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VOL. I

NO. 1



the YASME NEWS



President of the YASME FOUNDATION, Richard C. Spenceley - KV4AA

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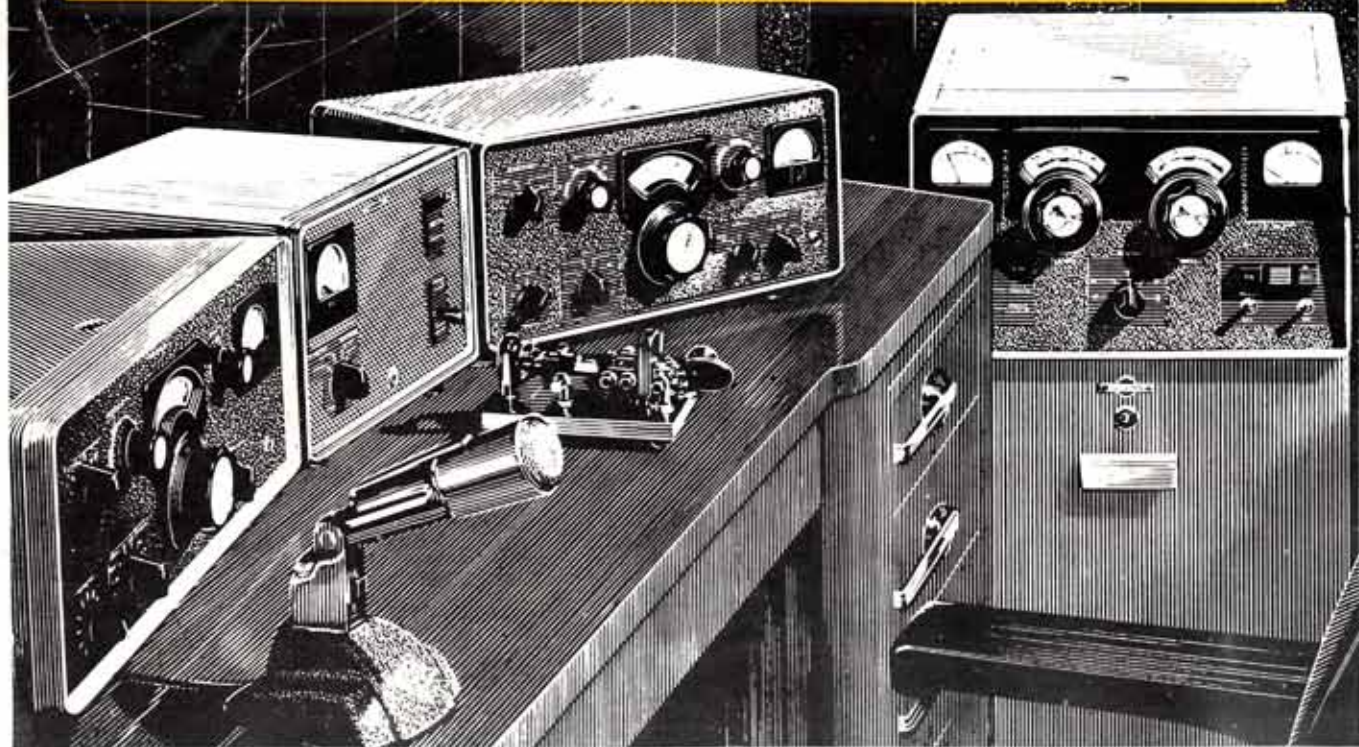
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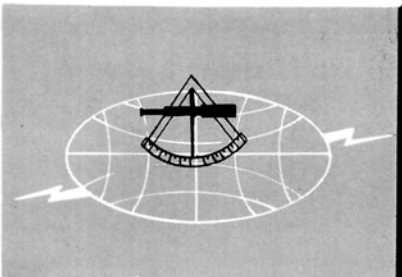
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THE YASME NEWS

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VOL. 1

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ON THE COVER

An ardent Ham and DX'er, "Dick" Spenceley, KV4AA finds a prominent place on our front cover, and rightly so, being president and contributing editor of The Yasme Foundation's official organ.

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DX REVIEW

by Richard C. Spenceley, KV4AA

Walt, DL9PF, in a trip beset by troubles, managed to make about 3000 contacts from Andorra, as PXIPF during his fifteen day stay. Illness, after five days, forced his companion operator to return home and Walt was on his own for the last ten days. He plans to return to Andorra next Summer with a bigger rig on cw and ssb and may be accompanied by Harry, DL7AH.

SM5WN/LA/P went QRT in Spitzbergen on August 4th.

* VK5BV's trip to Portuguese Timor, where he will operate CRIØAA, was delayed until August 20th due to delayed passