN	OGLESBY	IL	88
2606	HENRY K.	WARNER	W1HRQ	KENNEBUNKPORT	ME	201
784	WILLIAM C.	WILLMOT	K4TF	MERRITT ISLAND	FL	40
2729	RUSSELL A.	WILSON	VE6VK	CALGARY	ALBERTA	43
3930	GEORGE	WISE	W7MB	PORTLAND	OR	217
753	JOHN	YURICEK	W3MAM	BRACKENRIDGE	PA	53
3581	MIKE	ZBROZEK	K8XF	NEW PORT RICHEY	FL	52



Now - Hear This

Greetings to all members and friends of the Society. This new year, 1989, promises to be a banner year for SOWP, and we look forward to the coming months with high expectations.

The last couple of years have been difficult ones for the Society for a number of reasons. Yet, in spite of a few setbacks, we have managed to stay afloat and to forge ahead with plans for a brighter future.

We are starting 1989 with a new publication and we expect to publish four issues a year on a regular schedule. This is *your* publication. We hope many of you will contribute material to it. We also hope to issue other publications from time to time. At present, our next priority is to issue an updated membership directory. You can help us by sending our Executive Director, Paul Dane, any corrections you can to

our large mailing list, including your own, of course, to keep it current.

Our recent on-the-air CW Roundup (Christmas Party) was another successful event sponsored by the Society, as you have read elsewhere in this issue. We all owe a big "Thank You" to the Roundup committee, especially John Swafford, W4HU, who checked all the received logs and prepared the overall report.

Let me take this opportunity to thank you all for your patience and support. If you have any suggestions, recommendations, or comments on what we might do to improve SOWP, drop your officers a line; They will be happy to hear from you. We need your support if we are to continue as a live, healthy and progressive organization.

-73,
Bill Willmot, 784-V
President, SOWP
K4TF

Bill



WELCOME ABOARD - NEW MEMBERS

- 0270-TA Lee Ann Sharpe, 2224 W. Desert Cove, #205, Phoenix, AZ 85029 (See 4826-M, below)
 0271-TA Martin Hadlow, "/>

(Listings of new members will appear in each issue of this newsletter. PLEASE SEND CHANGES / CORRECTIONS to SOWP Executive Director, Paul N. Dane, 146 Coleen St., Livermore, CA 94550 USA.)



NEWS FROM SOWP HQ

by Paul N. Dane, Executive Director

Greetings! In this first issue of our new newsletter, I would like to announce recent changes to our Board of Governors and our Society's list of officers:

We welcome to the Board from British Columbia, Olive J. Roeckner, 2891-V, VE7ERA. Olive will be filling a Board vacancy caused by the passing of Prof. Herbert J. Scott. In addition, she has agreed to write a regular column for the World Wireless Beacon, which you will find elsewhere in this issue.

Welcome also, to another Canadian member, John Sandison, 1603-V, VE5AAS, who has been appointed SOWP Vice President for International Affairs, following the resignation from that post of Elmer Burgman, 484-P, W6EB. Our warm thanks to Elmer for his long service with our Trans-Pacific net.

Speaking of our officers and Directors, we are now preparing for a regular election in June, 1989, in which nominees for all positions will be presented for your consideration and vote.

Your recommendations for SOWP officers and members of our Board of Governors should be sent to the nominating committee: Judge James Harvey Brown, 381-SGP, W6VH, Chairman, 1802 Redesdale Ave., Los Angeles, CA. 90026; Charles Coleman, 2959-P, K6ZUR, 2585 Brookhaven Dr., Santa Rosa, CA. 95405; and Albert Woody, 539-SGP, W7WQ, 402 Bjune Dr., Winslow, Bainbridge Island, WA. 98110.

The Nominating Committee will make up a ballot of candidates to be sent to all members with the June, 1989 issue of this newsletter. All members may then vote for SOWP officers and Directors for a two-year term.

Our SOWP founder, Bill Breniman, asks us to announce that he needs help in completing editorial work for Sparks Journal. Bill has copy on hand for two or more issues of the Journal, a pre-eminent archive of world wireless history. Members interested in completing the recording and preservation of that history are asked to contact Bill at P.O. Box 530, Santa Rosa, CA., 95402.

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Paul

SOWP QSL CARDS of good quality are available from RUSPRINT, at Rt. 1, Box 363, Spring Hill, KS 66083. Proprietor Frank Anderton guarantees to fill your order promptly to your satisfaction.



SMOKE SIGNALS

by the Editor, W8TP

Here are results of the semi-annual High Speed Code qualification test sponsored by SOWP given last November 7, 1988, by George Hart, TA-267, W1NJM: "...Only three people submitted copy and all three won certificates..." says George.

"...The 55 wpm winner was Jack Richardson, KVIE of Ayer, MA. Winners at 45 wpm were Carl Berggren, W5BO, of Longmont, CO., and Everett Vaux, (1941-P) W9DCE, of Kenosha, WI. The latter is a regular and has won about a dozen certificates. The other two, (apparently not SOWP members) are new to the program. About five others let me know they were listening but did not submit copy. There was a complaint that the keying from K6DYX was too light. Maybe that's why none of those who submitted copy copied him. It was a poor choice of dates, actually. The ARRL Sweepstakes was in full swing and some of the contestants slopped over on me."

The next certification test from W1NJM/4 will be May 15, 1989 at 0130 UTC on 3523 and 7023 kHz. In the meantime, George continues to air practice sessions each Monday and Thursday on the above frequencies at 0130 UTC. Congratulations to the above winners and our continued thanks to George and Smitty!

Paul Schmidt, 1413-P, W9HD, wrote Ye Ed on 28 February from Bloomfield, IN to comment that "...The recent letter from me that you published (in QTC Newsletter, page 14, December, 1988 issue) - about others shipping out in the Merchant Marine (as ROs and REOs) has brought some operators out of the woodwork. The name and number I suggested has called me back to say 'Thank You'...He got some new RO's thru that letter. And, by the way, the wife and I are going on a busman's holiday. We will soon be in the sunny Caribbean on a cruise ship that my last tour of duty paid for. - 73, Paul" (When next we hear from Paul, he'll tell us the "fish" story that he *did not* visit the wireless shack on that cruise ship! - Ed)

FRED E. COATES

Silent Key

We have just learned of the passing of Mr. Coates, 960-P, in Belem, Brazil, 22 February, 1989, after a prolonged illness. He was buried in Brazil 26 February. Fred was a well known member of the Society. He held amateur calls K4LC in the U.S. and PY8ZLC in Brazil. (-From K4LY, 27 February on our Inland Seas 40m net).

MEMBER RECALLS CHICAGO COAST STATION WGO

Lucien A. "Lu" Delson, 4811-SGP, W4JV, has sent us his recollections about one of the best-known coast stations of the Great Lakes CW era. Here is his story:

No one man can hope to trace the glorious history of Chicago's Radiomarine Corporation coast station, WGO, but perhaps these recollections of my years there may encourage others to add to this story.

In June, 1931, with a Second Class commercial license under my arm, I walked down Ewing Avenue in South Chicago and first laid eyes on the little shack that was to be my home for the next few years, the first part of my ten year association with WGO. The station, housed in a very small, one-story wooden building with three windows and a pot-bellied coal stove, was located behind the Dunham Towing Company at 91st Street. The little shack was dwarfed by a huge four-wire "L" antenna, suspended between two 75-foot wooden poles.

At age 18, and very small for my years, I can still recall the look of surprise on the face of Ed Glause (Edwin W. Glause), the Chief Operator, when I walked through the door looking for a job. Big Ed, whose great fist and sign "GL" were known from one end of the Great Lakes to the other, had at one time or another operated old WTK, Emil J. Simon's Intercity Wireless in Detroit, WCY (RCA) - Cleveland, WGO - Chicago, and other shore and ship stations.

Ed introduced me to the other ops, Guy Montagne, 2nd op, and Russ Turner, 3rd op. He showed me the station equipment. First, there was a model ET-3655 short-wave transmitter which used a single UX-860 tube oscillator driving a pair of UX-860s as power amplifiers.

The emergency transmitter was a model ET-3650 operated from two 6-volt batteries which drove a motor-generator. It used four 210 tubes in a self-rectifying circuit. The big rig at WGO was the ET-3626-A transmitter, which achieved an output of a thousand watts CW on 410 kHz., (the Great Lakes calling/emergency frequency until 1940) 425 and 454 kHz. It also worked long-wave on 2100 and 1800 meters.

When there was traffic to be relayed between WGO and WRL-Duluth, MN., WBL-Buffalo, NY., WCY-Cleveland, OH., or WLC-Rogers City, MI., we would use the term "up", place the change-over switch in the up position and adjourn to our respective frequencies in the long-wave band. In the

summertime, when static levels would preclude LW, we would QSY to 48 or 54 meters.



On the east wall of the shack was the old Seth Thomas clock, always set on Eastern Standard Time, although all messages were filed in GMT. An old oak desk against the south wall was the home of the IP-501A receiver, complete with long wave loading coil unit IP-503. This unit covered from 300 to 23,000 meters. It was made by the Wireless Specialty Co. During my regime, the speaker was an old Western Electric cone type, which I inherited and still have.

On the right side of the desk was the shortwave radio receiver, Model AR-1496-B. All our receivers operated from 6-volt batteries for the tube filaments and B-batteries for the plate voltage supply.

At dead center on the wall in front of the operating desk was a large AC filament voltmeter and a rheostat to adjust the filament voltage on the big rig. The start-stop buttons were mounted close by. Guy Montagne always hung his pocket watch on the rheostat knob. There were four Bunel keys mounted on the desk. From left to right, they were for the emergency rig, the Morse line to the Western Union wire chief in downtown Chicago, the key for the "big" (medium frequency) rig and lastly, the SW rig's key. On the right outboard corner was the WU sounder, mounted on a swivel arm. Our old mill with "all caps" type, sat on a pullout shelf on the left side of the desk. The duty op sat in an old swivel chair, its rock-hard surface somewhat softened by an ancient cushion.

During 1931, the shifts at WGO were: Ed Glause (GL), 8AM to 4PM, Guy Montagne (MG), 4PM to midnight, Russ Turner (RT) midnight to 8AM. I, (LU) worked the relief watches mostly for Ed, as he also did much of the service work on ships, at times assisted by Jimmy Adams and occasionally by servicemen Norm Walker and Big Louie out of the Cleveland office.

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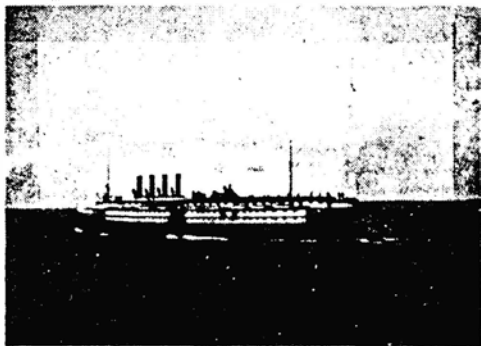
(WGO - CHICAGO From Page 7)

Things changed drastically in 1932. Guy went to NBC in the Merchandise Mart in downtown Chicago. Russ had moved over to Northwest Airlines. Jimmy Adams called me in early April. He and I opened WGO, getting all the radio gear in shipshape order. We both took care of fitting out several ships tied up in South Chicago, Waukegan, IL., Milwaukee and Green Bay, WI.

By May 5, 1932, WGO was open daily from 8AM to 4PM to handle traffic with Lake freighters L. E. BLOCK/KGFE and N. F. LEOPOLD. The sandsucker SINALOA/WCEW had been fitted out earlier; her operator was "Greasy" Packner. When Ed reported a bit later, our station went into full operation. Later in May, Ed and I began working 12-hour shifts, 8AM to 8PM and 8PM to 8AM. Hard times had hit the Great Lakes: The Inland Steel ships with calls WPBA to WPBT, were tied up. never to be heard again on CW.

The Spring of 1933 saw Ed over at WCY, Cleveland. I became Chief op at WGO. The second op was Hugh James Barkley (HB). He and I worked through 1934 at the South Chicago site.

Although there were fewer ore carriers on the Lakes during 1932 and 1933, most of the passenger ships were in operation despite the Depression. Some of these that I recall were the CITY OF GRAND RAPIDS/KFIS, the ALABAMA/WPCT (Sam Lapinski, op.), the THEODORE ROOSEVELT/KGFV, the NORTH AMERICAN/WTBA and SOUTH AMERICAN/WGCW,



SS SEEANDBEE IN LAKE MICHIGAN - 1939

the MANITOU, the PURITAN, the EASTERN STATES/WTCB and the WESTERN STATES/WTCA. The old side-wheeler SEEANDBEE/WTCT, pictured above, had her spark transmitter in operation until her end. (She became the USS Wolverine, a Navy training aircraft carrier in WW2, operating mainly on Lake Michigan. -Ed) Later on, MANITOU's name was changed to ISLE ROYALE/WBDH. On her maiden voyage under her new name, she went aground at Isle Royale in Lake Superior,

bringing her illustrious career to an end.

Some of the big yachts out of Chicago in those days, were the MIZPAH, the BUCCANNEER, the KENKORA, the SEAFORTH, the J. B. BRINKLEY and the Wrigleys' WASP.

Among our steady customers from the commercial trade were the HARVESTER/WADS, manned by old Sam Culbertson, the INTERNATIONAL/WCFV, the GREEN, the two seagoing tugs H.B. WILLIAMS/WCEV and JOHN B. CUSHING/WGDV, the FITZGERALD/WSBV, the tanker MAINE/KDPK and three Isthmian Steel ships, STEEL ELECTRICIAN/KFZX, STEELMOTOR/KFNO and STEEL CHEMIST/KFZW. Some of the "Hutch" boats (Hutchinson Steamship Co.) carried deckhand-radio operators, but many did not.

Several Canadian ships, two being ATHABASKA/VGCW and the BENNINGTON, were good for a little traffic from time to time, but whenever possible they routed their messages through VBE-Sarnia, or VBG-Toronto. The American lighthouse tenders HOLLYHOCK and HYACINTH (WWDL and WWDK, or vice-versa) were running, and from time to time their man Richberg would come by for a visit.

Perhaps it was during the winter of 1935-36 that RMCA decided to move WGO to another location. At this time, George Martin, (MG) at WCY-Cleveland, was in charge of the RCA Institute in the Merchandise Mart. A site for the relocated WGO was picked atop the Congress Hotel, 500 South Michigan Blvd., former home of broadcast station KYW-Chicago (before that call sign moved to Philadelphia). As the last and only man left on the totem pole, guess who laid up the old WGO and fitted out the new one!



WGO - CHICAGO (1940 PHOTO)

Unfortunately (for me), the old KYW towers had been dismantled. All that remained on the rooftop site was a former flagpole on the parapet overlooking Michigan Blvd. and Grant Park, and another on the southeast corner of the roof. Again, guess who shinnied up those
(Continued, Page 9)

(WGO - CHICAGO from Page 8)

flagpoles and put up a single longwire inverted-L antenna! Luckily, the Congress Hotel had a DC power system which helped us to quickly install and test everything we had brought from South Chicago.

My luck was still holding out; I got everything working without any major problems. The old IP-501A receiver gave way to a new AC/DC RCA superhet, grey, with red and chrome trim. I was never impressed with it and have long since forgotten its nomenclature. The Morse pony wire to WU-Chicago was replaced by a MUX machine. I hated to see our old Morse setup go, but the MUX was a nice toy to master.

Not all of the old shipboard spark sets we worked in those days had harsh and raucous sounds. Those that had been neglected or not properly seasoned could be pretty rough to copy during the months of heavy static. Perhaps the CALCITE/KFSI had one of the better notes. I can no longer recall the operator's name, but he was a jim-dandy and put a lot of pizzazz into signing KFSI. I believe he had been with Red Harden at WLC-Rogers City, MI. Conversely, the CITY OF GRAND RAPIDS/KFIS, the MARQUETTE/KFNP, the Texaco tanker MAINE/KDPK and a handful of others sounded like glorified power leaks.

Somewhere along the line, our 4PM to midnight watch was knocked off. I lost Hugh Barkley and WGO became a daytime-only station. During those later years, Ted R. McCartney was our relief operator when he wasn't aboard the yacht KENKORA/KGRG. In 1939, he moved on to operate the tiny coast station, WHQ, for Tellefson at Mackinac Island, MI.

My last year at WGO was 1940. During June of the previous year, I was married to Antoinette Shreder. We honeymooned on the NORTH AMERICAN, where Johnny Kay was Chief Op. In 1940, we spent our first anniversary on the SOUTH AMERICAN, and celebrated our third on the INTERNATIONAL/WCFV.

In August or September, 1940, I reported to the FCC office in Atlanta, GA. Other than for anniversary trips, I never returned to the Great Lakes. I think Bob Ugel relieved Ted McCartney at WHQ in 1941 or '42; Ted also signed on at the FCC.

The story of WGO would not be complete without noting that the Chief Op there in 1930 was Pete Rice, (PR). He found a job with the Chicago Police Department and was replaced in

1931 by Ed Glause.

I hope there are old timers around who can add to this story. It has been good to review those years. I welcome additions and corrections. Many names, calls and personal signs have been lost, but perhaps there are OTs out there who can fill in the gaps.

P.S.: During the winter months of 1938, I returned to my home town, Tampa, FL., and worked at coast station WPD. The Chief there was a fellow named Perez. Both he and WPD were alive late in 1987, so perhaps someone can get him to do a story on WPD; he certainly knows it well.

-73, LU (W4JV)
L. A. Delson,
4455 Marland Drive,
Pensacola, FL. 32506

HERBERT J. SCOTT *Silent Key*

Herbert J. Scott, a Director and former Executive Secretary of the Society of Wireless Pioneers, died December 21, 1988 at Marysville, CA. He was 91.

As a young man, he saw the world as a shipboard radio operator. Later, he served as a U.S. Navy officer in World War II and was a professor of electrical engineering at the University of California at Berkeley from 1934 until he retired in 1964.

He was born in Baltimore, MD., and went to sea in 1914 as a radiotelegraph operator. Among his shipboard assignments was one as Chief Radio Officer on the original SS LURLINE, on the SS PRESIDENT between U.S. west coast ports, and on SS UMATILLA from Seattle, WA. to Nome, AK. He also served aboard SS ADMIRAL DEWEY.

In 1923 he entered the University of Washington to study electrical engineering and received a bachelor of science degree in 1927. In 1933 he received the professional degree of electrical engineer.

Scott joined the Bell Laboratories radio development section in New York in 1927 where he was credited with 13 patents. He was one of seven engineers who designed a radiotelephone system which was put into operation aboard the SS LEVIATHAN in December, 1929.

(Continued, Page 10)

(HERBERT J. SCOTT - from Page 9)

In World War II, Scott was commissioned a commander in the Navy. He served in the radar design and the identification and radar beacon sections of the Bureau of Ships in Washington, D.C. He received a Navy citation for his work. At the war's end he returned to UC - Berkeley.

Professor Scott was for 70 years a member of the Institute of Radio Engineers, which became the Institute of Electronic and Electrical Engineers. In the Society of Wireless Pioneers, he held membership number 838 as a Senior Spark Gap Pioneer.

Scott is survived by his wife, Anna Mae Scott, a son, a daughter, five grandchildren and one great-grandchild.

A memorial service was held January 28, 1989 at Eden Standard Masonic Lodge No. 113, San Leandro, CA. He left the following wish concerning his remains:

*When the brittle thread
which binds me to this earth
has been severed,
it is my desire
that my ashes be scattered
by the four winds of Heaven
over the restless bosom of the sea,
The sea I loved so much.*

- Herbert

Silent Keys

WITH DEEP REGRET, WE REPORT THE PASSING OF THE FOLLOWING SOWP MEMBERS:

Merritt E. Arbuckle, Charter Member 34-SGP, Jan. 31, 1989, Greenville, TX., Age 94.
Nestor J. Boruch, 1689-P, W4CH, Wilmington, NC.
Carl C. Drumeller, 4383-V, W5JJ, Sept. 6, 1988, Oklahoma City, OK.
Charles M. Dunn, 115-SGP, age 87, Jan. 18, 1989.
Stephen Gasparovitch, 921-SGP, Dec. 28, 1988, Titusville, FL.
Howard T. Hart, 585-P, W8BCG Xenia, OH.
Marcus C. Kronauer, 1926-P, W8ECK, Menominee, MI.
Otto Julius Marshall, 2201-SGP, Jan. 14, 1989, Cashmere, WA.
Clarence A. Peregrine, 193 SSGP, June 15, 1988, Palisade, CO. Age 91.
John A. Robinson, 651-P, K4NV, Burlington, NC.
Hayden A. Ross-Clunis, 4181-SGP, K4RC, Williamsburg, VA.
James Stewart, 3123-V, WB8PRF, Royal Oak, MI.
Leo J. Vachow, 1030-P, W8CPY, Mackinaw City, MI.
Emil Weber, 1127-P, K2EW, May 16, 1988, Ormond Beach, FL.
Robert L. Williams, 2496-V, Portland, OR.



Incoming Mail

Our newly lettered Mailbag, - thank you - has already received an overflow quantity of copy for this first issue of the *World Wireless Beacon* and we must defer some contributions to a later issue. Many thanks for your help with our launching! - 73, Editor (W8TP)

12-28-88 Felixstowe, England: Greetings from the UK. Here's another addition to SHIPMATES AHOY : Arnold R. Gilmore, 2776-V, W1RYW, aboard M/V NEWARK BAY/ WPKS. I am the REO. I am 65. This ship is one of the Jumbo Atlantic Class ships, a 950-foot containership. She sails between U.S. North Atlantic and the U.K./North European ports - 28 days round trip. My first ship in 1947 was the SS FRANCIS J. O'GARA. Hope Bill Breniman is feeling fine.

-73, ARG/Gil

SOWP President Bill Willmot sends in the following request: Arie Lagendijk, 7544 XX Brammelobrink 72, Enschede, Netherlands, is looking for lists of passenger ships sailing Caribbean routes. Arie is a marine historian and is seeking earlier names of ships, their companies and other historical information. Any member having this kind of information, please contact Arie directly. Thanks.

Jim Eckersley, 2714-V, WB7PGQ, writes from Reedsport, OR: "...I finally got my (Merchant Marine) discharge papers August 15, 1988, 43 years to the day from V-J Day. They were dated August 15, 1945 and stated 'End of Hostilities'. I didn't get back to the States from Okinawa until mid-September 1945. I was No. 3 in the state of Oregon to get my papers..."

Similar word came from Charlie Krause, 1412-V, N7ESJ. After applying several months ago to the Coast Guard for his MM discharge, he recently received a form postcard saying "Your records are being processed." He was about to fire off an inquiry, when two or three days later, the 'Slow Turtle' brought the long-awaited papers. "...as you might surmise, I'm in a state of near euphoria..."

From the COMBAT MERCHANT MARINERS WW II, relayed by Al Hadad, 4029-V, came a request to help them locate their comrades who might not have heard that the Department of Defense granted them Veteran status in 1988 after a long official campaign. The organization is trying to establish a register of MM veterans. Their address is: Kermit Haber, Executive Officer, 14 Castle Drive, Spring Valley, NY 10977. Telephone (914) 623-8484.

(Continued- Please see INCOMING MAIL, Page 12)



Buoys and Gulls - by Olive/VE7ERA

SOWP is truly a global society as our new publication's name, *World Wireless Beacon*, would indicate. Total count of 'member' countries, according to our last directory, was 39. It could be higher now. In future issues it would be great if we could visit with our fellow brasspounders from as many of these nations as possible.

Our port of call this trip, is in Scandanavia, Köping, Sweden - home of Birgitta Gustaffson, 3854-M, former deep sea radio operator and at present a scribe in her own right. Birgitta responded quickly, with ready agreement, to my request for background material and a few reminiscences.

"It was nice hearing from another YL," she wrote. "I was very happy to be reminded of the old days when I pounded the key in ships. I'll be pleased to make a contribution by writing of my seagoing experiences, but I'm aware of being a lengthy story teller."

Her solution was to write a short article for this newsletter, with a longer, more detailed one for a future Sparks Journal. Birgitta's fulltime journalistic chores keep her occupied, but regardless of a very full schedule, she and OM Thorsten, retired harbourmaster of Köping, try to make yearly vacation trips to places they once visited by ship. "Then we mostly saw only the ports," muses Birgitta, "now we can travel to the interior and look for those castles in Spain."

Birgitta has recently begun research on a writing project involving her first love - the sea, and wireless. This will undoubtedly consume much of her time, but we're pleased that she was able to send us the following 'abbreviated' version of her life as a Sparks in the Swedish merchant marine:

When I was three, I made up my mind - I'd become a sea captain when I grew up!

When I was 17, I was sent to sea to get those whims out of my head. I signed on as a second cook/messgirl in an old steamboat in the Scandanavia-England trade, where I cleaned messy pots and fought with the coal-heated stove for two months during my school holidays. It didn't cure my longing for the sea, but I found out that working in the galley was not for me.

But what was? This was in the early '50s; I was a female and born 20 years too early to be allowed to sign on as a deckhand and start making my way up to the bridge. So I went back to school. Then, a couple of years later, I

heard a radio interview with the first Swedish YL at sea. Eureka! This was the answer!

We were five girls out of 24 students at training school. Four of us went to sea for longer or shorter periods; the fifth joined the Foreign Service, where she is still working in the radio department, but not with Morse, I guess.

We had only one year of training, quite insufficient, and I never got further on the technical side than to change valves and fuses. Many lessons were spent on book-keeping, as the ROs in Swedish ships do the accountancy of wages and most of the other desk work on board. After passing our exams, we were kicked out into the world with full responsibility for a ship's radio station. No apprentice time with an experienced RO.

Those were the days when crystal-controlled equipment had just taken over. But my first ship, the M/S DAHLIA, had the only 'non-crystalized' transmitter left in the Swedish merchant navy. I had no idea how to operate it. My predecessor had gone on sick leave and my ship sailed for the Mediterranean a couple of hours after I'd come aboard.

Out we headed into the rough seas. I got the station started, but couldn't raise enough antenna power to send my QTO. I had to report my failure to the skipper. He, a very kind man, took one look at my green face and asked if the emergency transmitter worked. When I stammered, "Yes, sir," he told me to go to bed. I solved my problems with the DAHLIA's transmitter later, but we never made friends.

I stayed on the Med. trade for a couple of years in the DAHLIA and her sister ship, the INDUSTRIA. A round trip took four to six weeks with stops in a lot of nice ports - and some not so nice, like Algiers where their liberation war was underway.

My quarters offered no luxury beyond a washstand. The cabin was located in a different deckhouse than the bridge and the radio room. I had to go down one outside ladder, cross an open deck and climb two more ladders to get up to the station. As a consequence, mine was never the first station on the air when the alarm sounded, as it did now and then in the North Sea and the Channel. My cabin door opened out onto the deck and, during wintertime in northern waters, the deck crew sometimes had to clear away the snow or ice made by the washing seas in order to get me out in the morning.

(Continued, Page 12)

(BUOYS and GULLS - from Page 11)

I met my 'husband-to-be' in those ships. He was Second Mate in the DAHLIA and later became First Mate in the INDUSTRIA. When he advanced to relieving skipper, he had to start in the company's smaller ships without a radio operator. I changed to another shipping company then in order to see some more of the world.

From 1958 to 1959, I sailed in the M/S COOLANGATTA, a reefer of 3200 deadweight tons, half the year on a worldwide charter. She must have been uneconomic, always sailing in ballast when outward bound. When empty, she rolled something awful! But she was clean and beautiful, my dreamboat on a dream trade. I always loved those weeks in the tropic waters when we were just a spot on a wide open sea.

After that year in the COOLANGATTA, I only took short trips in different ships, alternating with sailing with my husband as the 'Skipper's wife'. Then in 1961, he got a job ashore and we started to raise a family. We now have two grown up children and I work as a journalist at the local newspaper.

In the long perspective, my seagoing years seem like a pleasant dream. Of course, I must have been unhappy now and then; I always had to go through some days of seasickness in every new ship. I must have been lonely, too; the people around me couldn't always have been nice. But you have a tendency to forget

the unpleasant things. I do remember the good comradeship, the kind fuss around me, the care. When I arrived in the DAHLIA, I was the first YL in the company and I was treated like a mascot on board. The skipper offered me his bathroom, the chief steward fed me candies and the engineers switched seats in the mess room so I didn't have to push my way past them to get to the RO's seat.

Well, I got older and tougher. I wasn't spared the rough times but I had a good start. And if life now and then seems too filled with routines, I stop and think - I have those five years at sea when life was an adventure. No one can take them away from me.

(INCOMING MAIL - From Page 10)

The Little Big Horn Amateur Radio Organization (LBH), many of whom are Native Americans, invite SOWP members to help them foster interest in American Indian culture and history. Membership is free and is open to amateurs of all ethnic backgrounds. They meet on the air each Sunday for CW contacts on 14,057 kHz at 2200 UTC and on 21,150 kHz at 2230 UTC. Listen for "CQLBH".

WE CONGRATULATE

Larry Pettengill, 2004-P, WA8HGH, and his XYL, Eleanor on their 50th wedding anniversary celebrated at Christmastime, 1988. * * * John Elwood, SOWP VP-Membership, on receiving new call sign WW7P recently, (formerly W7GAQ) to mark his new Amateur Extra Class license.

The World Wireless Beacon
Society of Wireless Pioneers, Inc.,
6289 Olde Orchard Dr.,
Columbus, OH., USA, 43213 - 3416

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The World Wireless Beacon

A Quarterly Newsletter of the
Society of Wireless Pioneers, Inc.,
6289 Olde Orchard Dr., Columbus, OH. 43213 - USA

Vol 1 No. 2

June - July 1989

IN THIS ISSUE: ELECTION OF SOWP OFFICERS

By Paul N. Dane, Executive Director

Attention - all full members of SOWP: In this issue of the World Wireless Beacon, we are presenting information on candidates for election or re-election to officer and Board of Governor positions for the Society of Wireless Pioneers, Inc. Please read this information. Then, turn to the ballot form on Page 3 of this newsletter and vote. You may also write in candidates not otherwise nominated, but they must be willing to serve. The term of office for all is two years, from January 1, 1990 through December 31, 1991.

The voting period begins with your receipt of this newsletter. In order to give all full members of our widely situated Society members ample time to vote and to return their completed ballots, the counting period will extend through August, 1989. All ballots must be postmarked not later than August 31, 1989. Please VOTE and RETURN YOUR BALLOT PROMPTLY.

After voting for your candidates, detach the ballot sheet. Turn it over and fold it on the lines indicated. To insure that your ballot is received and counted, please mail it promptly to the election teller. Election results will be tabulated by Mr. Charles J. Coleman, 2959-P, K6ZUR. We hope to report the results in the next (September-October) issue of this newsletter. We hope all full members will participate. Thank you.

For President of the Society - William C. Willmot, 784-V, K4TF, 1630 Venus St., Merritt Island, FL., 32953.

Mr. Willmot, the current President, joined the ranks of professional CW operators in World War II in the 24th Infantry Division, U.S. Army. His duty tours were in the Dutch East Indies, the Philippines, and when the war ended, in Japan. He joined SOWP in 1971, organized the Thomas Edison Chapter in 1973 and was its director for two years. In 1975, he organized the Southeastern Region SOWP CW net and has been its Net Control Station since that time. He was appointed President of the Society in 1988 to replace the late Donald DeNeuf. Mr. Willmot is employed as a technical editor by Raytheon, Inc. and is a technical writing instructor at a local college. He is a fellow of the Radio Club of America. He holds an amateur Extra Class license and a CW proficiency certificate for 55 words-per-minute. He is listed in the International Who's Who of Intellectuals and Who's Who in U.S. Writers, Editors and Poets.

For Executive Director - Paul N. Dane, 2195-V, W6WOW, 146 Coleen St., Livermore, CA 94550.

Mr. Dane, the present Executive Director, became a professional CW operator in the U.S. Navy in 1942 at Bainbridge Island, WA/NIT. His Navy duties included work with codes and ciphers. He is a member of the Navy Cryptological Veterans Association. A member of IEEE, he is retired from the Livermore National Laboratory. He joined the Society in 1976 and has served as Director of the Golden Gate Chapter. He became a radio amateur in 1946 and is a member of his local radio interference committee. He was elected Executive Director of SOWP in 1987.

For Treasurer: Loren G. DeMerritt, 100-P, W6EAS, 410 Grundel Dr., Sebastopol, CA 95472. Mr. DeMerritt, is the present Treasurer of the Society. He has held this (Continued, Page 2)

(Nominations - Continued from Page 1)
assignment with distinction for many years.

For Sr. Vice President - **John J. (Jack) Kelleher, 2581-P, W4ZC, 612 Ednor Rd., Silver Spring, MD 20904.** Mr. Kelleher was a radio operator at U.S. War Dept. station WVB, San Antonio, TX from 1933-37. From 1937-40 he worked at the RCA Communications hub station, New York, NY. From 1940-62 he was a technician at Signal Corps Laboratories, Ft. Monmouth, NJ. In 1962 he moved to NASA headquarters, from which he retired in 1969. For the past 25 years he has worked in frequency utilization and satellite systems spectrum management. Mr. Kelleher has been a member of U.S. delegations to international communications groups including the International Telecommunications Union. In 1986 he became Chairman of CCIR Study Group 2 (Space Research and Radioastronomy.) He has received awards from the U.S. Army, NASA, and the IEEE, of which he is a Life Fellow. He obtained his first radio amateur license in 1932 and holds an Extra Class license. He is currently SOWP Senior Vice President and a Chapter President and national Director of QCWA.

For Vice-President - Finance: **Eben K. Cady, 54-SGP, 2330 Roosevelt Ave., Redwood City, CA 94061.** Mr. Cady's first professional assignment, in 1922, was aboard the tug HOMER/KUMG. He sailed on many ships until 1931 when he joined coastal station KFS, San Francisco, CA. He became KFS Chief Operator in 1939, then Assistant Manager and Manager until retirement in 1965. He has been SOWP Secretary (1968-70), Senior Vice President (1970-71), President (1972-75) and in his present post, VP-Finance, since 1976.

For Vice-President - Membership: **John N. Elwood, 396-V, WW7P, 5716 N. 34th Dr., Phoenix, AZ 85017.** Mr. Elwood has held this post since 1976 and has done yeoman service in recruiting new members. He was a military radio operator in World War II. He has amassed a valuable collection of some 300 telegraph keys, both manual and semi-automatic, dating from the early days of wireless. He holds an amateur extra class license.

For Vice-President Promotion & P.R.: **Emerson R. (Em) Mehrling, 2500-P, W4NH, 10109 Blue Coat Dr., Fairfax, VA 22030.** Mr. Mehrling has held this post since 1984. His professional radio career began for TWA at the Columbus, Ohio airport in 1930, station WHG. In 1935, he was one of the founders of air traffic control. His career in civil aviation administration for the CAA and later in the FAA involved upper management posts including duty at Tempelhof airport, Berlin, Germany. He has been a radio amateur since 1922 and holds an Extra class license. He is Control Station of the SOWP Capital Area Saturday morning CW net. He holds an ARRL 50-year award and has similar recognition from QCWA.

For Vice President - Chapters: **William R. Miller, 3924-V, W2GCE, 217 Porterfield Pl., Freeport, NY 11520.** Mr. Miller is the incumbent. He is responsible for promoting the formation of new chapters for the Society. He encourages groups of members located near one another to organize in the interest of fellowship. He considers our Chapters as vital parts of our overall Society.

For Vice President - International Affairs: **John E. Sandison, 1603-V, VE5AAS, 2928 Queen St., Regina, Saskatchewan, Canada, S4S 2E4.** Mr. Sandison is the incumbent. He was appointed to this post in 1988 to succeed Mr. Elmer Burgman. This assignment provides liaison between Society members overseas and headquarters.

For Vice President - Awards: **John H. Swafford, 783-V, W4HU, 2025 N. Kensington St., Arlington, VA 22205.** Mr. Swafford, incumbent for the past five years, coordinates the presentation of awards to Society members, chiefly for our annual QSO Roundup in December. First licensed in 1940 and commercially in 1942, he was employed by Northwest Airlines until 1945. A career in government followed, during which John worked 25 years for the Army Signal Engineering Agency, in Frankfurt and Heidelberg, Germany and for the Department of State. He is a member of ARRL, QCWA, IEEE, AFCEA, the Radio Club of America, IARU and VWOA. He is a past president of his local QCWA chapter and the Dept. of State Amateur Radio Club. He has received meritorious awards from QCWA and three outstanding service awards from SOWP.

For Vice President - Communications (Chief Operator, SOWP Amateur Nets) : **Henry K. (Hank) Warner, 2606-P, W1HRQ, RFD 2, Windemere Place, Kennebunkport, ME 04046.** Mr. Warner's first professional assignment was as Radio Officer, SS A.L. Kent, 1931. He continued to sail until 1939; his last vessel was SS ANCON/WCCI. He then became a radio operator (Continued, Page 15)

TREASURER: Lorin G. DeMerritt ()

MEMBERSHIP: John N. Elwood ()

PUBLICATIONS: Theodore K. Phelps ()

Graydon A. Lewis ()

**=ALL BALLOTS MUST BE POSTMARKED ON OR BEFORE AUGUST 31, 1989=
- THANK YOU for YOUR PARTICIPATION -**

FOLD

FOLD

POSTAGE

(IN USA 25c)

ELECTION TELLER - SOCIETY OF WIRELESS PIONEERS, INC.,

**Charles J. Coleman,
2585 Brookhaven Drive,
Santa Rosa, CA 95405 USA**

DETACH
HERE

(INCOMING MAIL - from Page 6)

"My recent experience will demonstrate why the Morse system should not be eliminated and the requirement for a radio officer who is a Morse telegraph operator should be maintained.

"In November 1988, I was radio officer of a ship on a voyage from Scotland to the U.S. East Coast. About 100 miles off Florida, my ship went dead in the water, slowly taking on water through a damaged rudder system.

"My ship is equipped with a high-technology satellite terminal, but it was useless because the ship's main power was down. Satellite systems cannot operate without a ship's main power.

"An urgent message had to be transmitted to request assistance from another ship. All I had was the standard 40-watt emergency transmitter that could run for six hours on my emergency 12 volt battery system.

"I transmitted my message using the Morse system and received a prompt reply from another vessel. I was easily able to get my message through.

"If the satellite system had been the only system on board, or if there had been no radio officer on board who knew the Morse system, what could have been done? We were way out of VHF-FM range. Tropical depression Keith was approaching our area.

"Even when satellite systems are working as designed, many times all circuits are busy. The satellite is not a dedicated distress system. The Morse system has frequencies strictly for distress communication.

"The satellite is supposed to receive the distress message and transmit it to all ships in the area of the distress. Much time is required in the process. The Morse message is transmitted immediately to all ships within 100 miles of the ship. Any radio officer (so trained) can understand Morse messages no matter what language he speaks.

"It was appropriate that (a previous article) was put in your Money section. In an effort to increase profit margins by eliminating the radio officer, many shipping companies are endangering their vessels, their investments and the safety of their seagoing employees. But shipping executives are not experts in communications. Maybe they have been listening to the salesmen from the satellite companies too much.

"They should get another point of view from the professionals in the field of distress communications - the radio officers.

"I think satellite communication definitely has marine applications, but not as a total replacement for a proven system all countries are familiar with." - Richard J. Monjure (4663-M, N5JOB) (from the New Orleans *Times-Picayune*, Jan 16, 1989. Submitted to the Maritime Mobile Amateur Radio Club newsletter, April 1989 by Jock Maclaren, W5FGO, and to the *World Wireless Beacon* - SOWP, by member Leona Wallace, 0272-TA, WA6OHB.

AN ODE TO CW

by Paul N. Dane, 2195-V, W6WOW

*CW has served us quite well,
So on its demise I won't dwell.
Now it's up to that new satellite,
To see that the message is right.*

*If CW on ships has to end,
On the ham bands it still is our friend,
Ensuring the message gets through
By a system that's tried and not new.*

*For years, CW had no equal
And satellites are now just a sequel.
So let's all pray when the chips are down,
The up-link's up and the down-link's sound!*

*Now satellites are up there in space.
Hopefully each in its proper place.
But if system choice were left up to me -
I'd stake my life on my CW key!*

(Hear, Hear, and Amen! - Editor)

~~~~~

## SHIPMATES - AHOY

Charles F. Murray, 3196-V, KZ2B, wrote in to say "...I am rejoining the training vessel State OF Maine/WTWY next month for the annual cruise (of Maine Maritime Academy cadets).

"The ship leaves Castine, Maine May 5th for Philadelphia, Portsmouth, England, then to Leningrad and Copenhagen and will be back in Maine at the end of June. This will be my second voyage on this illustrious vessel which is owned by the Maine Maritime Academy.

"...Really enjoy your publication and I am always interested in seeing where my seagoing friends are....Continued success."

(signed) Charles F. Murray

## THE WAR IS OVER - COASTAL RADIO OFFICERS LOSE AGAIN

By Mike Zbrozek, 3581-M, K8XF  
Radio-Electronics Officer  
SS EXXON LEXINGTON/ KIVP

Editor's Preface: Just when all pages for this newsletter were complete and ready for press, along came the following article. We believe it is so timely and in such close context with other stories in this issue, that we have decided to publish it now rather than postpone it until September. We hope you will agree.

On February 3, 1989, the FCC adopted a Memorandum for File No. X-1558-1559 which will permit U.S.-flag shipping companies to sail their ships in coastwise runs without a Radio Officer, provided those vessels meet the following qualifications of FCC rules, Part 80.836:

1. Routes of the voyage are never more than 150 miles from the nearest land. 2. The ship has a satellite terminal providing both voice and telex. 3. The ship has SSB voice radio which can operate on any distress and safety channel in the marine band. 4. The ship has narrow-band direct SITOR. 5. The ship has a separate 2,182 kHz radiotelephone distress frequency watch receiver capable of generating audible alarms. 6. The ship has at least two VHF transceivers. 7. The above equipment can be operated from emergency / reserve power. 8. The ship has a 500 kHz auto-alarm watch receiver and the capability to relay received distress messages to shore via one of the systems listed above. 9. The ship carries licensed personnel to operate and maintain all shipboard systems used for distress and safety.

Part 80.836 has been around for a few years. At first, only a few shipowners sought waivers. But during the past year, several U.S.-flag operators tried to get many of their ships waived. Voyages can now be made to Alaska, Panama and Puerto Rico from U.S. west coast ports without a radio officer. In the beginning, Part 80.836 was much more restrictive: Only voyages between ports of the lower 48 states could be made without a radio officer aboard.

But Exxon and the American Institute of Merchant Shipping poured big money into relaxation of the conditions for waiver. At the end of 1988, the radio unions filed against these blanket waivers. The question has been in limbo with the FCC since then.

No more. In February, 1989, the whole

picture changed and, *we have lost!* Reading through the entire FCC memorandum is a sad experience. I have never seen so many misplaced, incorrect conclusions by "our" Commission. The voices of big money and big influence have never before been heard so loudly from the FCC. Even our Navy had "...no objection to granting the proposed exemptions..." I hope the USN will always have its satellite systems up and working and never have to rely on HF or CW.

What makes me laugh is the fact that Exxon now is sending its Captains to a "quickie" radio school so they can get FCC General Radiotelephone licenses. That will permit Exxon to satisfy condition No. 9 of the waiver provisions. What a joke! Two weeks study (memorizing, that is) of the questions and answers. This is how the FCC examinations are being compromised. And by the way, the success rate of these license applicants is well over 90 per cent! This is the "radio officer" of the future, a fellow who won't be able to fix a coffee pot or know which end of a soldering pencil to grab!

When the satellite terminal on this very ship broke down, I sent all our traffic via CW. We don't have HF SITOR aboard, so good old CW saved the day! By the way, our MARISAT system lost its final amp on the dish antenna and we have no spares aboard for the satellite terminal. When I am "replaced", who will be here to send an SOS?

In its memorandum, the FCC said that reliance on CW is declining. When coast stations like WSL (Long Island) and WOE (Florida) closed, the reason was probably as much due to land speculation as to reduced traffic. Since those stations were established years ago out beyond cities and towns, the urban environment has closed in. And how about WSC, (Tuckerton NJ) closed in 1978 by Radiomarine and reborn under new ownership a few years later? It seems to be staying in business. I'm sure that land speculation, not just low traffic volume, had something to do with the closing of WPA, (Port Arthur, TX) and WMH, (Baltimore, MD).

Looking at the 500 kHz auto-alarm receiver, I fail to see how a taped CW distress message, with static and bad fists, can be relayed to the proper authorities. Yet this is what the FCC waiver will permit when no regular radio officer is aboard. Can you imagine this situation: After the auto-alarm sounds, the Captain or the Mate would go to the radio room and start the tape recorder. Suppose it's a false alarm? Will the Captain or Mate record nothing, call the Coast Guard on SSB and play noise for them? What a joke! How silly can it get? (Continued, Page 9)

### (COASTAL RADIO - from Page 8)

Exxon will add a feature to this audio tape recorder: They are planning to connect a Morse code reader to the 500 kHz receiver. Can you imagine a reader that will produce good copy through static and several signals on that frequency--not to mention sloppy fists? Up to now, no computer can copy poor manual sending. Only a human operator can understand CW from a bad fist. I believe I have heard plenty of them and sometimes it's tough for me! This code reader baloney is the "safety factor" of the future, but it apparently meets FCC waiver rules.

Since coming aboard this vessel, I have, as always, been very busy with all kinds of repairs. The ship's computer had to have one of its disk drives changed out a week ago. They didn't ask the cook to do it; They asked me to handle it. since on Exxon ships the Radio Officer is the computer administrator and repairman. And believe me, they depend on this computer every day. It's nothing but an electronic file cabinet.

So the shipping companies have finally won this battle. Today it's the Radio Officers on coastal runs; tomorrow it will be those on trans-oceanic trips. I think Exxon will give us the ax in the very near future. All that remains is to get the next batch of Captains out of the quickie radio schools in July, 1989. With most Exxon ships already having the communication gear aboard to qualify for waivers, it's just a matter of time before we R/Os pack up and leave for good. Exxon is already writing operations and maintenance manuals for these Captains!

Since the EXXON VALDEZ went aground in Alaskan waters, I can just imagine how these Captains will handle their new communications duties under the FCC waivers. If a ship gets into a distress situation, the OM will be on the bridge, not in the radio room. And if the radar or some other complex gear breaks down, there will be no seasoned veteran aboard to make repairs. That's just asking for bad news to happen, with no knowledgeable person around to take care of the electronics.

I thought this dark cloud would not be upon us until the early 1990s. but big business has changed the pattern faster than we thought. Some European nations are doing the same thing. Canada is even more lax with the 500 kHz watch and other deviations. On the bridge on my ship we have a 2,182 kHz watch receiver which at the top and bottom of the hour "un-squelches" itself and turns on the audio for a short three-minute distress listening period. As you know, this is the period set aside internationally to listen for distress

signals. But do you know what almost all the Mates do? They go over and hit the squelch button, killing the open audio. Some distress watch period that is! And this 2,182 kHz SSB distress watch is what the FCC claims is equal to the 500 kHz CW distress watch by a radio officer! Not on your life! No self-respecting radio officer would turn down the audio during the silent period! What will it take to convince the FCC and other official groups that a professional R/O can and most certainly will conduct a proper distress watch? I doubt that Mates and Captains can or should be depended on for that sort of duty. Should not their eyes and ears be watching the sea and their ship?

Just look at what happened on the EXXON VALDEZ, going aground on a reef! The Captain was not on the bridge to navigate. Is this the kind of "radio officer" your life might depend on? And, of course, he's supposed to be able to fix the radar! God save us from these quickie "trained" individuals.

So there you have it, my fellow SOWP members: This fine and noble profession will finally meet its demise at the end of 1989...coastwise, that is. I hope that the fellows who sail on foreign voyages will be able to hang in much longer. But keep your fingers crossed. I know that American shipowners who do business with Europe and Asia will see this FCC memorandum as a recipe for the next event: NO RADIO OFFICERS...PERIOD!

Since a lot of you sailed many decades ago. I'm sure you can appreciate the current state of the marine radio art. On most U.S. flag ships, being just a brass pounder is a thing of the past. Nowadays they want you also to be an electrician, technician and general electronic whiz, not to mention doubling as a computer administrator on many vessels. Today, we have many vintages of radio gear aboard ship: Electron tube, tube and solid-state hybrid, and some entirely digital. No system ever invented by man was or ever will be foolproof. With the Radio Officer gone, there will be great difficulties and many problems ahead. I trust that many Captains will be very sorry to see the R/O removed, although I do know of many Masters who have never appreciated the "Sparks" and seemed to have a very difficult time understanding what we do. So it will be all on their narrow shoulders - I might add at no additional pay. At Exxon, the Mates and Engineers are all salaried like the Captain. But this extra radio duty will go unrewarded. I hope the FAX machine doesn't break down. On this ship, I copy CW weather every day. A code reader will be of little use with the daily diet of QRN, QRM and QSB.

(Continued. Page 10)

**(COASTAL RADIO - from Page 9)**

When I get home, I plan to drop a letter to our FCC and inform them of what I consider their very shallow assessments concerning the waiver memorandum. I hope that some SOWP members will do likewise.

As far as I am concerned, it's time to look for another occupation. I hope there will be an American Merchant Marine around in the future. The next thing that appears to be on the shipowners' agenda is to get rid of more people on U.S. flag ships - no more oilers, fewer deckhands and one cook aboard a ship - TV dinners all the way! In the 1990s, I'm sure that shipping firms will try to change the registry of American ships to the flags of developing countries. Western European countries have done that. For example, England has the Isle of Man. The idea, of course, is for the western nations to get cheaper and cheaper labor for their ships. Even the familiar Liberian and Panamanian flags seem to be on the way out. I'm sure the U.S. will someday have Marshall Islands registry. I think it's inevitable. And Americans going to sea will be a thing of the past, whether they are officers or unlicensed. That's the way life on the high seas is shaping up. I'm looking forward to returning home. If you have comments, please feel free to drop a line to Mike Zbrozek, SOWP 3581-M, K8XF/MM, at 5116 Fox Squirrel Dr., New Port Richey, FL., 34654.

All the best from the EXXON LEXINGTON/KIYP, built in 1958 and soon to be retired. -73, Mike.

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Editor's Postscript: The above article makes some strong statements. They are not necessarily the official views of SOWP. All our readers may not agree with the author's views, but we thought they should be presented. Perhaps some readers feel as strongly as does Mike. In that case, letters to your Congressman and Senators would be in order, as well as to the FCC.

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**WW II RESEARCH PROJECT  
ANNOUNCED**

504 Channel View Dr.,  
Anacortes, WA 98221  
June 1, 1989

To SOWP Members-

I am writing to ask if you can help with a project about HF radio communications during World War II. In brief, the question is whether you can provide information on ionospheric disturbances during the period from 1939 to 1945 and how they may have affected long-haul communications on HF radio. Let me

explain the reasons for this request.

The history of World War II has been discussed from many aspects, but it would seem that the role of ionospheric disturbances remains to be examined. At the present time, we can look back and understand the various disturbances that must have plagued HF radio during the war. Thus, we know that large solar flares can produce sudden ionospheric disturbances (SID) which black-out HF communications on the sunlit side of the earth for up to half an hour. [Like the severe disturbances of March, 1989. - Editor] Also, we know that major flares can give rise to polar cap absorption (PCA) events which disrupt communication paths which cross the polar caps and further, after a delay of a day or so, produce magnetic/ionospheric storms which lower the maximum useable frequency (MUF) on paths at lower latitudes. But back in the early '40s when our fortunes in WW II were the bleakest, those events must have seemed either the result of a sinister force or were viewed as acts of God. In any event, it is fairly clear that such intense disruptions could not go by without notice and, indeed, may have affected military operations and strategic communications.

Professor C. Stewart Gillmor of Wesleyan University in Connecticut and I are interested in exploring these questions and would seek your assistance. By way of background, Professor Gillmor specializes in the History of Science, particularly ionospheric physics, and my interest before retiring was in connection with solar-terrestrial physics, mainly the ionospheric and magnetic effects which result from the bombardment of the polar caps by solar radiation. We both are licensed amateur radio operators, W1FK and NM7M, respectively, and have worked on radio research projects in the Arctic and Antarctic, starting in the International Geophysical Year (IGY), 1957-58.

Of special interest to us is the association of geophysical observations from ground observatories and radio operations during WW II, particularly those long-haul paths which relied on the F-layer. If you have any recollections, remarks or comments that would help us or can point to other sources of information, either personal or from an institution, please send them to my home address, above. We would be most appreciative. -73,

Robert R. Brown, SOWP TA-224,  
Professor of Physics, Emeritus,  
University of California,  
Berkeley Campus

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## The Morse Chronicles

From many sources, we read news about the decline of Morse as a viable means of communication. Here are two recent reports:

From the international diplomatic front, we learn that two conferences were held in London during October, 1988, to finalize amendments to existing agreements leading to implementation of the Global Maritime Distress and Safety System (GMDSS). Amendments to the Safety of Life at Sea (SOLAS) Convention have been adopted and the following implementation dates have been established: February 1, 1992 - GMDSS in force. August 1, 1993 - Satellite Emergency Position-Indicating Radiobeacons (EPIRBs) and NAVTEX (computer printout of weather and warning information broadcast from coastal stations). February 1, 1995 - GMDSS equipment on all new ships. February 1, 1999 - GMDSS equipment on all ships. (By Dave Kintzer in the VWOA NEWS LETTER, Vol. XIII No. 1).

The International Transport Workers Federation held its Seafarers' Section Conference in Rio De Janiero Nov. 30 - Dec. 2, 1988. Thirty-one countries were represented by 85 delegates. One of them, Donald Dishinger, SOWP 2854-M, from the Radio Officers Union - USA, explained the outcome of the London conferences. He said that GMDSS now has a fully established timetable. He explained that the two most contentious issues, maintenance and personnel, (Regulations 15 and 16, respectively) were agreed to in the London SOLAS conference.

Regulation 15 makes on-board maintenance possible, requiring that GMDSS equipment on ships be accessible for maintenance. It requires the carriage of adequate spare parts, tools, test equipment and technical documentation. It also requires that maintenance methods be chosen by the signatory governments. Here the choice is between onboard maintenance versus duplication of very expensive equipment. Dishinger says that neither choice appeals to shipowners. Regulation 16 requires radioelectronic personnel certificates (licenses) for deep-sea ships registered by countries who are members of the International Telecommunications Union (ITU). The London conference, rather than declaring the Radio Electronics Officer redundant, has declared him essential for deep sea voyages. Dishinger adds that by the date of final GMDSS implementation, radiotelegraphy will be phased out; the "Radio Officer" will be finished. He will be replaced by the "Radioelectronic Officer", a highly skilled technician with specific duties. (From ROU Newsletter - Winter 1988-89)

## Silent Keys

WITH DEEP REGRET, WE REPORT THE PASSING OF THE FOLLOWING SOWP MEMBERS:

*Robert L. Abernethy*, 1991-P, W2PQY, Babylon, NY. March 9, 1989.  
*Andrew H. Abraham*, 2191-SGP, W3JZY, Smithsburg, MD., Dec. 14, 1988. Age 85.  
*Col. Jean B. Ardman*, 2912-P, AJ6Y, Santa Maria, CA. No date or details given.  
*Deward G. Bell*, 1051-V, K4CH, Mobile, AL.  
*Floyd J. Bird*, 1327-SGP, W6EXE, Feb., 1988.  
*Thomas W. Braidwood*, 2864-SGP, W5BW, Biloxi, MS. No date or details given.  
*James L. Dixon*, 686-V, W4JL, August 14, 1988, Boone, Iowa.  
*William W. Eitel*, TA-79, W6UF, Feb. 26, 1989, Dayton, NV., co-founder of Eimac Co., manufacturer of transmitting tubes.  
*Rufus J. Eldred*, 1883-SGP, Harrison, Maine. Mail Returned "Deceased" - No info. furnished.  
*James G. Flynn*, 567-SGP, W5ZO, Crawford, TX., 1988. Note rec'd "Deceased" No other info.  
*Warren A. Ford*, 2566-SGP, W2GTB, Schenectady, NY. No date or details given.  
*Charles J. Hinkle*, TA-215, K4TS, Fredericksburg, VA., 10 February, 1989.  
*Daniel Jeanleboeuf*, 3571-P, Officier de la Legion d'Honneur, En Retz, France, 8 Feb. 1989.  
*Archie F. Miller*, 4544-SGP, W7EGG, Glendale, AZ., Nov. 20, 1988.  
*Charles R. Oliva*, 2938-M, Apr. 28, 1989.  
*Maurice R. Peters*, 3847-P, N6FZE, Santa Rosa, CA., March, 1989. No other information received.  
*Forrest G. Roberts, Jr.*, 721-P, W4EYM, Coral Gables, FL. No Date. (Mail Returned "Deceased")  
*Creed O. Russell*, 3589-V, W8KM, Glen Morgan, WV., Dec 1, 1988.  
*John O. Sponeybarger*, 2473-P, W3UW, Bradford, PA. No other information furnished.  
*Seymour "Sy" Strauss*, 826-V, W4IKU/6, April 15, 1989, Sun City, CA.  
*Peter Szeman*, 2379-V, W5NV, Albuquerque, NM., March 24, 1988.  
*George D. Wood*, 607-SGP, WA6HMT, April, 1988, Vista, CA.  
*Leo Yoder*, 1512-P, W9HO, Roanoke, IN.

## In Remembrance

by the Editor

Seymour "Sy" Strauss, 826-V, died unexpectedly on Saturday, April 15, 1989 after a lengthy struggle in hospital against a blood disorder. He would have been 68, April 25, 1989.

"Sy" was a very well known member of the Society's amateur radio net system, of which he was formerly Chief Operator. From his Florida QTH, he had been NCS of both of our Trans-Continental nets on 20 meters.

In 1986, "Sy" relocated to California and  
 (Continued, Page 12)

(In Remembrance -from Page 11)

settled in the retirement community of Sun City, where he resumed operation of his amateur station, W4IKU/6. Again, he became a familiar signal on the Society's nets.

Early this year, health problems which proved difficult to diagnose, put him in hospital on January 6. There followed a lengthy ordeal as his physicians sought to find the source of "Sy's" ailment. He had 60 blood transfusions in connection with repeated surgery.

Finally, progress was achieved: Early in April, prospects for "Sy's" recovery seemed to improve, heartening his family and his many radio friends who followed his fight in weekly bulletins on our nets. A date was chosen for him to return to his home, Friday, April 14, 1989.

"Sy" was taken home that afternoon. He wanted to contact close radio friends by telephone. They report that he sounded very weak. Next morning, his daughter spoke to him as he lay resting. He reported severe pain near his heart and lapsed into unconsciousness.

Emergency aid was sought by telephone. "Sy" was returned to hospital where efforts to revive him proved unsuccessful.

"Sy" Strauss is survived by his wife, Bea, and their daughter, Diane, to whom all of us in SOWP send our sincere sympathies.

Creed O. Russell, 3589-V, W8KM, died December 1, 1988, at Glen Morgan, WV. He was 72. His career in police and uhf radio communications spanned 32 years.

"Russ" became a radio amateur at an early age. In 1938 he graduated from Valparaiso Technical Institute, Valparaiso, IN., and later the same year obtained First Class Radiotelephone and Second Class Radiotelegraph licenses from the FCC. In April, 1939, he became the third person employed to operate the new West Virginia Department of Public Safety police radio system. In 1947, he became Chief Radio Technician for the Company "D" area of the WV State Police. He retired from state employment in 1958. In 1955, he had begun his own business in uhf two-way mobile radio communications on 600 mHz which moved to 960 mHz in 1960. He sold his business in 1971 and retired. Upon the death of his wife in 1977, Russell, then age 61, enrolled at West Virginia State College, at Institute, WV. He graduated magna cum laude in 1980, having majored in Spanish. As W8KM, "Russ" enjoyed working high-speed CW. He is survived by his son, Michael, who lived with him in Glen Morgan, WV.

-Shirley M. Devores, W8LYV

In Remembrance - Continued

Carl C. Drumeller, 4383-V, W5JJ, was a unique individual in the field of radio who made a distinct impression on all who knew him. He passed into the realm of Silent Keys September 6, 1988, after a short illness. I first met him on the air May 21, 1953 when his call was W5EHC. I was impressed with his friendliness, technical knowledge and dignity.

Later, I came upon him in contact with Novice and Technician licensees and was impressed with his kindness and patience. He made a special effort to accomodate their lower code speeds and encouraged them in their technical progress and upgrading.

One day in 1958, I received a surprise phone call from Carl Drumeller at the FAA Academy where he had advanced from instructor to the engineering branch. He asked if I was still interested in employment at the Academy. (I had applied in 1956.) In due time I did sign on at FAA, finally retiring in 1979.

While at the FAA Academy, I joined the Aeronautical Center Amateur Radio Club which Carl had helped to organize and served as first president. He then became its perennial secretary and first editor of the *Collector and Emitter*, a newsletter now serving amateur radio clubs across Oklahoma.

Carl Drumeller was a prolific technical writer, with many published articles in various radio magazines. He loved to lecture on the standing wave ratio and other transmission line subjects. He impressed me as a dignified "college professor" type who chose his words carefully and had his lecture perfectly prepared. He maintained eye contact with his audience and could elicit individual response easily as he lectured.

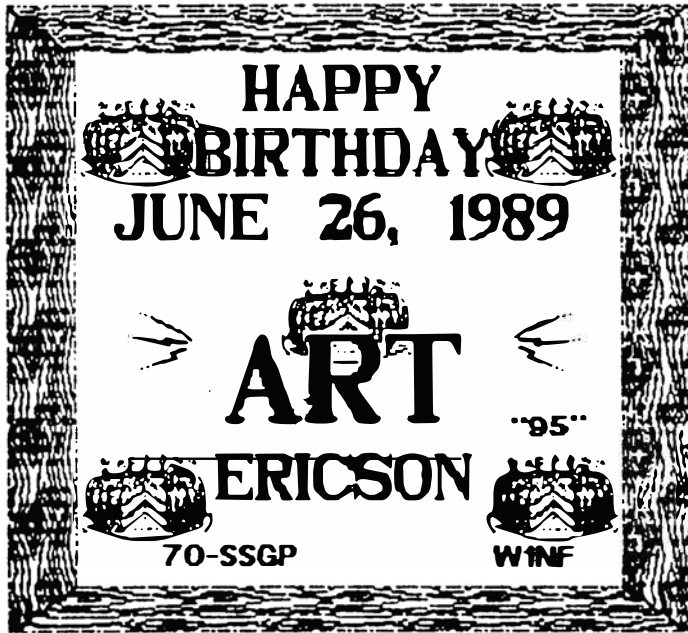
Carl did not like the term "ham" applied to amateur radio. In CW abbreviations, he firmly objected to the term "XYL" applied to wives. He said it implied that the woman was no longer young nor a lady! Carl preferred "YF" instead, which enunciates almost like "wife".

One of my last encounters with Carl took place in the Spring at a grandparents day held at a local elementary school. Carl had the usual pride of a grandfather and we enjoyed a pleasant eyeball QSO as we had lunch in the cafeteria. Carl's wife, Mildred, was with him. They had two sons, one daughter, 12 grandchildren and three great-grandchildren. To sum it up, Carl Drumeller was a credit to the radio profession and a great guy to remember!

- Charles E. Maupin, 3904-V, W5HQM

## A CELEBRATION !

We rise to the occasion of a very important birthday for one of our most senior members. He is Art Ericson, 70-SSGP, W1NF, to whom we send the following card on behalf of *all SOWP members!*



Art wrote ye Ed on April 3, 1989 on stationery which shows a Poppa and a Momma owl sitting on a tree branch labeled "W1NF" to say: "Got the Beacon newsletter and enjoyed it very much."

"Enclosed are some relics of my 86 years of radio activity: #1 - A picture of my first radio receiver (a coherer) in 1902." On the back of the photo are the words, "Built RX in school shop, Room 9A, Prest school... My call then was 'ZZ'." (Did Art snooze in school? -Ed.)

"#2 - Picture of me and one of my radio oprs was taken in Bath, Maine, in WW One...I was in charge of the radio station. Call was AA4. Our antenna was a piece of trolley wire we put up there in WW One. Hi!

"...I'll be 95 years old June 29 and don't forget to send a Birthday Card then. Hi!

"My rig now is a Kenwood TS 930S and it sure is a top piece of gear.

- 73

Art also sent ye Ed. his current W1NF QSL card which says - "A Ham Since 1902..." and gives his address: "BOILED OWL, ART E. ERICSON, BOX 212, BEVERLY, MA 01915 USA" (-WHISPERED, SO ART CAN'T HEAR- WOULDNT IT BE FINE IF ART GOT A WHOLE BIG BAGFUL OF BIRTHDAY CARDS?)

## MORE INCOMING MAIL

Bill Jackson, 3612-V, W6HDP, Director of our Pacific-Southwest Chapter IX, wrote ye Ed. "...Received my first issue of the World Wireless Beacon and enjoyed it very much. I hope the other chapters will furnish you lots of info on what's going on...in SOWP. ...I would like to see what the other Directors are doing..."

"By the way, I went to Prescott, AZ last Nov. 12, 1988 and upgraded (my license) to Extra Class, but kept my same call, W6HDP."

(Very fine, Bill! our CONGRATULATIONS on your new ticket! - Editor)

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And here comes our JACK BINNS CHAPTER with a report on its Luncheon Meeting, April 8, 1989 at The Dog House restaurant, Seattle, WA. (How did it get that name? -Ed)

Chapter Secretary Don Newman, 58-P, W7CO, reports: "...The meeting was called to order by our Director, John Dudley, 2798-V, W7ITJ, who remarked that this was the end of our fifth year in office, and he urged that someone else might like to take over in the future. ...Bill Breniman had asked Chuck Coleman, K6ZUR, to send some slop-chest items up for door prizes...To recognize his excellent net services, VE7CHE, Ted Heavens was given first choice.... Many photos were taken by Doc Burton and Ted Heavens to be used in the future for some kind of blackmail... John Dudley prepared and gave an excellent slide presentation based on the old and newer ships of the Alaska Steamship Company. This brought back memories for many of us. (Says Don): I personally served on 12 of these ships from 1927 to 1936. Later, I installed most of the radars in this company, and rode the first trip to teach their operation.... Meeting adjourned at 3:05 PM. There were 36 present."

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Changing hats, ye Ed reports that Inland Seas Chapter XIV has a new editor for its newsletter. The new scribe is Charley "SP" Spencer, 4058-P, W8PQO, of Fennville, MI. "SP" is a writer with a wry sense of humor. We expect at least one C/L (chuckle per line) from the new publication. Among his latest heard on our Monday night nets is that "You Buckeyes in Ohio are responsible for the poor radio conditions and sunspots" of recent weeks. Perhaps, but you Michiganders send us all your QRN! And Frank Stinson, 491-P, K0GOO, wrote "...Have decided to QRT my contributions to mail order swindles and contribute more to SOWP and Inland Seas Chapter. Keep up the good work..."



## DAYTON, OHIO - 1989

In accordance with what has become almost a habit, your Editor visited the giant Dayton, Ohio Hamvention again this year, on Saturday, April 29, 1989. The usual crowds (above 25,000) were there, and so were some SOWP members. Through the courtesy of the Dayton chapter of QCWA, we placed a sign-up sheet on which Society members could indicate their presence. Here, in the order they signed up, we found the names of -

Mike Eyman, 4802-V, W0XM, Garnett, KS 66032.

Bob Watson, 4594-P, W4DTV, Valparaiso, FL 32580.

Vahan "Kappy" Kapagian, 3217-V, N8AWH, Prudenville, MI 48651. (See his yarn elsewhere in this issue.)

Don Fuhr, 3781-M, KS80, Powell, OH 43065.

Jean V. Giesler, Jr., 3880-V, W4TYU, Knoxville, TN 37919.

Tom De Meis, 3750-V, K2TD, Delran, NJ 08075.

Louie Linthecome, 4025-V, K9EAT, Indianapolis, IN 46218.

John Yuricek, 753-V, W3MAM, Brackenridge, PA 15014.

Ted Phelps, 881-P, W8TP, Columbus, OH 43213.

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We're sorry we missed most of you, including John Swafford, 783-V, W4HU, our Awards VP, who attended from Arlington, VA. It looks as though a SOWP luncheon gathering at Dayton might be worth trying next year. Let's hear what you think about that - in time for some planning. - Editor.

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MORE INCOMING MAIL

How's this for an advance notice? As presstime neared, Bill Jackson came in with the following:

2d Annual SOWP-QCWA Combined Luncheon

The Pacific Southwest Chapter-SOWP and the Arizona Chapter-QCWA, will hold their second annual combined luncheon meeting in Phoenix, Arizona, December 2, 1989 at the Holiday Inn. Barry Goldwater, K7UGA, an Honorary Member of SOWP, will be the keynote speaker. Leo Meyerson, W0GFQ, a life member of SOWP and QCWA, will provide a short piano concert, delighting his audience

as he did a year ago.

The luncheon will feature Prime Rib of beef. Those wishing more details or a reservation form may write to William T. Jackson, Chapter Director, 4247 N. 82nd Dr., Phoenix, AZ 85033, or call (602) 849-9411. Reservation forms will be mailed during the first week of September.

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Bill Nye, 2822-V, W6LXP wrote in from Seattle, WA. -

Dear Editor: In reference to the article by "Lu" Delson about RCA station WGO in the March '89 W. W. Beacon: WGO sent a WX report on CW afternoons. At Coyne Radio School (in Chicago) in late '30 and early '31 it helped get my code speed up to get an amateur license, W9GPI, in March, 1931. Bill Barlow, W9KH at the time, was my instructor and encouraged me to get a Second Class commercial license. He promised to get me a frame for it if I got the ticket, which I did in September, 1931. About then, he took me out to WGO's station, so well described by "Lu". One of the operators had a commercial Extra First Class ticket, so that became my goal to get some day. (You had to know landline Morse and I learned that soon afterward.) Sad to say, when the Federal Radio Commission took over, that license was discontinued.

Afterward, when I lived in Kansas City, MO., I often heard WGO working late at night, maybe in '32 or '33. It wasn't until June, 1944, that I got to be 3rd Operator on the S/S Columbia/WGCQ of the Alaska Steamship Co. at Seattle.

My last trip, though not yet retired, was on the OMI SACRAMENTO/WXHS. I signed off 24 Oct. '88 at Alameda, CA. This ship has RTTY, SSB and UHF, so we only used CW in India, Kenya and other less developed places.

-73 William A. Nye

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CHUCK BRELSFORD, 353-V, K2WW, wrote from Tempe, AZ: "...I enjoyed Lu Delson's article about WGO. During the summers of 1928 and 1929, I sailed as a radio officer on the SS TIONESTA between Buffalo and Duluth working some of the coastal stations he mentioned. I also had one trip on the SEEANDBEE....Because of the writeup, I hope to take part in the next QSO roundup.

-73, Chuck "

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AL NEWBOLD, 2407-V, W6MMG, Belmont, CA., dropped in by mail to say "...We missed Herb Scott at the last meeting of the Golden Gate Chapter held at the "Blue Dolphin" in San Leandro. Bill Breniman and Herb always added to the luncheon meeting. Missed Bill at the last one, too, as he had to make a trip out of town unexpectedly. Paul Dane, W6WOW, is an interesting speaker. Puts on a good show."

**(Nominations - Continued from Page 2)**

at LaGuardia Field, New York for CAA until 1942. He then began three years service as Chief of Radio Training for the Third District, U.S. Navy. In 1945, Warner became an engineer at Radiomarine Corp. of America and transferred to NBC-TV in 1947. In the days of early live TV, he worked many prime-time programs in New York until 1953, when he moved to RCA Institutes, remaining there until he retired in 1975 as senior instructor. Warner also was a part-time electronics instructor at Rutgers University and other colleges in the New York-New Jersey metropolitan area. His present activities as a radio amateur Extra Class licensee include: NCS of the Tuesday and Thursday 20-meter SOWP CW Transcon nets, NCS on the 40-meter SOWP Saturday morning CW Yankee/ East Coast net and the 40-meter SSB Sunday SOWP/OOTC net. Warner also is NCS of the Friday national OOTC 20-meter CW net and ANCS of the FAA 20-meter Monday net.

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For Vice President - Publications: **Theodore K. Phelps, 881-P, W8TP, 6289 Olde Orchard Drive, Columbus, OH 43213-3416.** Mr. Phelps became a shipboard Radio Officer in June, 1939 on Great Lakes passenger ships while he was a college student. In 1941-42, he had two ocean vessel assignments to the Caribbean and South America. Returning to the U.S., he became an Army Signal Corps reservist with the Electronics Training Group. After instructor duties in the U.S., he served overseas in the Pacific (Okinawa) in charge of radio monitoring - friendly communications. When his unit moved to Korea, he operated a news receiving station for Allied forces until his discharge in 1946. Phelps then joined American Telephone and Telegraph (Western Electric) where he was a telephone systems engineer until retiring in 1984. He has been a radio amateur since 1933 and has an Extra Class license. He joined SOWP in 1971. Since 1983 he has been Director, Inland Seas Chapter XIV and editor of its newsletter. He became SOWP VP-Communications in 1984 and editor of the World Wireless *Beacon* in March, 1989. He is a Life Member of SOWP, ARRL, QCWA and VWOA.

\*\*\*\*\*

**- CANDIDATES for the BOARD of GOVERNORS -**

**William A. Breniman, 1-SGP, PO Box 530, Santa Rosa, CA 95402** - Chairman: Mr. Breniman, Founder of the Society of Wireless Pioneers in 1968, is its present Board Chairman. He has been the Society's President, Executive Director and Editor-In-Chief. He founded and edited several well-known SOWP publications including *Sparks Journal* and stepped aside from those activities only when health problems forced him to follow an easier schedule. His professional operating on 32 ships began in 1919 on the SS George W. Elder/WRT, preceded by Navy duty in WW I. He served in U.S. government airways communications for 30 years and helped build and commission several radio stations. He held several top positions with CAA and founded the Society of Airways Pioneers in 1958. He remains as active as possible as our Editor Emeritus and seeks the volunteer help of others to complete work on several publishing projects.

**Judge James Harvey Brown, 381-SGP, W6VH, 1802 Redesdale Ave., Los Angeles, CA 90026.** Judge Brown, the fifth president of SOWP (1981), is Chairman of the Nominating Committee. His first ship assignment was in 1923 and was followed by duty on 10 more. He came ashore to work at KOK and broadcast station KFOX. Later, he became a Los Angeles councilman and Judge of its Municipal Court from which he is retired.

**Robert L. Farris, 2661-P, WD6AWO, 1244 LaCresta Blvd., El Cajon, CA 92021.** First ship USS Louisville/NIFT followed by other Navy assignments until 1940 when he joined CAA at the Presidio, San Francisco/WVY. He became a radio amateur in 1977 and joined SOWP the same year.

**William T. Jackson, 3612-V, W6HDP, 4247 N. 82nd Dr., Phoenix, AZ 85033.** Bill is Director, Pacific Southwest Chapter IX. His professional radio career began in 1941 with the U.S. Army Signal Corps. He served 1951-66 in Navy Security Communications. He has an Extra class license.

**Graydon A. Lewis, 4564-V, N7FCO, 3421 Stark St., Eugene, OR 97404.** Mr. Lewis is editor of the U.S. Navy Cryptologic Veterans Association *Cryptolog* magazine. His first professional tour in 1946 was at U.S. Navy station NIM on Guam. He became a radio amateur in 1981.

**Alice Mitchell, 4742-V, G0EEJ, Deacon's Farm, Blisland, Bodmin, Cornwall PL30 4LD, ENGLAND.** Alice received her wireless telegraphy training and duty during World War II in the Womens Royal Naval Service (WRNS). Urged by her husband, she has become a radio amateur.

(Continued, Page 16)

**(BOARD NOMINATIONS - from Page 15)**

Olive J. Roeckner, 2891-V, VE7ERA, PO Box 789, Kaslo, BC Canada, VOG 1M0. Olive began professional duty in 1944 at Point Grey Wireless coastal station/VAI. From 1947-50, she sailed as R/O aboard Norwegian MS Siranger/LLMK. She became a radio amateur in 1977.

Paul L. Schmidt, 1413-P, W9HD, PO Box 105, 214 N. Washington St., Bloomfield, IN 47424. First professional duty, 1935, SS MALACCA/KERT. U.S. Navy radio service in WW II. Retired electronics engineer. Returned to sea as R/O; recently "swallowed anchor". Radio amateur since 1931.

Eric Walter, 1536-M, HB9CHE, Postgässli 28, 3604 Thun, Switzerland. Mr. Walter is Director of the Swiss Chapter, SOWP. His professional assignments began in 1958 with MS Basilea/HBKF, folowed by several others until 1965. Eric is a regular member of our Swiss (Edelweiss) 40m net.

\*\*\*\*\*

PLEASE RETURN TO PAGE -3- TO VOTE  
YOUR BALLOT; PLEASE MAIL IT PROMPTLY.

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IF SO, PLEASE LET US KNOW, *BEFORE* YOU GO!

|                                                                                                                                         |                                                         |
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SOWP Founder & Editor Emeritus: W. A. Breniman P.O. Box 530, Santa Rosa, CA., 95402  
ORIGINAL MATERIAL IN THIS PUBLICATION MAY BE QUOTED IF CREDIT IS GIVEN

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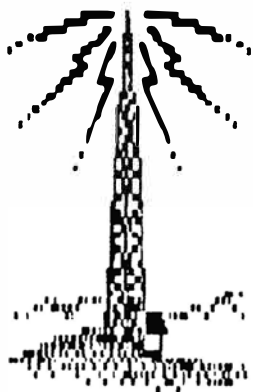
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# The World Wireless Beacon

A Quarterly Newsletter of the  
Society of Wireless Pioneers, Inc.,  
6289 Olde Orchard Dr., Columbus, OH. 43213 - USA

Vol. 1 No. 3

Sept. - Oct. 1989

## A Report From HQ

by Paul N. Dane, Executive Director

We have both good news and bad news to report this month. We'll give you the good news first:

We continue to show a regular increase in membership. The current list of 19 new members appears on page two. We extend each and every one a sincere "Welcome Aboard". All are radio amateurs. Our continued enrollment is partly due to our nets and to our regular advertisement in QST. Many new members are recruited by our present members "on the air" and some come through other organizations, such as the Naval Cryptological Veterans Association, from the Gallups Island Radio Association and others. We are, of course, grateful for all these "assists" and hope they will continue.

But the "bad news" is that apparently all our Canadian and some of our overseas members have not yet received any issue of this newsletter. The reason for non-delivery of what we always label "Dated Material" is, we are told, the classification "Surface Mail" which we have used in the past with no problem. Just why delivery of your World Wireless Beacon should be severely delayed - or not occur at all - is a puzzle to us. Some of our Canadian members place the blame on their Postal Service. Whatever the reason, we are now taking steps to expedite delivery by using Air Mail, beginning with this issue.

Because we are now holding an election of SOWP officers and Board members, it is important that each regular member have an opportunity to vote. We have therefore inserted a "repeat" ballot form in this issue for all our Canadian and overseas members. We have also extended the voting period through October 31, 1989. Again, we urge all full members to send in a ballot if they have not yet done so. Just mark the pre-addressed ballot form, fold and mail it to our Election Teller, Mr. Charles Coleman. Thank you.

## Letters to the Editor

To: Editor, World Wireless Beacon -

From: E. H. (Ted) Heavens, SOWP 2556-P,  
VE7CHE, 13216 - 100th Ave., Surrey BC CANADA,  
V3T 1H5, 15 July, 1989

"Dear Ted: (W8TP) I want my No. 1 and No. 2 copies and subsequent issues of the bulletin please. There is a way - send them First Class Mail.

"I am sure all Canadian members of SOWP realize the 'slight mixup' regarding 4th and 3rd class mail between the two postal systems. They are also only too aware of the real reason....

"I am fortunate to have received xeroxed copies of issues #1 and #2 from Don Newman. W7CO, and you are to be congratulated. Ted, along with contributors...our sincere thanks...

- 73, Ted

~~~~~  
From: Deacons Farm, Blisland, Bodmin, Cornwall,
ENGLAND PL30 4LD - 1st August, 1989.

"Dear Ted,

"Your letter of the 26th July enclosing the June copy of the Beacon arrived this morning. Many thanks for sending (it)...as I have never, to date, received the March issue either...

"Obviously there is something wrong with surface mail from the Society although my copies of (the former newsletter) QTC arrived by surface mail in about six weeks. Perhaps overseas copies of the Beacon should be posted Air Mail although this will entail extra cost. What I cannot understand is why QTC arrived in six weeks but the March (1989) issue of the Beacon is still somewhere on the high seas after four to five months. I even wonder if they ever reached the post are they sitting in a dark corner of the mailing office? - hi. Hope you are able to sort out the problem - I. and
(Continued, Page 2, Col. 1)

(Letters - from Page 1) -

many others, enjoy receiving the newsletter.
Best of luck with it, anyway. -73

Oliver

Alice Mitchell - 4742-V, GOEEJ."

And the Editor replies...

Ted Heavens says he doesn't expect a reply, so we won't - except to report what we found *to our surprise*: Our Postal Service advised that Air Mail to Canada costs no more than surface mail! A very helpful clerk explained that surface mail requires at least six weeks and that it has the lowest possible delivery priority in the receiving country. Other relayed correspondence tells a similar story, that SOWP members in England have never received any issue of this newsletter. We suppose this is not a very great surprise after all, so Air Mail it shall be!

This leads your Editor to say that we would like to establish a 'point of contact' for this newsletter in each overseas country where we have SOWP members. In the United Kingdom, we would like to appoint John Edwards, G4BVA, to be our correspondent for newsletter items. In Switzerland, we ask Erich Walter, HB9CHE, to assume similar duties.

From each other country we request a volunteer to keep us posted: This publication is international in scope. With improved mail distribution, we can make it international in fact, with a regular column or department for input from overseas.

We're standing by for your reports. - 73.

- Editor (W8TP)

BILL BRENNIMAN VISITS JACK BINNS CHAPTER

A special meeting of the Jack Binns Chapter V, Society of Wireless Pioneers, was held at the Dog House restaurant, Seattle, WA on Saturday, June 17, 1989. The meeting was arranged to honor the Society's Founder, Bill Breniman, who with his wife, Ruth, was visiting relatives in the Seattle area. Forty-four members and guests attended.

Chapter Secretary-Treasurer Don Newman, W7CO reports that "...It was very nice to see such a good turnout on short notice and we all enjoyed meeting or renewing acquaintances with the Brenimans... Our SOWP founder was introduced by Chapter Director John Dudley, W7ITJ. Bill spoke about the past and present of the Society. Everyone had a chance to chat with him. It was a most memorable meeting..."

WELCOME - NEW MEMBERS

- 4877-M Elisha Roberts "Bob/Evelyn" W7LNP, 5706 236th. S.W., Mountlake Terrace, WA 98043. FS: 1950, USC&GSS PATHFINDER/WTED
- 4878-M Delavan Pfranger "Del"/ WODRO, P.O. Box 232, Garrison, IA 52229. FS: 1958, USS VANCE/NTWE
- 4879-V Jon Westveer "Jon/Gundi" ID9EUH, P.O. Box 20, 98055 Lipari Island, Italy. FS: 1945, Italian Navy
- 4880-M Richard L. Guess "Richard/Theresa" W6IZD, 3701 W. Carol Ann Way, Phoenix, AZ 85023. FS: 1985 Sun Oil ships/Various.
- 4881-M Byron Paddy Liles "*/Sara" W9LOH, 18 Whispering Woods, Dawson, IL 62520. FS:1962, U.S. NAS, Memphis, TN.
- 4882-V Thomas Jefferson Hutchinson, "Jeff"/"Sandy", W4PBC, 8503 Etta Dr., Springfield, VA 22152. FS: 1944 NAS, Weeksville, NC/NFG.
- 4883-V James R. Frederick, "Jim"/"Hutch", K2GBR, 44 Creek Ridge, Pittsford, NY 14534. FS: 1945 LST 1138 & LST 919.
- 4884-V William J. Byron, "Bill"/Nina, W7DHD, P.O. Box 2789, Sedona, AZ, 96336. FS: 1943 78th Div. Artillery, Camp Botner, NC.
- 4885-M Sylvia Gabrielsen, LA10GA, Bregnevien 11, 4800 Arendal, Norway. FS: 1961, MT Polyclipper.
- 4886-M Richard Maynard, "Dick"/Doris, N0EVM, 16637 Green Pines Dr., Ellisville, MO 63011. FS: 1952 USAF - 638th AC&W SQDN, Curlew, WA.
- 4887-V Peter T. Hulth, Jr., "Pete"/Mary Ann, N4SXG, 209 N. Third St., Smithfield, NC 27577. FS: 1944 USS LST 996/NVQP.
- 4888-P Charles R. Hawley, "Chas.)/Francis L., WA6PFO, 1860 St. John Rd., Seal Beach, CA 90740. FS: 1929 Tow Boat Gouvernor/WYDH, St. Louis, MO., US Engineers.
- 4889-V Edward Tober, "Ed"/Marie, K2AJ, 150 W. 79th Street, New York, NY 10024. FS: 1941 SS Fairfax Baltimore.
- 4890-M Peter Kierans, Peter/Jean, VE3OGH/VE0MLQ, Box 174, Adelaide Station, Toronto, Ont. Canada, M5C 2J1. FS: 1960, SS San Calisto/GCDE.
- 4891-M Van Schallenberg, Van/Carolyn, NF5H, 4013 NW 61st Street, Oklahoma City, OK 73112. FS: 1988, USNS De Steiguer/NAEE.
- 4892-V Kirby L. Strickland, Kirby/Sue, WA9CMY, 407 Watseka St., Park Forest, IL 60466. FS: 1944 - Signal Corps - Ledo, Assam, India/JGTP.

(Continued, Page 4)



Buoys and Gulls - by Olive/VE7ERA

On page one of the June '88 issue of SOWP newsletter QTC, were photos of the dirigible *Graf Zeppelin* and a tape of signals recorded from the airship on August 24, 1929, during the Tokyo to Los Angeles leg of a round-the world flight. These pictures triggered 60-year memories for member Ron G. Martin, 81-SGP, and he wrote to share with us all -

The Graf Zeppelin - KUP Story

The year was 1929. The United States had not yet been plunged into the disastrous depression which was to begin October 29. Station KUP, San Francisco, California, was hiring more radio operators to begin 24 hour press service. It was the year that the new DeForest 3KW transmitter was installed at the station, employing DC CW instead of the famous 240-cycle signal of the old KUP tuned plate-tuned grid transmitter. The power input of the latter was supposed to be only about 750 to 800 watts, but on many occasions, after the antenna system had been refurbished, it ran well over 2.5 KW. "Needless to say," recalls Ron, "that 240-cycle, beautiful note carried our press all over the world and we worked many ships over the seven seas."

Notice was received that the *Graf Zeppelin* would start her round-the-world trip in mid-August, 1929. Ron's boss, George Hearst, wanted the station to set up monitoring of the flight and also to carry on schedules with the *Graf*, whose call letters were DENNE. It was to be especially interesting because there would be an old friend aboard during the airship's world trip, Sir Hubert Wilkins, the noted Australian explorer and meteorologist, who would be filing press dispatches. Also, Lady Drummond Hay would be aboard as a passenger. So, given a few weeks notice, the station staff began their preparations.

For those of us somewhat hazy about that time period, and airships in general, a little background may be in order. The *Graf Zeppelin*, built in 1928, was a giant dirigible 800 feet in length and 100 feet in diameter. She carried five engines hung from pods on her two structural sides. Her cruising speed was 70 miles per hour and she could carry 70 passengers in luxurious accommodations. The coming of the *Graf Zeppelin* to aviation would prove to the world that dirigibles were an excellent means of transportation, faster than marine ships, although slower than airplanes. There was a need for cargo-carrying airships and the dirigible was thought to fill this need.

On October 15, 1928, the *Graf Zeppelin* completed her first crossing of the Atlantic to Lakehurst, NJ under the command of Count Hugo von Eckener. He set her return trip to

Germany for October 28. That triumphant return took 71 hours, some storm-tossed, to fly 3,967.1 miles to Friedrichshafen from Lakehurst. The *Guinness Book of World Records* lists the trip as the accredited world distance record for airships.

Nine months passed. The *Graf Zeppelin* made a second round trip to Lakehurst from August 1 - 7, 1929. Meanwhile, the staff at KUP had completed arrangements and were ready for the globe-circling flight. They had notified the *Graf's* four operators and her chief that KUP would be monitoring all marine frequencies and would attempt to keep schedules with her on the hour or half-hour, at her discretion.

KUP started working DENNE after she left Friedrichshafen, at 4:35 a.m. August 15, 1929, headed eastward out across Europe and Siberia. They lost the airship for about 12 hours while she was over mid-Siberia, then when she was near Tomsk, began hourly contacts all the way across the Pacific to Los Angeles and eastward to Lakehurst. The station accomplished what Sir Hubert Wilkins claimed was a phenomenal feat, but to the operating staff it was just another job to be done...and they did it!

KUP handled numerous press dispatches which the Hearst newspaper chain had arranged for beforehand; they were published daily in the San Francisco *Examiner* and other Hearst papers.

Captain Voortmeyer, an old sea captain, was aboard the KUP staff. His job was to plot the *Graf Zeppelin's* hourly position reports and he kept a green-lined chart of the world which showed the dirigible's progress. Ron remembers the Captain wearing in German on several occasions. "He tried to convince my operators to send his sayings in German to the *Graf*," says Ron, "but my orders were strictly to follow my rules...straight English at all times!" It was well they adhered to it, for one of the Captain's comments really cussed out DENNE's radio personnel. The German operators understood little English, but with 'Q' signals, all managed very well.

When the airship was about two days out of San Francisco, Ron received a call from George Hearst. The Hearst papers had arranged for Ron and Wooster Taylor, a reknowned reporter for the S.F. *Examiner*, to fly out to sea in two Army biplanes to meet the *Graf Zeppelin* when she was about 100 miles from SFO. Wooster was to use the radio-telephone in his plane and Ron the CW rig in his aircraft. KUP's operators had been instructed to monitor

(Continued, Page 4)

(Graf Zeppelin - from Page 3)

both frequencies constantly during the flight, since the planes were equipped only with equipment for 375 meters and had no short wave receivers. Unfortunately, Taylor didn't follow instructions and burned up the transmitter aboard his plane, thus leaving Ron's transmissions of the trip back to San Francisco the only successful copy.

Ron says he sent blind at 25 wpm and Howard Cookson, 6GW, (140-SSGP, Silent Key) who was standing by at KUP covering his frequency, copied successfully all of his momentary bulletins during the flight alongside the *Graf*.

On the flight out to sea, Ron carried binoculars and occupied the observer's seat aboard the plane piloted by a Lt. Brooks. "I picked up the *Graf* as a black dot on the horizon when we were about 100 miles west of SFO," remembers Ron, "and we finally caught up to her as our KUP operators were conversing with her operators, telling them of our coming out to meet them, so our appearance was no surprise." Apparently the *Graf's* intercom had alerted all the passengers, for when the planes flew in alongside the airship, Ron spotted Sir Hubert Wilkins and Lady Drummond Hay at the windows of the cabin salon, Sir Hubert waving excitedly. KUP had sent him a message that Ron would be in the observation cockpit of one plane and would be wearing flying togs and a long white scarf wrapped around his neck. Ron waved back, at the same time reeling in his scarf which had begun to unwrap from around his neck. To pull it in, he had more or less to stand up in the cockpit, and that caused quite a bit of excitement for a few moments.

The planes were flying at 80 mph, but the *Graf* was only making 60, so it was necessary to fly circles around her all the way back to San Francisco. There the airship made three circuits over the city, then said "adieu" - the planes following her south to Monterey where they waved their goodbyes.

On the return approach to Crissey Field, Ron Martin fired a Very pistol, sending up a rocket flare and parachute to light their way back to the landing strip. As the planes rolled up to the flight line, they were immediately surrounded by scores of people. Shouts of "Congratulations!" and "Well Done!" filled the air.

Ron's transmissions had been copied solid by KUP and each dispatch was sent by runner over to editor Josh Eppinger at the editorial rooms of the *Examiner*. "He was a great writer," remembers Ron, "and he made those

dispatches of ten words or more into very interesting copy."

Her world-circling flight took 21 days and 8 hours. *Graf Zeppelin*, LZ127, was the first dirigible to fly around the world. In 1931, she made a round trip to the Arctic and performed some important observations and scientific studies. According to Ron, some say that Arctic venture was probably to gather information for war planning by Germany.

From 1933 to 1937, the *Graf* was pressed into regular commercial service between Germany and South America. *Graf Zeppelin*, according to most observers, proved beyond doubt her worth in air transportation. Dr. Eckener's famous airship made 590 flights and was decommissioned in Frankfurt, Germany June 19, 1937, some 13 months after the fatal crash of the larger *Hindenburg*, at Lakehurst, N.J. Eckener, a staunch opponent of political developments in Germany which led to World War II, died at his home in Konstanz, near Friedrichshafen, August 14, 1954. He was 86.

Ron reports that photos of the two Army biplanes flying around DENNE are in the Smithsonian Institution in Washington, D.C., where they are still for sale. He saw them on a 1980 vacation trip to the east. "I have a copy of one of them on the wall in my office," he says, "along with many other memorabilia of the good ol' days!"

(If you're interested in a full account of the history of the famous airship, check your public library for the book, *Graf Zeppelin - The Adventures of an Aerial Globetrotter*, copyright 1958 by J. Gordon Vaeth, and published by Harper & Brothers, New York, NY. - Editor)

(NEW MEMBERS - From Page 2)

- 4893-V Maurice B. Lindenau, "Maury"/W4NHP, 15 Marlin Drive, New Port Richey, FL 34652. FS: 1945 ESSO BALTIMORE/WPKI.
- 4894-V Orland Guard, Orland/Marie, WD9L, 7410 Durand Ave., Sturtevant, WI 53177. FS: 1943 USN Supplemental Radio Station, San Juan, Puerto Rico/NFF.
- 4895-M John H. Smith, John/Barbara, VK3IQ, 83 Bindi Street, Glenroy, Victoria, Australia. FS: 1951 Isle of Jersey/GRBQ (Marconi).

ABOUT DUES

Members continue to inquire about annual Society dues. There has been no increase. Therefore, the annual amount is \$10 in U.S. currency. We hope soon to indicate each member's dues status on his/her mailing label.

~ ~ ~ Silent Keys ~ ~ ~

WITH DEEP REGRET, WE REPORT THE PASSING OF THE FOLLOWING SOWP MEMBERS:

Herbert C. Auckland, 2165-P, W7AUK, Seattle, WA., after a long, severe illness, May, 1989.

Charles Favreau, 2024-SGP, Gulfport, MS., June 13, 1989. No other details.

Landon C. Fickel, 2721-P, W6RDW, Danville, CA., April 6, 1989. No other information.

Charles A. Gault, 2092-SGP, W8ZO, Ypsilanti, MI., March, 1988.

Thomas D. Grant, 4818-V, VE7FYI, North Vancouver, BC., June, 1989. No other details.

Joseph L. Hassett,* 4269-V, W8PVB, Rogers City, MI. Long-time operator, Great Lakes coastal station WLC, Rogers City, MI. 1989.

James L. Haworth,* 1190-P, WB0LGY, Poplar Bluff, MO., May 2, 1989. Ex-CRM USCG. Long illness with Alzheimer's disease.

Marinus Hellemons, 4268-M, PA0BFN, Bergen Op Zoom, Holland, May, 1989.

Harding E. Hull, Sr., 540-P, KB1BF, South Dennis, MA., May 14, 1989. Former chief air controller, Albany, NY. Returned to MM sea duty in Vietnam era.

Ewald P. Kadlubski, 3027-P, DK6CS, Munich, Germany. No details furnished.

Lamar A. Newcomb, 2035-P, Falls Church, VA., July 2, 1989. Age 81. Heart attack.

Joseph R. Pavek, TA-57, W00EP, Hopkins, MN., June 20, 1989. Operated the Pavek Wireless Museum, St. Louis Park, MN.

Robert K. Pirie, 597 -P, W6OD, Santa Barbara, CA., July 23, 1989.

Alfred E. Schwaneke, 3406-V, W0GS, Rolla, MO.

Henry C. Short, 2178-V, Birmingham, AL., Oct. 1, 1988. No details furnished.

Arthur P. Stark, 1155-P, VE3ZS, Ottawa, Ont. Canada. June 6, 1989.

Robert D. Turrell, 2587-V, W2UWD, Binghamton, NY, June 28, 1989. Age 74.

Loren F. Young, 4167-P, WD6BZQ, Grass Valley, CA. No other information available.

* (See QST, August, 1989, Page 51)

~ In Remembrance ~

Joseph R. Pavek, radio collector and museum founder, dies at 81.

Joseph R. Pavek, (SOWP TA-057, W00EP) a radio collector who operated the Pavek Wireless Museum in St. Louis Park, MN., died June 20, 1989. He was 81.

For decades, Pavek informally displayed his collection of hundreds of early radio and television sets in the basement of his Minneapolis auto parts business. He was finally able to set up his museum in October, 1988, said his son, David. Since last fall, thousands of people from around the world have visited it, he said.

Pavек, a lifelong resident of Hopkins, MN., built his first crystal radio receiving set when he was 10, and his first tube radio two years later.

In 1933, Pavek started a business repairing automobile radios and was active for many years as an amateur radio operator. During World War II, he taught radio operation and repair at Dunwoody Institute in Minneapolis for the U.S. Army Signal Corps. He retired in 1975 to concentrate on his radio collection.

Pavек began it in the mid-1940s. His collecting slowed in the 1970s when people realized that old radios were valuable.

He was a member of ARRL, AWA, DeForest Pioneers, QCWA, the Radio Club of America and the Society of Wireless Pioneers.

(From the Minneapolis *Star-Tribune*, June 21, 1989 and J. C. Pehoushek, 2872-V, W0EFK.)

~ ~ ~ ~ ~

Lamar A. Newcomb

Lamar A. Newcomb, 81, founder of broadcast radio station WFAX, Falls Church, VA., died of a heart attack July 2, 1989 in Bethany Beach, Del.

Mr. Newcomb directed operations at WFAX since it first went on the air in August, 1948. Over the years, the daytime-only station's power increased from an initial 250 watts to 5,000 watts.

He was a graduate of Georgia Institute of Technology and served with the FCC early in World War II as an investigator of clandestine radio stations operating in Puerto Rico. Later he served in the Navy in radar development.
(Report by W. J. Brown, 2199-SGP.)



INCOMING MAIL

~~~~~

### Our Members Sound Off

#### Member Seeks Classmates and Instructors

Dr. Richard F. (Dick) Waechter, 4077-V, KA3JXA, writes: "I am a product of the United States Maritime Radio School at Hoffman Island, NY in the early 40's... I have been trying to research (it) for possible publication in the newsletter but to no avail. Seems the federal government has stored all the information about the facility, but in typical bureaucratic fashion, they don't remember where.

I would like to put out a call to former instructors and graduates from Hoffman Island to contact me at 104 Canterbury Commons, Indiana, PA 15701. Possibly the information that I glean from them will help me put an article together."

(Thanks, Dick. We hope some of your shipmates are "listening". - Editor)

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#### Here's One for Telegraphy Buffs -

During the war years of the 1940s, the newspapers and the radio reported some truths, half-truths and rumors which kept West Coast people in almost a state of panic. Shellings of the coast by Japanese submarines had been reported, unmanned balloons carrying incendiary devices had been found. Any radio signal that did not make sense came from a "Jap spy". Because of my radio and electronics background, I was assigned to the Western Union wire chief's office in Oakland, CA where an extensive expansion was underway.

One morning when I arrived at the office, I found a dozen or so WU and "government" people huddled around the carrier switchboard where an interfering "radio" signal had made one of the government leased carrier channels inoperative. After introductions, I was told that no one there could read International Morse and that the code signals coming in made no sense at all. Would I, as a commercial operator, please see if I could help them?

It took only a minute or two to determine that what we were hearing was an upside-down signal, the key down and key up signals being reversed. What we were hearing was a signal that used tone for "space" and no tone for "mark" or key down condition. Since, for economic reasons, many small offices used such a "reversed" terminal, we had "bust-up" repeaters for this kind of service.

After patching the carrier channel to a spare "bust-up" repeater and lining it up, I picked up a note pad, went over to the repeater which was equipped with a sounder, and copied enough railroad train orders to insure the "government" men that one of the railroad carrier systems on the same pole line as the Western Union system, was crossed somewhere on the pole line. Somehow I got the feeling they all would have felt better if I had said it probably was a Jap!  
(From H. E. "Doc" Elsen 4267-P, W7JAC, 2345 SE 60 Ave., Portland, OR 97215. Many thanks, Doc!)

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- Searching for the "Squinch Owl" -  
Russell Schmid, 4488-P, K2LL, writes:

"I often wonder how many operators remember Dixie Jones' infamous sheet, the *Dixie Squinch Owl*? It was a favorite of mine around the 1930s. My move to the East from the Midwest in 1941 resulted in the loss of ol' Jones' "Owl Juice" quotations. It might be interesting to bring back some of that material to see how far we have progressed...."

(Sure thing, Russ. Any old "owls" listening? -Ed.)

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#### MARITIME INDUSTRY REUNION

The U.S. Maritime Industry of World War II will hold a reunion on board the *SS Jeremiah O'Brien/KXCH*, at Fort Mason Center, San Francisco, CA 94123-1382, September 22-24, 1989. The reunion is co-sponsored by the American Merchant Marine Museum Foundation, Kings Point, NY and the National Liberty Ship Memorial, Inc. Invited to attend are Merchant Marine seamen, shipbuilders, U.S. Navy Armed Guard, longshoremen, shipping company personnel and other interested persons.

Co-chairing the reunion are RADM. Thomas J. Patterson, Jr., of the NLSM and Frank O. Brynard of the AMMMF.

Among planned activities are: Luncheon with Keynote Speaker, Friday, Sept. 22; a 5-hour Bay Cruise aboard the *O'Brien* with buffet lunch, Saturday, Sept. 23, (repeated Sunday, Sept. 24.

Reunion organizers say that Capt. Arthur Moore of Maine, author of "A Careless Word . . . A Needless Sinking" has agreed to be one of the speakers.

It is anticipated that special air fares to San Francisco and special room rates at hotels within walking distance of Fort Mason will be arranged. See mailing address above, or telephone 415-441-3101, aboard the *O'Brien*.

## **- More Incoming Mail -**

The American Merchant Marine Museum Foundation at The U.S. Merchant Marine Academy, Kings Point, NY., 11024-1699 announces a major reunion coming up on October 27 - 28, 1989:

"It will be for all those who served on all kinds of U.S. merchant ships in World War II, those who built them or worked in home offices regarding their operation."

"We want 1,000 veterans to come," says Frank Braynard, Curator of the Museum. He may be reached by telephone at 516-773-5515.

(Glad to give your gathering a plug, Frank! -Ed.)  
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## **KOREA/VIETNAM MM VETERANS ORGANIZE**

The Committee To Recognize Korea/Vietnam Merchant Marine Service is currently working to gain recognition for merchant marine personnel who served their country during the Korea and Vietnam wars. The Committee has been contacting key members of Congress and the White House in an attempt to secure for these veterans certification from the Department of Defense and eligibility for certain veterans' benefits, such as access to Veterans Administration health care and hospitalization.

In 1988, World War II merchant mariners were successful in gaining recognition for their service. It is the Committee's intention to gain the same support for citizens who served in the U.S. merchant marine during the Korean and Vietnam conflicts.

With its headquarters in Washington, D.C., this not-for-profit organization has been successful in gaining initial momentum on Capitol Hill and in the Bush administration. The Veterans Affairs committees of Congress as well as officials of the U.S. Departments of Defense and Veterans Affairs are also aware of its goals.

The Committee is also attempting to locate additional individuals who feel that recognition is long past due. Membership is open to all eligible merchant marine veterans. Membership certificates are being prepared for all Committee members who meet requirements for veteran recognition.

Inquiries concerning membership in the Committee or the current state of proposed legislation should be directed to Tom Bailey, Executive Director, 1225 Nineteenth Street, N.W., Suite 200, Washington, DC 20036. The telephone number is 202-393-4460 and the fax number is 202-785-8676. (-Press release.)

## **HEROIC SEA BATTLE REVISITED**

- By the Editor -

Our readers may remember a story which was featured in SOWP NEWSLETTER QTC dated September, 1988. It concerned a battle between an American merchantman and two German surface raiders in the South Atlantic in 1942. Our story, sent in by Ed Sheldon, 1422-V, KC4ZB, Aiken, SC, was a reprint of a December, 1942, article from the *Washington Post*, which due to wartime security, did not give the name of the American ship.

Now we know her identity, just confirmed in correspondence between your Editor and Kermit Haber, Executive Officer of COMBAT MERCHANT MARINERS - World War II, 14 Castle Drive, Chestnut Ridge, NY 10977.

She was the *SS STEPHEN HOPKINS*, and as our story said, her Radio Officer was Hudson Adoc Hewey, one of many crew members who went down with the heroic vessel after a furious 20-minute gun battle.



"There is a building at the U.S. Merchant Marine Academy named in honor of Engineer Cadet Edwin J. O'Hara," said Mr. Haber. O'Hara was 18 and on his first voyage from the Academy at the time of the sea battle.

"Two months ago," he continued, "The American Legion Magazine featured a story about the heroic merchant seamen of WW II in which they retold the STEPHEN HOPKINS saga..."

Cadet O'Hara, among those who perished in the battle, was honored for manning the HOPKINS' 4-inch stern gun and firing the round which sank the German cruiser STIER.

Mr. Haber added, "It is appropriate that you publicize the heroic conduct of the Radio Officer. I intend to run a reprint of the story from your newsletter, along with the picture of R.O. Hudson A. Hewey. I am delighted that your organization exists and will be happy to put the World Wireless Beacon on our mailing list..."

## BISMARCK WRECK IS FOUND

In a dispatch dated June 13, 1989, the New York *Times* reported: "The powerful Nazi warship *Bismarck*, sunk by the British in a crucial fight for control of the North Atlantic in World War II, has been rediscovered upright and in good shape at the bottom of the ocean."

"A research team led by Robert Ballard, who headed the expedition which found the liner *Titanic* in 1986, located the *Bismarck* at a depth of 15,000 feet, about 600 miles west of Brest, France, using the same robot submarine used with the *Titanic*.

"When it sailed from the Polish port of Gdynia on May 18, 1941, the 41,700 ton *Bismarck* was one of the world's most powerful battleships and was the key to Hitler's plan to blockade Britain. After a chase and a major battle which lasted nearly one week, the battleship was sunk and 2,300 German sailors perished. Only 100 crew members survived...."

In an interview with TV correspondents of the Public Broadcasting System, Ballard said:

"We had a 60-day campaign in the Mediterranean (searching for ancient sunken ships). Its purpose was to take young children (via satellite TV) on a voyage of discovery, an education project. Over a 14-day period we filled the Super Bowl three times with junior high and high school kids and took them on a voyage of discovery looking at a Roman ship of the first century. It was on our way home that we knew we were passing the area where the *Bismarck* sea battle took place. National Geographic asked us if we would resume a search we began last year... The *Bismarck* came down inside an (undersea) mountain range and triggered a tremendous avalanche..."

### Master Storyteller

We extend a warm "Welcome Aboard" to Thomas H. Raddall, of Liverpool, Nova Scotia, Honorary Member No. 23, Society of Wireless Pioneers. Mr. Raddall, born in Hythe, England, in 1903, is best known for his novel, *The Nymph and the Lamp*, published earlier this century and reprinted in 1982. (New Canadian Library N38, McClelland and Stewart, Ltd., 25 Hollinger Rd., Toronto, Ont. Canada).

The story, centered around lonely, storm-beaten Sable Island where Raddall served as radio operator, is a tale of love lost and regained. It has sold more than 750,000 copies and been translated into six languages. A film based on the novel is underway. Mr. Raddall has four honorary degrees and is a member of the Royal Society of Canada.

## - The Morse Chronicles -

By The Editor

In column one on this page, undersea explorer Robert Ballard talks about a "voyage of discovery" for young people. He has an innovative way to teach history and science.

Now, consider the young folks *you* may know in your community. Today's news says not enough young people are choosing engineering or science as a career.

~ CW NEEDS  YOU ! ~

*Make the connection!* Get them interested in electronics by showing how Morse and his telegraph and the codes it fostered were early stepping-stones to so many consumer items we now take for granted. Let them hear some CW which you can easily record from commercial or amateur stations. You just may get some takers, despite all we've heard that Morse code is a boring, dying, useless communications mode that is too difficult to learn.

Just the other night, on 500 Khz., we heard CW distress traffic. We heard that the sailing vessel *Blue Aegean*, with four persons aboard was "adrift in gale force winds" east of Halifax, Nova Scotia. We heard at least three ship stations and coastal radio VCS exchanging vital information. Not long after the first reports, U.S. Coast Guard radio NMF made an urgent CW broadcast urging vessels in the area to "divert and assist if possible".

No doubt NMF made the same broadcast on marine voice channels. But it was a stormy, static-filled night. Which of us doesn't know in his bones how Morse gets through when voice simply cannot. Let CW die? Not you and me!

The U. S. Navy and Coast Guard aren't really letting Morse die, either. If you doubt that, *listen any evening* after 0200 UTC to NMN on 8,090 kHz. and other frequencies. You will hear slow speed, plain language CW practice. They call it "drill". Later, NMN broadcasts five-letter code groups for more practice. And they increase speed to 18 and 22 wpm.

No, Morse is *not* dead! True, Navy/Coast Guard stations no longer carry the "Fox" broadcasts we used to copy decades ago. But they *are training someone!* Sea Scouts maybe! Some Navy/CG brass still know the value of CW. We wish American shipowners and some radio amateurs were as knowledgeable!

## A Letter from Bill Breniman

Society of Wireless Pioneers, Inc.  
P.O. Box 530,  
Santa Rosa, CA 95402  
August 1, 1989

Dear Ted: ...

The following is a subject which I think should be addressed to all members: The Society urgently needs someone to release and replace me in the Editorial Department. I would hope to find someone who will volunteer his or her talents and time to renew the publication of SPARKS JOURNAL.


The Society has enough 'copy-ready' material to fill an estimate of 20-30 Sparks Journals without too much effort except for paste-up, pagination, etc. I am in the process of inventorying and recording all the historical documents and memorabilia we have on hand to make it available on short notice or as needed.

Many of the Society's early day pioneers have contributed articles which if lost, will be irreplaceable. They contribute to the heritage of one of the world's most needed and used professions. The legacy of the pioneering of the wireless is one of the greatest sagas of mankind and should be preserved. Hence I again emphasize the need to recruit someone who will carry on the tradition and work I started in the founding of the Society over twenty years ago.

Regretfully, my 50-year-old mind and aspirations for the Society are on a nearly 90-year-old frame which is feeling the inroads of time. Several years before I had to terminate Sparks Journal (realizing the vagaries of life at its equivocal and fickle best), I thought it prudent to temporarily leave my post as Editor/Publisher of Sparks Journal, so it could continue without interruption. I regret that we were not successful in obtaining relief. Finally, with diminishing health and vitality, I had to make the painful decision of stepping out permanently while I had a modicum of health left.

I think we should continue our quest for someone to again take over and revitalize this post, as it is in a sense the "life-blood" of our organization. I am sure the right person would find great pleasure in filling a niche in history that will be very rewarding and will bring the eternal appreciation of all Society members and others with a vested interest in our field of communications.

I am sure the Society's finances can sustain this project, especially if we try to husband our funds with donated membership help and perhaps finding a printer in an area where prices have not escalated as they have in a few places in the U.S. I will, within my health/vitality ability, help with printing problems...

  
William A. Breniman

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**The Radio Club of America  
Announces its 1989 Fellows**  
By Fred M. Link, President

For many years, the Radio Club of America has recognized outstanding members who have made exceptional contributions to the art and science of radio communications or electronics, by conferring the Grade of Fellow. Their awards will be presented at the Club's Annual Awards Banquet on November 17th:

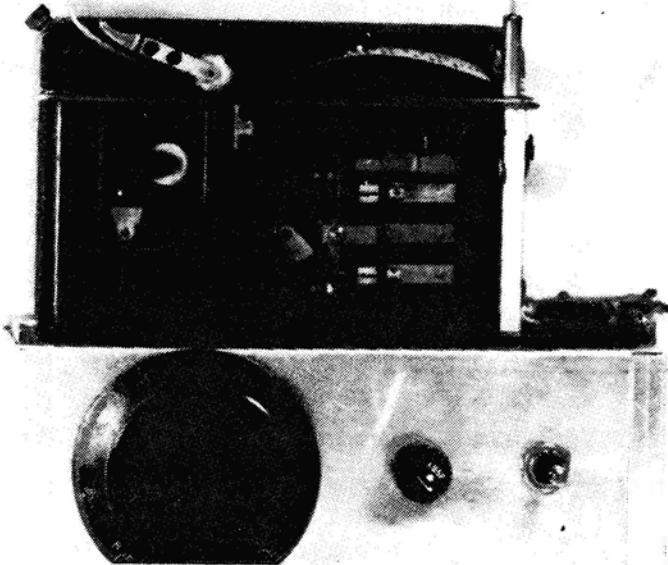
Jack G. Beverly, Kansas City, MO; Aldo A. Bottani, Jr., Paramus, NJ; Raymond L. Collins, Mountain View, CA; Ms. Mercy S. Contreras, Denver, CO; David N. Corbin, Littleton, CO; David M. Crawford, Taylorstown, PA; Theodore R. Faust, Roswell, GA; W.H. Galpin, Winnepeg, MAN., Canada; Dr. Alfred Helfrick, PE, Kinnelon, NJ; Col. Arthur D. Hendricks, Carson City, NV; Lt. Gen. William Hilsman, Philadelphia, PA; Kenneth A. Hoaglund, Smithtown, NY; William S. Hoovier, Stafford, VA; Lt. Col. Robert J. Howell, Raymore, MO; F. Jay Huber, Jr., Fort Lauderdale, FL; David E. Hubertz, Loxahatchee, FL; Duane L. Huff, Whippany, NJ; Reuben A. Isberg, PE, Berkeley, CA; Joel I. Kandel, Miami, FL; Seymour Krevsky, Little Silver, NJ; Howard L. Lester, Alplaus, NY; Robert W. Maher, Chevy Chase, MD; Roy E. Place, Simi Valley, CA; Ms. June Poppele, Morristown, NJ; Edward J. Reichler, Calabasas, CA; John W. Reiser, Washington, DC; Stanley Rubenstein, Denver, CO; Warren C. Struven, San Carlos, CA; Frederick G. Suffield PE, Sequim, WA; Derek Turner, Edmunds, Suff., ENGLAND; Harry Vorperian, Flushing, NY; Col. John G. Webb, Auburn, CA; Robert W. Weir, Agincourt, Ont., CANADA; Ralph O. Williams, Orient, NY; Walter B. Williams, St. Clair, MI; Jan A. Zachariasse, Cambridge, ENGLAND.  
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~ **Modern Proverb** ~

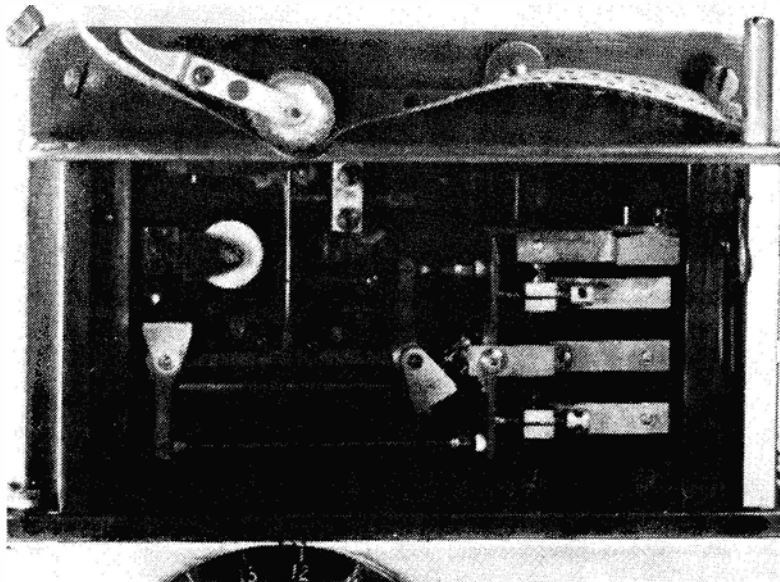
Behold the Warranty: The bold print giveth.....  
The fine print taketh away.

### \*\*\* An Ancient Keyer \*\*\*

John Asher, 3455-V, W2NXB, out on Long Island at New Suffolk, NY, has two hobbies which are closely tied to American history. One is his affection for railway rolling stock, mainly venerable locomotives, which he helps to keep in shape at a local museum. The second is using his truly ancient keyer with his amateur transmitter.



"I used to punch my tape at WSL, over across Great Peconic Bay," says John. "Unfortunately, they went out of business in 1985, so my nearest perforator is out on Cape Cod at WCC, Chatham."



"My keyer was probably assembled and used sometime around 1850. I'm sure there were earlier units which used clockwork to make them operate. Surely a clockmaker designed and assembled them. They are masterpieces of fine clockwork. They were initially used on French and English cable systems and were carried through to wireless systems of the early 1900s and even later. They became museum pieces about 1950."

"I fitted my keyer to a chassis with a three-speed gear box and a motor control. The motor (not shown) is from an old sewing machine. It's coupled to the keyer by a big rubber band. The large knob on the front of the metal box is the Variac speed control for the motor. This whole unit is purely mechanical. It has no relays and will send good code up to 300 words per minute. It's truly a masterpiece of gear work and articulating levers. It even has two pieces of ivory!"

Here's what the tape John uses looks like. This strip is part of an old "CQ de W2NXB" run:



John put his keyer on the air at about 45 wpm for a Saturday morning demonstration this summer, on a session of our SOWP Capital Area net, controlled by Em Mehrling, W4NH. John transmitted a familiar bulletin which declared: "Now is the time for all good men to come to the aid of their country."

And now is the time for this story to end, with John's words when Ye Ed asked for a printed description of his keyer.

Said John, "The only source of info at my disposal is the *Encyclopaedia Britannica*, issue dated in the mid-1950s, Volume 21. Under the heading, 'Telegraph' on pages 888 and 889 are photos depicting telegraph equipment. Plate Three in the middle of the page, shows the keyer and perforator in operation, with someone punching the perforator."

(-Thanks a million for that very interesting look at telegraphic history, John. May your tape chug away for years to come. We'll be listening! - Editor)

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#### - A Key Request -

Richard W. (Dick) Randall, 0183-TA, K6ARE, sent in this message from Livermore, CA. -

"I'd like everyone to know that I am looking for a vertical Vibroplex to add to my collection of telegraph and wireless keys."



# Announcing The 1989 SOWP International QSO Roundup December 13 - 14, 1989

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**GENERAL:** The Annual SOWP CW Roundup has become an event of great popularity among our members, providing a reunion among ourselves near the Holiday Season. In addition, the affair has proven to be an excellent public relations exercise, extending worldwide! There will be very few changes for this year's event. They will affect only scoring and issuance of awards.

**DATE/TIME:** The Roundup will begin at 1901 Eastern Standard Time, Wednesday, December 13, 1989 (0001 UTC December 14) and will end 27 hours later at 2200 EST, Thursday, December 14, 1989, (0300 UTC December 15).

**FREQUENCIES:** Five amateur bands, 3.5 mHz; 7 mHz; 14 mHz; 21 mHz; and 28 mHz will be used. A tel (10) kHz portion is allocated at 50 to 60 kHz up from the low end of the bands. For example: 7,050 kHz to 7,060 kHz.

**MESSAGE EXCHANGE:** Message content shall be as follows:

NR. (Your SOWP membership number without suffix: (M, V, P, SGP , etc.)  
Your Call Sign  
Your First name or Nickname  
Location: Your State, Province or Country

EXAMPLE: NR 881 W8TP Ted OH (Sent)  
NR 783 W4HU John VA (Rec'd)

NOTE: NO CONTACT or QSO NUMBERS SHOULD BE SENT.

**SCORING:** Each completed exchange with another SOWP member will count ONE (1) POINT. However, if you contact the same station on three (3) or more bands, add three (3) points to your overall total point score for each station so contacted. We encourage greater use of 3.5 mHz and 7 mHz. Look for contacts on those bands during the first 15 minutes of each hour during band openings.

**LOGS:** Please make up your own log sheets. Include columns for the following information:  
1. Band Used. 2. Date/time of QSO. 3. SOWP Nr. received. 4. Call of Station Worked.  
5. Operator's name. 6. Name of State, Province or Country.

The heading of your log sheet should show your own call sign and the text of the message you transmitted for each exchange. For example - ( NR 881 W8TP Ted OH ). Your completed log sheets should be forwarded to our Vice President for Awards, John H. Swafford, W4HU, 2025 N. Kensington St., Arlington, VA 22205 by *January 15, 1990*.

**AWARDS:** This year we are making the following change: In lieu of awarding plaques to the several high-scorers, we will present *Blue Ribbon* certificates to the top ten scorers and Certificates of Participation to all who submit logs showing five (5) or more contacts.

**WE HOPE MANY, MANY SOWP MEMBERS WITH AMATEUR STATIONS WILL PARTICIPATE IN THE SPIRIT OF FELLOWSHIP IN THIS *GET TOGETHER* EVENT.** We encourage extended exchanges between members. rather than mere "contesting".

73 and good luck-



Your SOWP ROUNDUP COMMITTEE,  
Em Mehrling, 2500-P, W4NH; Ted Phelps, 881-P, W8TP  
and John Swafford, 783 V W4HU.

## Life Aboard a Modern Tanker MV SEA VENTURE/WJMV -



Editor's Note: Ben Russell, 1853-V, N6SL, and Dave Riley, 4150-M, AA1A, are two SOWP members actively engaged in the profession of marine Radio Electronics Officer. In this issue, they provide a description of their ship, on which they alternate as REOs for sea duty periods of about 60 days. Their sailing route takes them, usually in 6 days, from the Gulf ports of Beaumont- Houston - Freeport, Texas, to ports in New Jersey, New York and New England. Our thanks to Ben, who wrote the text for this story and to Dave, who did the photography.

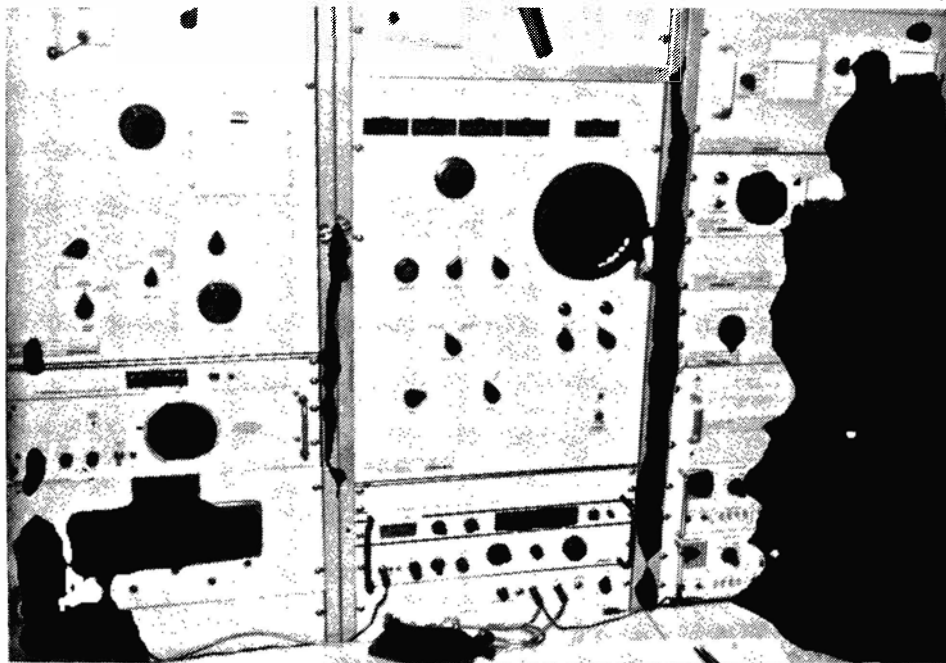
The tanker SEA VENTURE/WJMV is a specialized chemical cargo carrier with a capacity of about 20,000 tons in 30 separate tanks. Each tank has its own pump, with direct piping to discharge-loading manifolds on each side of the vessel. She is 645 feet long with a beam of 70 feet and a loaded draft of 32 feet. Propulsion is provided by a 9-cylinder medium speed (320 rpm) MAN diesel engine. Our normal operating speed is 14 knots. She is very stable and rolls very little because of her many small cargo tanks. Her net tonnage is 9,993; gross tonnage is about 19,000.

The bridge has two VHF

transceivers, two Loran C receivers, one satellite navigation receiver, one HF SSB transceiver, one 2.182 kHz

guard receiver, S and X band radars, one with a collision avoidance system and a cellular telephone for use near port and when docked. Most steering is done by the gyro-controlled "Iron Mike".

The SEA VENTURE operates with a crew of 20 persons. In



the Deck Department are the Master, Chief Mate, Second Mate, Third Mate, Radio-Electronics Officer and six Able Seamen. The Engine Department consists of the Chief Engineer, three Assistant Engineers and three Oilers. In the Steward's Department are the Chief

Cook and a utility messman.

Our radio room is compact, but efficiently arranged. The ship depends on CW for most radio communications. We have a three-bay console designed by ITT.

In the LEFT BAY from top to bottom, are the HF transmitter, Frequency Selector, Synthesizer and VHF Transceiver. In the CENTER BAY are the Main and Reserve Antenna Selector switches, the MF Transmitter (with Clock) and a Danmar HF Receiver.

The RIGHT BAY houses the Reserve MF Transmitter, Battery Charger, Automatic Alarm Keyer, Receiver Antenna Selector and audio switching, Auto Alarm and the main and reserve ITT 3030-A Receivers which are synthesized solid state and tune from 10 kHz to 30 MHz.

The HF transmitter (left bay)

gives 500 watts output from 2 to 25 MHz. It uses a pair of 813s with 2,400 volts on the plates.

The MF cw transmitter in the center bay is crystal controlled on 410, 425, 444, 454, 468, 480, 500 and 512 kHz. It provides 500 watts output from a pair of 813s.

(Continued, Page 13)

(WJMV - from Page 12)

MCW (A2) is provided by a separate modulator with a pair of 4-250 tubes. Normally, A1 is used on working frequencies but A2 is often used on the 500 kHz calling frequency.

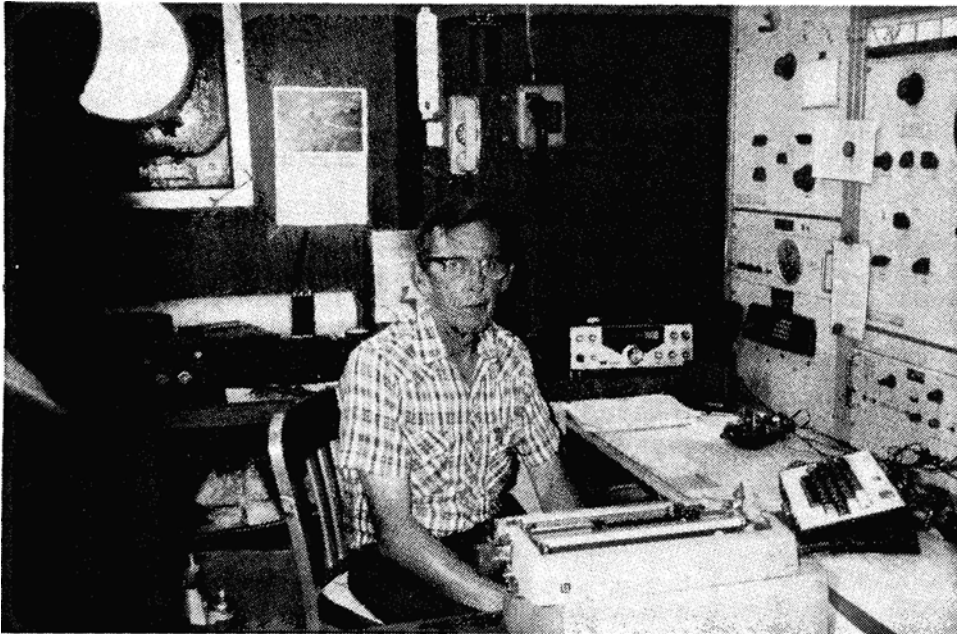
This panel also has a small loudspeaker.

The auto alarm signal generator, right bay, uses a solid state dual multivibrator. It provides 4-second dashes with a one-second space between dashes and can key

The auto alarm receiver is also solid state and uses digital timing. Its AGC system compensates for QRN. There is no longer a need for the operator to readjust the gain if noise increases. The AA receiver also has an internal self-timer which provides a weak signal to the antenna input for daily testing.

At the top of the center bay, the switch with the large handle is used to select either the reserve or main antenna. Each has safety links. WJMV uses a short "T" main antenna and an inverted-L as reserve. Voltages get quite high at 500 watts A2 emission and antenna current is usually about 14 amps when all insulators are nice and dry. Antenna current from the reserve transmitter is about 4 amps.

Today, the Radio Electronics Officer is expected to perform all electronic maintenance and repair including bridge, radio room, deck, telephones, TV sets, VCR's, engine room automation and control circuits for the main generators. In addition, the REO provides daily reports to



Ben Russell at the WJMV operating position.

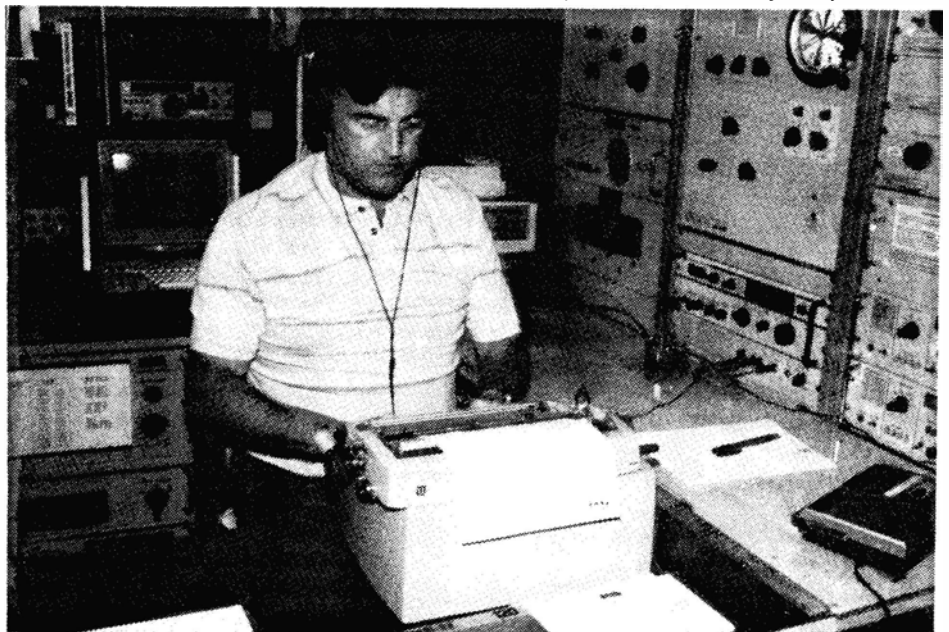
Photo - August, 1987.

The emergency MF transmitter at the top of the right bay is solid state and operates from a 12 volt emergency battery. It provides a minimum of 40 watts A2 on 410, 425, 454, 468 and 500 kHz. Back during World War II, 410 kHz was a working frequency and the transmitters of that day used 355 kHz for radio direction-finding. Now 410 kHz is the designated RDF frequency.

The battery charger in the right bay is arranged for full or trickle charging and can provide a maximum of 15 amps for the emergency 12-volt lead-acid batteries.

The right bay switching panel lets the operator select auxiliary or main antenna for either 3030 receiver. In addition, audio can be switched from either receiver or both to the earphone jack.

either the main or reserve MF transmitter. The international auto alarm signal is still 12 four-second dashes with one-second spacing.



Dave Riley at the mill, typing up the log.

Photo - August, 1988.

(Continued, Page 14)

(WJMV - from Page 13)

the company when the ship is working cargo. The savings in repair costs and elimination of shore-based service calls justifies carrying an REO on coastwise runs.

Many tankers operating coastwise have received exemption from the FCC and no longer carry Radio Electronics Officers. These ships depend on satellite communications with SITOR backup plus high seas calls on SSB. Since our ship transits the hurricane zone for half the year, it is very important to get tropical storm and hurricane warnings promptly.

Typically, during hurricanes, the QRN level is very high. So it is difficult to see how those exempt ships will be able to keep up current weather information. The FEC (SITOR) system suffers from QRN hits, but a human listening to CW is 10 to 20 dB better. Thus, on WJMV we will always know where the storms are located!

~ ~ ~ ~ ~

Ed. Note: Thanks for a great story, Ben. We recall your passage through a hurricane track some months ago. Dave's excellent photos gave us a tough job deciding which ones to use, but now we have a very good idea of your setup. They remain in our files for future reference. ~ And here is an update from Ben:

"Since the earlier writeup on WJMV we have added a personal computer, a PK-232 data modem and an ICOM-M700TY rig to the radio room. This ICOM marine rig (for SITOR and SSB) has an automatic antenna tuner and works great. In addition, we have built some active antenna systems which do a fine job on 500 kHz. Otherwise, the console remains nearly the same... (one change, seen in the lower center panel in the photo of Dave) is a Danish HF/MF receiver with pre-sets for 500 and 2,182 kHz. That gives us three receivers in the console and a fourth receiver in the ICOM rig. We also have a new receiving antenna patch panel. These changes really improve our CW and SITOR communications....I will be in touch, either direct on 14,056 kHz (1700 UTC) or via Earl, K2IC, and when in range on the VWOA 3565 Khz Tuesday evening net. - 73, Ben, N6SL"

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### Congratulations!

**Jack Schantz, W3FYD**

on your 90th birthday, July 24, 1989! Our radio grapevine told us your daughter staged a surprise luncheon party for you, attended by your good SOWP friends Earl Korf, K2IC, Russ Schmid, K2LL, Capt. "Shelly" Shellenbarger, KC2PS and their wives. Many Happy Returns, Jack!

## - FALL GUYS -

When the ship begins to roll, call the Mate.  
If the cook runs out of coal, call the Mate.  
If the Old Man's gone to bed, if you see a light ahead, if you want a sounding lead -  
Call the Mate.

If the running lights go out, call the Mate.  
If your latitude's in doubt, call the Mate.  
If the fog begins to lift, if the cargo starts to shift, if the workboat gets adrift -  
Call the Mate.

If you're coming into port, call the Mate.  
If the midnight lunch runs short, call the Mate.  
If you run a light abeam, if the Chief can't give you steam, if the messboy has no cream  
Call the Mate.

If you want to drop the hook, call the Mate.  
If you're looking for the cook, call the Mate.  
If the messboy has no lunch, if you think he needs a punch, don't forget, but give the hunch -  
To the Mate.

If you want the crew on deck, call the Mate.  
If the gangway is a wreck, call the Mate.  
If the Old Man's on the blink, if the Bos'n takes a drink, if you don't have time to think -  
Call the Mate.

Yes, that's who the fall guy is, it's the Mate  
All the petty griefs are his. Ask the Mate,  
Near' as bad as fighting sharks, he can't  
escape the Captain's barks. Thank the Lord  
I'm just the Sparks -

Not the Mate!

(Origin Unknown)





# SOWP NETS & SCHEDULES / UTC

EFFECTIVE: OCTOBER 1, 1989 THRU MARCH 31, 1990 (STD. TIME IN NORTH AMERICA)

| NET NAME                                               | DAY       | TIME(UTC)     | FREQ.            | NCS                       | ANCS                     |
|--------------------------------------------------------|-----------|---------------|------------------|---------------------------|--------------------------|
| TRANS-CONTINENTAL<br>(Oscar Harrison)                  | THU       | 1500          | 14115            | W1HRQ-Hank                | W8CCN-Tom                |
| TRANS-CONTINENTAL II                                   | TUE       | 1500          | 14115            | W1HRQ-Hank                | W8CCN-Tom                |
| VANCOUVER B.C.<br>(Mobile Visitors)                    | Daily     | 1715-<br>1800 | 147.54<br>FM SPX | VE7AAT-Art                | VE7YL-<br>Elizabeth      |
| TRANS-PACIFIC                                          | FRI       | 0500          | 14010            |                           |                          |
| VK3DGC Net                                             | Daily     | 0800          | 14055            | PA0GL-Cor                 |                          |
| PICKERILL                                              | MON       | 1400          | 3670             | W3FYD-Jack                | K2IC-Earl                |
| "                                                      | Start MON | 1500          | FM 146.97        | W2EEQ-Russ                | (Mt. Carmel)             |
| "                                                      | QSY "     | "             | FM 145.135       | (Don Masten Memorial Net) |                          |
| SOUTHEASTERN                                           | SUN       | 1900          | 7055             | K4TF-Bill                 | K4HDV-Dan                |
| SOUTHWESTERN                                           | TUE       | 1530          | 7055             | W5RM- Pres                |                          |
| "                                                      | THU       | 0200          | 3555             | W6NVN-George              | W3IDO-Hal                |
| RICHARD JOHNSTONE<br>(Pacific Coast)                   | FRI       | 0400          | 3555             | VE7CHE-Ted<br>ROLL CALL   | K6ZUR-Chuck<br>BULLETINS |
| -Suspends Operation June, July, August                 |           |               |                  |                           |                          |
| HAPPY HOUR (No. Calif)                                 | M-F       | 0100          | 3947.5           | W6BFU-Jess                | W6TQU-Hap                |
| (SSB) (So. Calif)                                      | T-S       | 0030          | 3947.5           | W6UBM-Al                  | K6AAG-Robbie             |
| YANKEE/EAST COAST                                      | SAT       | 1430          | 7040             | W1HRQ-Hank                |                          |
| " (SSB)                                                | SUN       | 1830          | 7230             | W1HRQ-Hank                |                          |
| CAPITAL AREA                                           | SAT       | 1400          | 3665             | W4NH-Em                   | W4HU-John                |
| (SSB)                                                  | TUE       | 1500          | 3966             | W4NH-Em                   | W4HU-John                |
| JACK BINNS                                             | WED       | 0400          | 3555             | VE7CHE-Ted                | WA7CJV-Viggo             |
| INLAND SEAS                                            | TUE       | 0000          | 7040             | W8TP-Ted                  | W8FEC - Art              |
|                                                        | TUE       | 0100          | 3555             | W8TP-Ted                  | W8PQO - "SP"             |
| (80m Suspends operation July & August; Resumes Sept.5) |           |               |                  |                           |                          |
| (160m [Oct.-May])                                      | TUE       | 0200          | 1815             | W8TP-Ted                  | Resumes Oct.10)          |
| SWISS (Edelweiss)                                      | SUN       | 1015          | 7027             | HB9XJ-Hans                | HB9BYO-Harald            |
| GONZALES                                               | THU       | 0430          | 3520             | VE7DBJ-Dave               | VE7ZH-Len                |

## - HIGH SPEED CODE PRACTICE SCHEDULES -

George Hart, W1NJM, regularly conducts high speed practice and certification tests sponsored by SOWP throughout the year on Monday and Thursday at 0130 UTC (Sunday and Wednesday Eastern Time) on 3523 and 7023 kHz. From December through April, the schedule is maintained from W1NJM/4. The next certification test will be held **Monday, November 6, 1989 at 0130 UTC**. On the practice runs, speeds are from 20-65 wpm in various increments, decrements and sequences as announced by W1NJM. Speeds for the certification tests are from 40 through 60 wpm in 5 wpm steps. W. Conley Smith, K6DYX, gives certification tests at the same time as W1NJM on 3520 and 7020 kHz. and at the same speeds. Smitty, however, no longer conducts practice runs. Attractive SOWP certificates are awarded to successful participants.

NOTE: Effective 1 January, 1990, Send changes/corrections to H. K. Warner, VP Communications, SOWP, W1HRQ, Route 3, Box 1400, Kennebunkport, ME 04046 USA. Tel: 207-967-5914.

## ~ ~ Shipmates Ahoy ~ ~

- By the Editor -

Direct from round-table QSOs on 30 meters, we've learned that Gene Klein, W4GC, has recently returned to sea after five years ashore. Gene, whose home is in Naples, FL., has become REO on SS TAMPA BAY/KNJA, formerly SS STELLA LYKES, sailing from U.S. to west African ports. Gene decided not to take amateur gear along: "I'll be busy enough with radio watches and weather." (We'll be looking for a report when you return, Gene. -Ed.)

~ ~ ~

Coming ashore from MV SEA VENTURE/WJMV to pursue other interests, is Dave Riley, 4150-M, AA1A, who alternated as REO with Ben Russell, 1453-V, N6SL.

Dave's duties are being assumed by John McKinney, 1001-P, WOAP, of Grand Island, NE., who returns to sea after many years. Mac, a former CHOP of SOWP nets, told us on the air: "My last sea duty was a summer cruise in 1941 aboard the training ship SENECA/WHSN, out of the Philadelphia, PA Navy Yard." Mac, who is expecting to join the SEA VENTURE about October 1, said, "All this can't be true. I just hope something doesn't pop up to spoil it." (So do we, Mac! - 73 and smooth sailing! - Ed.)

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SOWP Founder & Editor Emeritus: W. A. Breniman P.O. Box 530, Santa Rosa, CA., 95402  
ORIGINAL MATERIAL IN THIS PUBLICATION MAY BE QUOTED IF CREDIT IS GIVEN

Society of Wireless Pioneers, Inc.,  
146 Coleen Street,  
Livermore CA., USA, 94550

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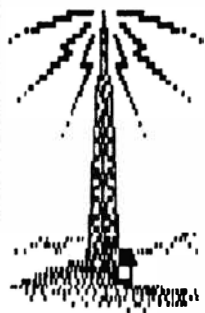
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# The World Wireless Beacon

A Quarterly Newsletter of the  
Society of Wireless Pioneers, Inc.,  
6289 Olde Orchard Dr., Columbus, OH. 43213 - USA

Vol. 1 No. 4

December, 1989

- Editorial -

## ~~~ We Need A New World for Christmas ~~~

As this issue was being prepared, we were unpleasantly surprised by the tragic earthquake in northern California. And, just a couple of weeks earlier, there was the equally tragic strike by hurricane Hugo on the coast of South Carolina.

Some may conclude that both disasters originated with a wrathful Deity. Perhaps. We are, however, reminded that the rain falls on the just and the unjust. We suppose it is not our place to decide such questions. But we feel it is proper, especially at this Holiday Season, to rise above our own concerns and to expand our vision of the Brotherhood of Man.

Well-known organizations provide the means for us to help those in need when their situations may be urgent and catastrophic. And there are always those close at hand whose need is critical, such as our homeless, for Charity has no timetable.

"Peace On Earth to Men of Good Will" is an appropriate message for all seasons. All of us are voyagers aboard Planet Earth. We are at last accepting the necessity and the urgency of protecting our common home. Even nations and commercial interests which ignored environmental warning signals are taking another look. Scaling down pollution, ending the blight of acid rain, preserving and renewing our forests, adopting plans to recycle waste - all are coming to the forefront of popular action. Much remains to be done, in areas like the drug "war", but we are coming to understand the consequences of inaction.

Although repression of popular movements for human freedom still occurs, no day's news fails to report new or continued activity for reform and simple justice. The Berlin Wall is on its way down. Understanding is growing of the waste and futility of the arms race. And although old problems may yet be with us longer than we would wish, bitter rivalries may be waning as leaders come to acknowledge the enduring power of the human spirit. And so, as our winter solstice approaches, in Earth's longest night, it may at last be appropriate to pray, "We need A New World for Christmas."

# **Society of Wireless Pioneers, Inc.**

## **Officers and Board of Governors**

### **Term of Office:**

**Jan. 1, 1990 through Dec. 31, 1991**

## **ELECTION REPORT**

Here are results of the balloting for Officers and Board of Governors of the Society. Votes were tabulated by Charles J. Coleman, 2959-P, K6ZUR, Election Teller. Ballots postmarked through October 31, 1989 were valid for counting.

### **PRESIDENT:**

**William C. Willmot,** 1630 Venus St.,  
Merritt Island, FL., 32953.

### **EXECUTIVE DIRECTOR:**

**Paul N. Dane,** 146 Coleen St., Livermore, CA.,  
94550.

### **TREASURER:**

**Lorin G. DeMerritt** 410 Grundel Dr.,  
Sebastopol, CA., 95472

### **\*\*\* VICE PRESIDENTS \*\*\***

#### **SENIOR:**

**John J. Kelleher** 612 Ednor Rd., Silver Spring,  
MD., 20904

#### **FINANCE-AUDIT:**

**Eben K. Cady** 2330 Roosevelt Ave., Redwood  
City, CA., 94061

#### **MEMBERSHIP:**

**John N. Elwood** 5716 N. 34th Dr., Phoenix,  
AZ., 85017.

(Mr. Elwood has submitted his resignation which  
has been accepted with regret.)

#### **PROMOTION AND**

**PUBLIC RELATIONS: Emerson R. Mehrling,**  
10109 Blue Coat Dr., Fairfax, VA., 22030.

#### **CHAPTERS:**

**William R. Miller** 217 Porterfield Pl., Freeport,  
NY., 11520.

**INTERNATIONAL AFFAIRS: John N. Sandison**  
2928 Queen St., Regina, Sask. Canada, S4S 2E4.

#### **AWARDS:**

**John H. Swafford** 2025 N. Kensington St.,  
Arlington, VA., 22205.

#### **COMMUNICATIONS:**

**Henry K. Warner** Rte. 3, Box 1480,  
Kennebunkport, ME., 04046.

### **PUBLICATIONS:**

**Theodore K. Phelps,** 6289 Olde Orchard  
Dr., Columbus, OH., 43213.

\*\*\*\*\*

### **\*\* BOARD of GOVERNORS\*\***

#### **-William A. Breniman-**

**Chairman** - P.O. Box 530,  
Santa Rosa, CA., 95402.

**Judge James Harvey Brown** 1802 Redesdale  
Ave., Los Angeles, CA. 90026.

**Robert L. Farris,** 1244 La Cresta Blvd., El  
Cajon, CA., 92021.

**William T. Jackson,** 4247 N. 82nd Dr., Phoenix,  
AZ., 85033

**Graydon A. Lewis,** 3421 Stark St., Eugene, OR.,  
97404

**Alice Mitchell,** Deacon's Farm, Blisland, Bodmin.,  
Cornwall, England, PL30 4LD.

**Olive J. Roeckner,** PO Box 789, Kaslo, BC  
Canada, V0G 1M0.

**Paul L. Schmidt,** PO Box 105, 214 N.  
Washington St., Bloomfield, IN 47424

**Eric Walter,** Postgassli 28, 3604 Thun,  
Switzerland.

\*\*\*\*\*

**John Edwards,** (UK Director) 81 Hunter Ave.,  
Shenfield, Brentwood. Essex CM15 8PF  
England.

\*\*\*\*\*

### **WELCOME~~NEW MEMBERS**

**4896-M Robert Dean Leatherman, "Bob"/Judy**  
Kay, WB9GCU, RR#2, Box 224, Co. Rd. 220N.,  
Avilla, IN 46710. FS: 1957 - USS Intrepid, CVA-11  
USN.

**4897-V Robert W. McDow, "Bob"/Bonnie,**  
W4KOG, 436 Gull Ct., North Palm Beach, FL.,  
33408. FS: 1946 - Prague, Czech. AACs.

**4898-V Otis B. Cox, \*/Liz. Non-Amateur, 621**  
Mattingwood Dr., Charlotte, NC., 28226. FS:  
1943 - SS Mary Bickerdyke/ KUNY.

**4899-V Donald E. Bennet, "Don"/Mildred,**  
W6DTZ, 3514 Branson Dr., San Mateo, CA.,  
94403. FS: 1941 - Hendrick Army Airfield/USAAC.

**4900-V Frank O. Jones, \*/Molly, N5MMB 4141 S.**  
Trenton, Tulsa, OK., 74105. FS: 1945 - Leyte, P.I.  
Signal Corps.

**4901-P Charles A. Poston, "Charlie"/Norma**  
Lee, W5MOO, PO Box 9, Port Arthur, TX.,  
77641-0009.

## Season's Greetings

Another year has come and gone. Thanks to the loyal and continuing support of our members, SOWP is alive and well.

The past year has been a busy one for the Society. The creation and publication of our new *World Wireless Beacon* on a regular basis has been a major milestone. The new publication is one we can all be proud of.

An election has taken place this year to ensure that the Society has officers to guide it for another two years. Thanks to the dedication of those who have agreed to serve, SOWP is in good hands.

Let us all be grateful for the many blessings we have shared and the wonderful friendships we have enjoyed over the years.

As 1989 comes to a close, let me take this opportunity, in behalf of all our officers and Board members, to wish every member of SOWP a Happy and Healthy Holiday Season. May 1990 be your best year ever! Season's Greetings!

*Bill Willmot*  
Bill Willmot, 784-V - K4TF  
President, SOWP

\*\*\*\*\*  
~~~~Chapter News~~~~

Jack Binns Chapter, Seattle, Washington, Sept. 9, 1989.

-By Don Newman, 58-P, W7CO, Secretary-Treasurer.

During regular Transcon net schedules this past summer with Hank, W1HRQ, I had a chance to talk with Ted Phelps, W8TP, Editor of the *World Wireless Beacon*, and learn of his planned trip to the Northwest. Ted advised that he would be in Seattle from

September 5 through 10.

We usually schedule a luncheon meeting in October, but it was decided to advance it to September in honor of Ted and his wife, Jodie, who were about to start a bus tour through the Canadian Rockies, followed by a seven-day cruise through the Alaskan Inside Passage aboard MS Noordam.

Fortunately, it was possible to reserve the famous Dog House restaurant for Saturday, Sept. 9 as we had done on June 17, 1989, when Bill and Ruth Breniman were our guests.



L. to R.: Don Newman, Viggo Conradt-Eberlin Heavens and John Dudley.

After an introduction by Chapter Director John Dudley, 2798-V, W7ITJ, the meeting was turned over to Ted, who gave some of his history as a wireless operator on the Great Lakes. This rang a bell with members Art Antilla, Alex Burton and Al Woody who had also served on the Lakes.

Ted also recounted some interesting items concerning the editing, publication and distribution of the *Beacon*, including its current mail distribution problem in Canada.

A round-table discussion followed, and after the meeting everyone had a chance to chat with Ted. A letter from Bill Breniman also was read. Including our guests, 34 SOWP members and their wives attended.

During the general discussion, Ted received suggestions from the members including the reprinting of classic articles from Sparks Journal in the *World Wireless Beacon*, and proposals for either voluntary contributions or an additional postage charge to better serve our members outside the United States.

Ted Phelps, John Price, Alex Burton, Ted

After the informal meeting, several of the group gathered for photos in the "W7 QSL room" behind our meeting area.

(SOWP and amateur radio gatherings were started at the Dog House more than 30 years ago by Don Newman and a few others. Your Editor and his Lady wish to thank our hosts of the Jack Binns Chapter for their warm hospitality and a rare and pleasant opportunity to meet several of our SOWP colleagues.)

to Athabasca...Alaska...and back!

- by Ye Editor -

Our stay in Seattle this summer was all too short. Its highlight was our meeting with our SOWP friends. But we also had time to explore the city on foot. A nostalgic "return trip" for Ye Ed was a trip by catamaran to Victoria, BC, the island capital of that Canadian province. We retraced the beginning of my voyage on a troop transport in 1945 outbound from Seattle to Okinawa. Back then we passed the island.

This time, we spent an enjoyable day in Victoria, including the traditional British afternoon "high tea", a real "first" for me since I never drink hot tea at home! And before leaving Seattle, we got an "eagle's eye" view of the city, including distant Mount Ranier, from the famous Space Needle, luckily on one of the clearest days of the year.

Then it was on to the Canadian Rockies via tour bus, beginning Monday, September 11. We headed north through Leavenworth, WA and our border crossing just north of Oroville. We overnighed at Kelowna, BC. Next day, Tuesday, Sept. 12, we continued north and northeast through Rogers Pass, a lunch-break stop where we saw a short film covering the winter artillery work of the Canadian army using 105mm howitzers to break up potential avalanches on mountainsides above major highways.

We crossed into Alberta that afternoon. Now we were truly in the Canadian Rockies! We took a short walk around the spectacularly beautiful mountain-lake environment before enjoying a sumptuous dinner and overnight stay at Chateau Lake Louise.



Athabasca Glacier - Columbia Icefields

Next day, Wednesday, September 13, we toured the fantastic, unspoiled beauty of the Bow river valley enroute to Banff, Alberta. Here we had a bird's eye view of the valley from an aerial tram, followed by dinner and overnight at the Banff Springs Hotel.

On Thursday, September 14, we followed the Continental Range highway to the northwest to the Columbia icefields. Here we boarded a high-axle "snowmobile" to reach the Athabasca Glacier, where we had to carefully watch for deep crevasses during a brief walk on the ancient ice.

"Downhill" was our route on Friday, September 15, to Kamloops, BC, through the Fraser river valley. Now we were in the foothills of the Canadian Rockies, and not far from our port of embarkation for Alaska, Vancouver.

After lunch in Vancouver, we saw a bit of Stanley Park and after some "hurry-up and-wait" boarded the Holland America Line's MS NOORDAM/PJCO Saturday, September 16, for a week of Alaskan Inside Passage cruising.

This is NOT a commercial for a cruise line! But having had some long-ago experience with shipboard "dining", I would have to say "magnifique" for the Noordam's steward's department! And neither of us gained weight!



(Please see ALASKA, next page)

ALASKA - from Page 4

Before departing Vancouver on Saturday evening, Sept. 16, I decided to try my two-meter hand-held radio from an open deck position aboard ship. A local repeater quickly connected me to Ted Heavens, VE7CHE, our Canadian postal monitor. Then it was dinnertime for "5-Star" cuisine which we enjoyed each evening.

The NOORDAM seemed to us to be a "passenger's passenger ship". Our inside stateroom was more than adequate. Everything worked properly, including the shower. Each morning, on nearing or entering an Alaskan port, we could turn on our in-stateroom TV set for the "bridge view". Other TV fare included pickups from shore or a current film. Aboard ship, I was an early riser. I hit the breakfast chow line by 7:30. My wife preferred room-service breakfast prior to our shoreside activities.

Our first two ports of call were Ketchikan, totem pole capital of the world and Juneau, the state's official capital. Old Alaska hands say that the 49th US state must be seen from the air to be truly appreciated. From Juneau I took a 45-minute, four-passenger float plane tour over mountains, glaciers and fjords. Words cannot properly describe the fantastic view! In the distance below we spotted a moose cow and her calf. They were attempting to hide in shoulder-high foliage.

On Wednesday, September 20, we cruised Glacier Bay. There were sightings of bald eagle, seals and sea lions and magnificent humpback whales!

Aboard MS Noordam I made certain to visit the radio station, call letters, PJCO (Netherlands Antilles). As I approached, I could hear a CW signal: "cp cp de KMI KMI", followed by a long traffic list for ships. KMI, Dixon, CA., is one of three high-seas radiotelephone coastal stations regularly monitored by PJCO. The radio staff consists of a Chief Radio Officer and one Assistant R.O. Their station is open for "public correspondence" traffic whenever MS NOORDAM is underway.

The station equipment, modern in every respect, is housed in five associated bays. It is composed of four separate "systems", Main, Reserve, Remote and VHF. All marine frequencies and operating modes are available. We noted four identical receiver units, each with an LCD frequency readout. All bore the trademark "Sailor". Other lettering said "Aalborg, Denmark". Bay No. 5, in the photo, houses a unit labeled "Philips Teletype over

Radio" which is connected to nearby keyboard units. On the NOORDAM top deck are two satellite radomes, employed daily for telex traffic and, when reception conditions are good, a two to four page videotex "newspaper" is received, duplicated and distributed to each stateroom. It's "news", however, is 24 to 36 hours old and has many uncorrected errors.



Sitka, our final port of call, on Thursday, September 21, was the last outpost of Russia in North America. Here a group of local women have become famous with their authentic re-creation of Russian folk dances.

Our one-week Alaska cruise ended early Saturday morning, September 23 with our return to Vancouver. Debarkation was efficient and swift, but I had time once again to use my hand-held radio. I set it to 147.54 MHz., simplex and called VE7YL, Elizabeth, on the Vancouver Mobile Visitors net. Contact was established but conditions were marginal. We were also able to briefly reach VE7AAT, Art. Then it was bus-loading time for our return to Seattle and our air flight back to Columbus, Ohio, on Sunday, September 24. Our 20-day vacation trip was over. It was one of our very best!



"The Seagoing Saga of LAIOGA"

Born on the little island of Aakeroya off the coast of Norway, Sylvia Gabrielsen, (SOWP 4885-M) grew up with the ocean as her nearest neighbour. Her father and grandfather were seamen, the latter becoming a fisherman with his own boat and crew, so it was inevitable that Sylvia should feel drawn to the sea as well. At age 19 she made her first voyage and then returned to school to study radio and obtain her licence, signing on as Radio Officer when she became 22.

Those of us who went to sea remember our 'first ship' vividly. Sylvia is no exception. That day has been firmly anchored in her memory. To join her ship, Sylvia had to travel from Kristiansand, on the southeastern tip of Norway, to Tangier, Morocco, changing planes three times enroute.

She was met by the ship's agent at the airport and driven by car to the port of Ceuta, a trip of more than two hours. Sylvia remembers the agent's embarrassment at meeting a 'girl operator', not being used to female crew members, and that he had some difficulty adjusting to that *fait accompli*.

The tanker Sylvia was joining had only to take on fuel at Ceuta. She managed to make it aboard with little time to spare. The departing operator gave her a short briefing of no more than about 20 minutes, mainly on how to put the station on the air. Then he hurried down the gangway to catch his homeward-bound plane.

So there Sylvia stood, all by herself, now responsible for the radio communications of a ship for the first time in her life. The ship's callsign was easy to remember, LEAP, being somewhat prophetic for Sylvia.

She remembers her feelings of apprehension when starting up the transmitter to send her first traffic. But she got an immediate response from the coastal station after just one call. Sylvia thought to herself, "Can you believe it! It works!"

After her initiation aboard that tanker, Sylvia saw service on a variety of vessels: other tankers, an iron-ore carrier, a fruit ship, cargo and passenger ships - worldwide service with regular shipping lines that spanned the years from 1961 to 1970. In between, there was a short period as relief operator at the Kristiansand coastal station. Sylvia's final three years as Sparks were aboard a

[A 'world atlas' map of Scandinavia would be useful when reading this article. - Editor]

North Sea passenger ship which sailed between Norway and England. It was during this latter service that Sylvia experienced an event which stands out in her memory above all others. 'The Hundred Years Wave'.

At the time, Sylvia was Second Radio Officer on the passenger ferry which sailed weekly between Oslo, Kristiansand and Newcastle, popularly called 'the England run'. They were on their way home from Newcastle when the dreaded wave rolled across the North Sea.

...But this is not Sylvia's story alone. A principal player in the drama to follow was LGZ, Farsund Radio, situated on the 'Listaland' shore, a stone's throw from the tidal waves of the North Sea. Very recently, the station celebrated fifty years of maritime service as a coastal station. "The station has always been a professional and effective partner in many a distress situation," says Sylvia with pride, "and seafarers from all nations have counted on 'Farsund' and still do..."

The Fall season in Norway brings many storms, especially down the long western coastline, and the amount of distress traffic increases at that time of year. In September, 1968, these Fall storms came early and LGZ coped with no less than 26 emergencies from vessels during that month alone.

Sylvia wrote to the former and now retired Chief Operator of Farsund Radio in order to obtain first-hand information on LGZ's experiences during the 'Century Wave' period.

The 'wave' is a phenomenon described by scientists as occurring once in a century. Many factors must be present in the meteorological picture as well as the precise coordination of all factors, before such a huge wave can develop. It starts from the sea bottom, bursting upward, and after reaching the surface, travels on with great speed.

On March 12, 1969, something indefinable was in the air. There was a feeling of unease at Farsund radio station. Daily routines went on as usual, but extra alertness was given to the distress frequencies of 500 kHz. and 2182 kHz.

Daily, *exact/y* at 1200 hours, LGZ had a sked with a weather ship for the latest reports. Station personnel could not remember there ever being a deviation from that routine. So on this day in March, when one...two...and then
(Please see SAGA, next page)

(SAGA - from page 6)
three minutes went by in silent waiting for a reply. the LGZ operators knew something portentous must have taken place.

The coastal station immediately sent out an (urgency) 'PAN-PAN' voice message (XXX on cw) to all ships. Seconds later an Icelandic vessel reported back. They had observed the weathership, now lying awash with a 90 degree list, having been lifted up by an enormous wave, her masts just under the surface of the sea.

Slowly, very slowly, the weathership rose. Her Chief Mate, thrown overboard, caught hold of a rope and hauled himself back on deck. The anchors dragged. The battered vessel began to drift against wind, tide and current toward the Bay of Hamburg. She was found there later by rescuers, her crew alive, locked in a cabin below deck.

All at once the North Sea was chaos. Many a 'MAYDAY' call was sent by stricken ships, registered and confirmed by LGZ. During those first hours no rescue vessel could leave port and there were no rescue helicopters available to respond as there are today.

A Greek ship of 10,000 bmt. drifted just outside Lindesness, Norway, unable to turn about so that her bow could point into the waves. As large masses of water thundered over her hatchcovers, there was great danger of their staving in, the holds filling and the ship sinking. A tiny rescue boat from the village of Stjernoya, near Mandal, more than a hundred times smaller than the Greek vessel, went out to assist. When asked by LGZ about the weather conditions, the rescuer, in a masterpiece of understatement, replied, "Not much to talk about."

A Norwegian vessel in distress had another Norwegian ship nearby, but the latter was unable to assist. Several times the radioroom of the standby vessel reported to LGZ that the stricken ship was capsizing. But, unbelievably, she rose again, not willing to give up or die.

For days the crew at Farsund Radio were on continuous duty, only relieved for the necessary 'musts'. Everything that could be done, was done, and after a little improvement in weather conditions, all rescue facilities became engaged in saving lives and property. Many ships were adrift, some had capsized and many seamen were drowned during the passing of 'The Wave'.

Three days later, a German vessel

observed two capsized Swedish trawlers. No distress call had been received from them. Their crews had found watery graves.

After travelling across the North Sea, the wave raised the level of the Elbe river so high that many streets in Hamburg looked like canals. Cellars were flooded.

The Oslo-Newcastle ferry was, like most ferries, a lot of superstructure with little beneath and was known to roll and pitch a lot in rough seas. But on the day of 'The Wave' nothing could be compared to former voyages. The ship's bell on the forecabin was swung upside down and remained so for a long time. During the worst hours, the high bridgeway touched the surface of the water and on one occasion, the wing filled with seawater, due to the 60-degree list. Fortunately there was no one out on the wing at the time. The ship's catering department could not function. The hundred or so passengers aboard kept to their cabins.

The two-person radio crew had their cabins on the bridgedeck, behind the chartroom. The radio station was situated one deck below and was reachable only from outside, since no inside stairway was provided. Consequently, remembers Sylvia, during the nightmarish hours of March 13, the weather mandated that both operators remain inside the radio room. No one could cross the deck with safety. When she was not taking her turns at the operating position, Sylvia sat on the station's deck to avoid being thrown out of her chair.

The crossing eventually completed, nothing could compare to the feeling of having solid ground beneath one's feet again!

"It's also good to know that such a phenomenon of nature occurs only once in a century," is Sylvia's final comment, "let us therefore be prepared around the year 2069 A.D. !.."

Home for Sylvia is the attractive city of Arendal on the southeast coast of Norway. She is quite active as LA10GA and operates primarily on 20, 15 and 10 metres (particularly the latter) from about 0600 - 0800 UTC and 1100 - 1300 UTC, and during her evenings.

Good DX!

For those who may be in range, Farsund Radio/LGZ is listed in a current radio monitoring text as operating SSB on 1750, 2635 and 2642 kHz; QX on 2470, 2118 and 2125 khz. respectively. - Editor.



Executive Director's Report

By Paul N. Dane

It's time to summarize SOWP's activities for another year: I'll begin by saying that we are "back on track" once again with a regular publication, the *World Wireless Beacon*, which seems to be well received by our members. Our newsletter, however, is still not reaching everyone as promptly as we would like. Editor Ted Phelps tells me our third-class mailings to our USA members take about three weeks from the date of posting from the Columbus, OH area.

Mailing to Canadian and overseas members sent First Class from there has proved to be very unsatisfactory. Most of our non-USA members just do not receive the *Beacon*, even when it is marked "Airmail". Ted has tried to have the U.S. Postal Service investigate the problem. Their response is that they have no way to control mail once it has reached another country "...particularly if the mail has no accountability features, such as registration, assigned to it..." Therefore, starting with this issue, we will try another method: Mailing of this newsletter will be made from Seattle, WA to Canadian and foreign addresses. Thanks to SOWP members Don Newman and John Dudley who have volunteered for this effort.

Our election of officers and Board members reported on page 2, was again tallied by Charles Coleman, who reported reasonable participation from USA members, but hardly any from other countries. He received a few comments along with ballots. One member felt that the voting slate, with no alternate choice of candidates, made our election too similar to those in the Soviet Union. Another commented, "Let's get some FLIGHT Radio Officers in here."

The Society of Wireless Pioneers is *your* organization. May I respectfully suggest that, during the coming two years, members other than those noted on page 2, make your desires for SOWP known to President Bill Willmot, to me or to members of our Board of Governors. I assure you, we will listen!

Finally, let me comment on our membership list. It continues to grow in a healthy fashion. We thank John Elwood for his efforts in that direction and regret his stepping down. Help from members who recruit their friends is always appreciated, too. Also, we have so far been able to keep our annual dues at \$10 (US), but if postal charges increase or our international mail problem continues, we may be forced to request a change in fees. In a large organization like ours, there are members who

drop behind in their financial support. Our mailing expenses are increasing. We want to continue sending you our newsletter but we do need everyone to pay dues promptly. If you don't recall your dues status, please drop me a line. I'll be glad to respond.

Now, my very warm wishes to you and yours for the Holidays. May 1990 be an especially Happy and Healthy New Year!

-73

Paul
Paul



~~~~~ Book Review ~~~~~ QTC by "Sparks"

"This 'radio officer's scrapbook' sketches out the history of radio on ships and focuses on the inhabitant of the radio shack. Traditionally conservative seamen, even after 80 years, have never quite accepted Sparks. But you'll find this book... (a) grab bag of autobiographical anecdotes, historical background, SOS-rescues, travel tales and mysteries of the sea..." - Excerpt from the book jacket.

The author of *QTC* (I Have A Message For You) is Ray Redwood, SOWP 4072-V, KA5HCX. His book is just what the above excerpt says, a melange of marine radio history: biographical clips, some of which could carry an "R" rating, hilarious anecdotes, travel adventures and detailed accounts, including conjecture by the author, on the Morro Castle (1934) and Titanic (1912) marine disasters. We found the book interesting and absorbing, with an easy-going style. We believe it may have special interest for members whose professional experience is from other than the marine radio field. Its contents could become a future source book for research into the history of wireless/radio in the 20th century.

On a final page, the author makes a special statement of appreciation for help he received from SOWP in the preparation of his book. This review, based on opinions of the editor of the *World Wireless Beacon*, is not intended as an official endorsement of *QTC* by the Society of Wireless Pioneers, Inc.

QTC, copyright 1989, is available at \$15 hard cover, \$8.95 paperback, from Sequoia Press, 2502 Cockburn Drive, Austin, TX 78745. Orders from Texas should include 7.75% sales tax.

~~~~~

## HURRICANE HUGO, the 'QUAKE \* \* \* and ME \* \* \*

Some of our members were more than just TV eye-witnesses in September and October 1989 to two natural disasters. Here are their stories from our Mailbag. - Editor.

**Charlie Krause, 1412-V, N7ESJ,** writes from Myrtle Beach, SC:

"We evacuated about 12:30 pm EDT September 21, to an area about 18 miles northwest of Myrtle Beach. Hurricane Hugo hit the Charleston, SC area about 4:00 a.m. EDT the next day, Friday, September 22, 1989. I returned to my apartment about 5:00 pm EDT September 23 and about 11:00 pm the same day we had a power failure which lasted until noon on Sunday, September 24.

"As is usual when a major disaster of the magnitude of Hurricane Hugo occurs, or is about to occur, conflicting information about events is the order of the day over the mass electronic media. This was particularly true from noon on the 21st until the same time next day. The announcers on TV, (until our cable service failed about 8 pm September 21) and after that the radio announcers - all tended to understate the situation. They were extremely confused about events, facts and figures - from the position, course and speed of the advance of the hurricane, to the approximate time and where it would actually hit the South Carolina coast. Most of them seemed not to know latitude from longitude or north from south. Nor did they appear to know Charleston, SC from Myrtle Beach. My estimated time of the strike wasn't off by more than two hours and my estimate of where Hugo would hit the coast was between Charleston and Myrtle Beach. On the other hand, TV and radio announcers seemed determined to place the strike from Cape Canaveral, FL to Virginia Beach, VA.

"This was a "severe" hurricane, with winds reported at 135 miles per hour and having peak gusts at 165 mph. The radius of hurricane-force winds a few hours preceding the strike was reported as 60 miles. Storm-force winds (64 to 75 mph - Ed.) were reported outward from the center in a radius of 200 to 250 miles. Hurricane Hugo caused the sea to surge as high as an estimated 18 feet.

"Hugo was also strange in that the usual gale-force winds heavy rains and thunderstorms that are supposed to precede and follow such a storm, did not occur or were

delayed. Heavy rains did occur on September 24.

"After the hurricane hit, the 'news' people remained just as confused, of not more so, and the Myrtle Beach and Surfside Beach areas, as well as other storm-ravaged areas, were subjected to conflicting information concerning actions of city, county and state government and the status of city utilities and services...

"On the morning of Friday, September 22, the mayor of Myrtle Beach was permitting evacuees to return between the hours of 7 am and 7 pm EDT, but the state governor cancelled that. Many, including myself, were in the city limits before the governor overrode the mayor's decision to permit people to return to their homes..."

### A HUGO STORY

By Arthur C. "Ace" Winter. 3506-P.  
W2ADB/4

Our QTH is Mount Pleasant, SC., six miles north of the bridges to Charleston, SC. Elevation is 25 feet. We evacuated on Wednesday, September 20, just in time. We drove to a Ramada Inn in West Columbia, SC., 120 miles to the west and carried with us water, food, flashlights, a kerosene lantern, etc. The road was "clean and green" on the way out. However, during the night, the Governor issued an order that the barrier islands of Sullivan and Isle of Palms located across the Intra-Coastal waterway from Mt. Pleasant must be evacuated. It was an order, not a request and 7,000 residents came streaming off the islands over the only escape route, an old broken-down bridge which later fell into the waterway cutting off further escape. Each person was allowed to carry one suitcase, no more and "no pets allowed". All people living along the coast from Charleston to Myrtle Beach were advised to move inland.

All day Thursday, September 21, hundreds of thousands of cars streamed out of Charleston westbound on the main escape route, I-26. The hurricane arrived a day earlier than expected. That night, steady winds of 135 mph hit Mt. Pleasant and Charleston. Gusts were as high as 175 mph.

Sullivan's Island and the Isle of Palms were submerged under 19 feet of water. Some houses floated into the ocean and hundreds of boats piled up inland, far from the seashore. These barrier islands are devastated. Clothes, personal belongings, automobiles, refrigerators, etc. are strewn all over the island.

(Please see HURRICANE - Page 15)

**The Loma Prieta/Santa Cruz, California  
Earthquake - October 17, 1989 - 5:04 PM**

~Some Personal Experiences  
From Those Who Were There~

(Contributed by Al Newbold, 2407-V, W6MMG)

Bill Green, 4294-P, K6RZ, San Bruno, CA: "I was in front of my house when all of a sudden the ground began rolling. I noticed that my big living room window seemed to be moving. But our only damage was that about a dozen champagne glasses came crashing down and broke. We also received some small cracks in the patio behind our house. We were lucky."

Bob Kelly, 2432-V, W6MXO, Pacifica, CA: "After that 15-second shake, I'm still jumpy. My wife was driving from Linda Mar and was stopped at a traffic light when the ground shook. A lady in a car ahead of her jumped out of her vehicle and ran away, frightened."

Al Newbold, 2407-V, W6MMG, Belmont, CA: "I was sitting in my living room with the TV on, starting to watch game three of the baseball World Series at Candlestick Park in San Francisco. Our house started to roll and rock and the movement increased in intensity. I noticed the dining room chandelier swinging back and forth. The picture disappeared from the TV screen. My wife was in the kitchen. I said to her, 'This must be the grand-daddy of them all.' She thought the refrigerator was moving. Switching channels on the TV, I noticed that all were silent. There was a power failure in San Francisco. It didn't take long for them to switch to emergency power: all came back on the air. The nearby channel 4 (NBC) station came on with a purple tint to their video for awhile. I put a small transistor radio to my ear and heard reports coming in fast and furious. I think that 15-second shake was the longest 15 seconds I ever lived through. We were very lucky. No damage occurred here at all; just a small, empty cardboard box fell to the ground from the rafters in my garage."

Alfred Olsen and his wife, San Carlos, CA: "We had just sat down for our evening meal when it happened. A fairly heavy cup fell down off the shelf. It broke my dish of apple sauce. The doors of our kitchen cupboard flew open and dishes came tumbling down. In the dining room, the china closet doors popped open and wine glasses and goblets came crashing down. Several small items fell off shelves in the hallway. A picture fell off the wall in the living room, fell on the TV plug receptacle and broke it; - just one of Murphy's laws in action."

Chuck Fitch, W3ENS, Dallas, OR., picked the wrong time to show up in Watsonville, CA.,

where he and his wife were in a motel. "The shaking started. My wife was resting on the bed and I was about to take a shower. The TV fell over and a lamp fell down. Even the clothes hanging in the closet fell off their hangers. A bit later, outside, we noticed a (liquor) bar where all the plate glass windows shattered and left broken glass all around. We left Watsonville and headed (southeast) for Paso Robles."

Jim Knochenhauer, San Mateo, was heard on 20-meter SSB with three other stations, picking up health and welfare inquiry messages. The local newspaper said they handled 1,900 requests.

Del Lingenfelter, KF6MD, Boulder Creek, CA., just about at the epicenter of the temblor, reported: "I was passing through a doorway of my house when the 'quake struck. It was a long, 15-second shake. It was noisy inside too, from breaking glassware, good china, dishes, and so on. We had structural damage to one bedroom and the garage. We had no commercial power, so I used my 5kW generator for lighting and cooking. We had some neighbors in for dinner. Someone else in our town was having a house built and was just about to move in. It collapsed when the 'quake hit - a total loss."

**- A Couple's Brush With Death on Bridge -  
(By Jim Doyle, San Francisco Chronicle)**

Bruce Stephan was sure he was going to die. The 33-year-old engineer was returning home to San Francisco with a co-worker on the upper deck of the Bay bridge when the big quake hit.

First his car began to jump up and down. Then the portion of the bridge he was driving on collapsed below his automobile. The car plunged from the upper deck onto the damaged lower deck, and nearly into the bay.

"We were falling through the bridge and there was nothing to catch us," he said. Stephan turned to his co-worker and told her, "Janice, we are going to die."

Suddenly, a piece of the gnarled bridge caught the car and the pair dangled precariously above the water. "I saw water below us. I felt sure we were going into the bay."

But the car moved no further. Stephan climbed out a window and dragged his dazed and bleeding companion to safety. Once outside the car, the pair...were taken to San Francisco General Hospital and released with just minor injuries.

"This is my second life," Stephan said after leaving the hospital..."I died back there."

## An Afternoon with Senator Goldwater

By Edward and LeeAnn Sharpe



Barry Goldwater and Ed Sharpe  
At Barry's Station

Since we were researching the early history of radio broadcasting in Arizona, we dug out a brochure from KOY that LeeAnn and I used for subject material for another publication we had edited years ago. In this brochure, we read that former U.S. Senator Barry Goldwater had worked for a place called Neilson Radio which owned KOY back in the days when it was called KFCB.

We wrote to Mr. Goldwater to inquire as to his remembrances of the early days. We expected only a return phone call, but instead we were treated to an invitation to his house.

The following is a part of our conversation during the time the three of us spent together one afternoon in June.

Ed - Barry, can you tell us a bit about the early days of radio in Arizona, especially dealing with your relationship with the Neilson Radio Company?

Goldwater - Earl Neilson was the first wireless and radio professional. He started out as a mechanic for the Chevrolet dealership company, and he started out building wireless sets at night...

When I was in high school I was interested in radio, so I would stop in and sweep the floor and pick up things... So he finally said I was working for him, and I worked a whole year and he gave me a headset...

In a little store area he finally had a shop. Was on what we called the town beach - It was a canal that ran parallel to Van Buren, and it made a nice place to have a shop due to the fact that if you didn't want something, you just threw it in the canal.

Earl Neilson had an amateur call 6BBH. I was an amateur also, and my call was 6BPI. (Earl) had a little transmitter we put together, and I would go down at night and play phonograph records. I think one night they heard me in Mesa!

Ed - Was it actually legal to play music over an amateur transmitting station in those days?

LeeAnn - I don't think there was much regulation in those days.

Goldwater - Well, we never worried about that.

Ed - What year was this that you started working in Neilson's shop?

Goldwater - In 1922 or 23. I was 15. We built the first broadcast transmitter there. It later became KFAD and now it is KTAR. It was a 250 watt transmitter. There used to be a very prominent family here called MacArthur. They were in the Dodge automobile business on Jackson and Central. We put the antenna on their building and started transmitting... that's about the way broadcasting got started here.

Ed - That station was before KOY then?

Goldwater - Yes! KFAD was first

LeeAnn - When was the first time you became interested in radio?

Goldwater - I do not remember the exact date, but I remember telling my father I was interested in wireless. I built this little crystal set, and that kind of astounded him. So for Christmas he gave me a little Westinghouse called an Aeriola, Sr. and it helped a lot

(CONTINUED - Page 12)

FROM Page 11

For a transmitter, I used a small Ford spark coil to transmit with. That we later replaced with a larger spark transmitter, and then with a 20 watt rig once tubes became more available.

Ed - I have one of those Aeriola, Sr. radios.

Goldwater - Wow! Those are worth a bundle now.

Ed - Our company has taken it upon ourselves to sponsor a radio museum of electricity and communications.

Goldwater - Well, that is good. We should have done it a long time ago. To think of all the old equipment I have had over the years. I wish to God I still had it!

Ed - You never hung on to any of your old equipment you used in those days?

Goldwater - No, I had a few pieces in my mother's garage, and people borrowed them...

I can tell you something earlier than radio. The first telegraph was brought to Phoenix by my uncle. It was an Army line, but he learned the code and the first call that came through, he answered it. The response from the other end was, "get the hell off the line!"

I also remember the heliograph. The Army used them to transmit signals all over the state. There was a very important one up on top of Navajo Mountain - at about 12000 ft.

There was a lot of early activity in wireless and radio even in the early days. I would hear someone's call sign and write it down, and go visit them.

I still stay active with radio. Lately, I have been playing with weather and fax reception.

Ed - Did you manage to save any of the old books on radio that you had in earlier days?

Goldwater - No, I do not have any of them anymore. I had one old call book, but I gave it away to someone who was looking for them.

Ed - The earliest one I have managed to get was 1925.

Goldwater - Well, keep looking, they are around. I think you are on a worthwhile project and I hope you don't get tired of doing it - it is needed. No one had ever taken the time to do it.



Mr. Goldwater, LeeAnn and I left the house and walked out towards the Senator's Ham shack, which is a converted pool house alongside his swimming pool.

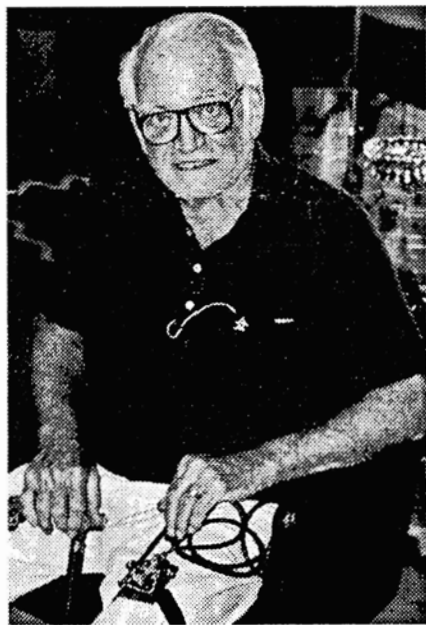
Goldwater - Here is something you might like for your museum. It is a military aviator's key. They would clip it on their leg and...

After a demonstration of the way a J47 aviator's key was positioned and used, the Senator showed us the radio equipment in his radio room. One item that was great fun was a "talking" voice synthesizer antenna rotator that he used to position his beam antenna. It would actually tell you the direction the antenna was pointing. Except for one old R-388 Collins receiver, all other equipment was of modern vintage. Barry Goldwater's radio room also sported a computer used for teletype, FAX, and Morse code.

(CONTINUED - Page 13)

FROM Page 12

There were many other things that the three of us discussed about radio - and things which had nothing to do with radio, which can not be reported in these brief pages. LeeAnn



Senator Goldwater Shows Use of the J-47 Key.

and I were both happy to have had a chance to visit Arizona's grand man of early radio. We look forward to his visiting our museum, as it is always best to learn about old communications equipment from someone who actually used it.

\*\*\*\*\*

Editor's Note: The foregoing article is presented in this issue to coincide with the December 2, 1989 Second Annual SOWP-QCWA Combined Luncheon in Phoenix, AZ. Senator Barry Goldwater, SOWP Honorary Member No. 6, K7UGA, is Keynote Speaker.

Our thanks to the authors, Ed and Lee Ann Sharpe, SOWP members 4826-M and 0270-TA, respectively, who operate the Southwest Museum of Electricity and Communications in Phoenix, AZ. Their address is 2224 West Desert Cove Rd. #205, Phoenix, AZ 85029.

\*\*\*\*\*  
W6RO QRT FROM QUEEN MARY

After 10 years of operation aboard the classic former Cunard Liner **QUEEN MARY** in Long Beach, CA harbor, the operation was shut down after Labor Day, September 4, 1989, according to spokesmen for Long Beach Associated Radio Amateurs, the club which supplied volunteer operators.

"For the past year," said the spokesmen, "we have not been able to get management to allow us to repair the beam antenna. Management also asked us to spend more time talking to the tourists. For most of us, that has been a delight, but our wireless room manager has told the ship management it would be in violation of FCC regulations for us to accept commercial traffic orders from visitors in operation of the amateur radio station."

"Amateur operators have spent many hours talking to tourists and visiting amateurs from around the world, in addition to having many DX QSO's. In return, management had the services of 150 volunteers who provided the only year-round live exhibit in the **QUEEN MARY - SPRUCE GOOSE** complex. It was a wonderful 10 years of operation and it was a lot of fun."

(-A.D.Halberg K6PQZ and A.W. Dietrich KB6JES in **OPEN MIRE**

~ ~ ~ **Silent Keys** ~ ~ ~

WITH DEEP REGRET, WE REPORT THE PASSING OF  
THE FOLLOWING SOWP MEMBERS:

\*\*\*\*\*

*Howard J. Bowman, Sr.*, 1427-P, K4TB,  
Hendersonville, NC., June 8, 1988.

*Henrik Kurt Carlsen*, 75, W2ZXM, Master, SS  
FLYING ENTERPRISE, 1952, Woodbridge, NJ, Oct.  
7, 1989.

*Frank D. Cawley*, 3176-P, G2GM, Freshwater  
Bay, England, June 24, 1989. Cancer.

*Eugene N. Clark*, 1530-P, WA6NDS, San Mateo,  
CA.

*Robert C. "Dutch" Dietsch*, 3265-P, W7JSR,  
Seattle, WA., Oct. 25, 1989. Cancer.

*Fred W. Dowdy*, 4507-V, W5MQB,  
Tribodaux, LA.

*Gordon Elliott*, 3154-P, W6CIT, Redwood City,  
CA.

*Thomas H. Ellis*, 1842-SGP, KB4FUT,  
Crystal Beach, FL., Age 82, heart failure.

*Eric H. Forsman*, 3667-SGP, ex-7AE, Friday  
Harbor, WA., August 1, 1989.

*William C. Goforth*, 2867-V, Non Amateur,  
Petaluma, CA., May 20, 1989. Cancer.

*Manuel Goulart*, 16-P, W0AH, Springfield, MO.,  
Dec. 21, 1988.

*Howard W. Gould*, 2779-P, W5CG,  
Bentonville, AR., August 27, 1989.

*Wilfred L. Gray*, 547-P, Non Amateur,  
Logan, UT., May 21, 1989.

*Gerald Hiltz*, 3367-P, W6GJL, Napa, CA.,  
August 1, 1989.

*Stuart L. Ireland*, 4317-P, NA  
Ellensburg, WA., Sept. 1, 1989 Cancer. Age  
84.

*Nelson D. Knisely*, 4395-V, W8JMK, Sandusky,  
OH., December 16, 1986, after an extended  
illness.

*George H. Lippencott*, 3234-P, WA7LZP,  
Tucson, AZ., Dec. 20, 1988.

*Joseph H. Ludwig*, 482-P, Non Amateur, Lake  
Worth, FL., (No details; Mail Returned).

*Harvey C. Lugar*, 2399-V, W9NGG, Pontiac, IL.  
No details.

*James A. Mayberry, Jr.*, 4000-P, W4GU,  
Wesley Chapel, FL., Retired from CAA/FAA.

*Joseph W. Meyer*, 0060-TA, W2VW, Elmira, NY.

*Walter R. Rathbun*, 116-SGP, W7FW, Poulsbo,  
WA., March 10, 1989, Age 93.

*Harold A. Sears*, 1075-SGP, W5NC, Houston, TX,

*Tobe L. Somers*, 2592-P, W7BO,  
Friday Harbor, WA., August 5, 1989.

*Thomas S. Stradley*, 2461-SGP, Non Amateur,  
Camano Island, WA., August 24, 1989, Age 87.

*Fred M. Walls*, 3966-M, W0CXI, Topeka, KS.

*Herbert E. Welch*, 159-SGP, W6PRD, Stockton,  
CA.

~~~~~ In Remembrance ~~~~~

**Capt. Kurt Carlsen,
Heroic Ship's Master**

Captain Henrik Kurt Carlsen, a sea captain
who gained international attention in 1952 for
staying stubbornly aboard his crippled
freighter for seven days as it slowly sank, died
October 7, 1989 at his home in Woodbridge, NJ.
He was 75.

Carlsen, then the 37-year-old captain of the
freighter FLYING ENTERPRISE, ordered 40
crewmembers and 10 passengers into lifeboats Dec.
29, 1951, after his ship's cargo shifted and a
storm ripped open the ship's hull in the English
Channel. He remained with his ship, which was
owned by American Export-Isbrandtsen Lines
of New York, so the vessel could not be
claimed for salvage by another company.

On Jan. 5, 1952, as another storm began to
threaten the ship, Carlsen and the mate of an
English tug that had come to the rescue,
jumped overboard and watched from the
tugboat's deck as the ship sank into the
Channel near Falmouth. For his heroism, Capt.
Carlsen received the Merchant Marine
Distinguished Service Award, authorized by a
special Act of Congress.

Born in Denmark, Carlsen came to the United
States in 1938. He worked for the New
York-based shipping line from 1944 until his
retirement in 1976. His last Master's berth
beginning in April, 1952, was aboard the FLYING
ENTERPRISE II, from which he operated his
amateur radio station, W2ZXM.

From 1946 to 1956, Carlsen was a close
friend and neighbor of Hank Warner, SOWP
2606-P, (now W1HRQ), in Woodbridge, NJ.

(Thanks to SOWP members Earl Korf, K2IC,
"Shelly" Shellenbarger, KC2PS, and W1HRQ for
this report. - Editor.)

HURRICANE - from Page 9

People told us of the "great escape" on highway I-26. All four lanes were jam-packed with cars heading west in a "parade" 60 and sometimes 100 miles long. No eastbound traffic was permitted.

Shortly after midnight Thursday, September 21, HUGO's center passed over Mt. Pleasant. At that time its outer winds were blowing hard where we were at West Columbia. Electricity went off at our hotel and most of Columbia. Looking out the window, we saw rain driven by the high winds, lightning flashes and fantastic electrical displays as power lines short-circuited and transformers blew up. We were without power during our stay at the hotel - no TV and no heat. We made two attempts to return home, but after driving 30 miles we were blocked by traffic jams and thousands of fallen trees in the Francis Marion National Forest. On our third attempt, we finally reached home.

We found four trees on the roof. One had crashed clear through. The ceiling of my den was water-soaked. Amazingly, no windows were broken, although several tornados had ripped through our town along with HUGO. The hurricane ripped up 20 more trees on our property. I also lost my 200-foot single wire "invisible" antenna, so necessary in this restricted area. Using the two remaining trees, I have installed a new antenna, not so invisible! Happily, my radio station was not damaged in any other way.

Upon returning home we found we had no electricity, but there was limited telephone service. We did have running water. Radio broadcasts told us not to flush our toilets until they had been used five times. Sewage was overflowing onto the streets in another part of town where there was no power to run the pumps.

Since our house is all-electric, we had no heat, no hot water, no lights, and no TV. It was damp and cold. We did our cooking with a charcoal fire - one hot meal a day. Everywhere we looked we saw a jungle with damage everywhere. Many trees were destroyed. Most of our refrigerated food had spoiled. We were getting hungry. Cold showers did not boost our morale, so we evacuated our home a second time. We had enough gas in our car to drive to Royston, GA where we stayed with relatives for a few days. While there, we bought all kinds of supplies so we could go home and tough it out. Just as we arrived home, our electric power came back on and that improved things.

This disaster was monumental. Weeks after HUGO struck, there are people of all races standing in long lines for food, clothing, and in some cases water in Charleston and outlying areas. Many people lost everything except the clothes they were wearing. The cleanup and repairs will be another long, hard story.

CORRECTION, PLEASE

Your Editor's incoming mail brought us a postcard from Sam Beverage, 4266-V, W1MGP, about Olive/VE7ERA's article (info by Ron Martin) in our September-October 1989 issue. Says Sam:

"...The Hindenburg crash was on the evening of May 6, 1937 as I was in the radio service lab at the Mass. Radio School in Boston that evening and had no more than gotten my test receiver working when the news flash came over about the crash. I know it was 1937, so I can't accept the 'June 19, 1937, some 13 months after' (the Hindenburg disaster). I have nothing to prove the decommissioning date but in the TIME-LIFE book "The Giant Airships", it says that Hermann Goering ordered the Graf Z. and one other Zeppelin dismantled in early 1940 and the parts were used to build a radar tower in Holland." (Sam, our encyclopedia confirms your Hindenburg crash date. Many thanks. -Ed.)

Famed Coast Station May Close

- KFS Files With FCC -

(The Editor received the following from SOWP member K.H. Righter, 3562-M, under date of October 25, 1989): "I recently copied the enclosed general message to all ships while I was at sea... WESTERN UNION CORPORATION HAS FILED APPLICATION WITH THE FEDERAL COMMUNICATION COMMISSION TO CLOSE RADIO KFS. SHIPBOARD OPERATORS WISHING TO PROTEST THIS ACTION MAY COMMUNICATE IN WRITING WITH THE FCC WASHINGTON D.C. 20554. KFS CONTINUES TO REMAIN OPEN AS USUAL WHILE THIS REQUEST IS REVIEWED.

(15 OCT 89 0330 GMT CW TRAFFIC LIST, 436 KHZ
GT CHEVRON LOUISIANA / W1MGP
GRD RICHMOND CA FROM UNLDEZ AK IN GULF OF ALASKA)

"Looks like another U.S. coast station will become past history unless it is sold and kept open. Since I began going to sea in 1980, some five of our coastal stations have been closed: WOE/Lantana, FL; WPA/Port Arthur, TX; WMH/Baltimore, MD; WSL/Amagansett, L.I. NY and KOK/Los Angeles, CA.... Radio KLB/Marysville, WA was shut down Jan. 3, 1983, but was reopened later after relocating to a new site by three of the remaining operators, as an independently owned/operated station. Before it was owned by WU, Radio KFS was a part of ITT... Guess this is a sign of the times as a note of interest to all SOWP members, active and retired.- Best wishes, K.H. Righter, 3562-M."

GM Issues Transceiver Installation Guidelines

General Motors Corporation has released a brochure titled "Radio Telephone/Mobile Radio Installation Guidelines" for their late model automobiles. GM states that "these guidelines are intended to supplement, but not to be used in place of, detailed instructions for such installations which are the sole responsibility of the manufacturer of the involved radio telephone or land mobile radio." The guidelines go over such items as transmitter location, antenna installation, antenna coax routing, radio wiring and connection locations, and troubleshooting. Copies of the guidelines are available by writing to the Electromagnetic Compatibility Department, EMC Building 40, General Motors Proving Ground, Milford, MI 48024-2001." (From ARRL Field Forum, Oct. 1989)



~The Editor's Corner~

You might not think so, but a lot of water has gone over the dam since our first issue in March, 1989. Now, as we complete Volume 1, No. 4 of the *World Wireless Beacon*, we'd like first to say "Many Thanks" to all our contributors. Sometimes we are indeed "swamped" by the volume of incoming mail. We try to feature those items which we feel are of timely interest to our members. Planning for each issue so far has changed in midstream because items come up which require us to rethink our original plan. This time, it was Hurricane Hugo and the California earthquake. Or, a submitted article causes us to change our focus, to feature something more timely. So, as this corner and our first year end, Ye Ed sends Season's Greetings to All and Best Wishes for a Brighter Tomorrow!

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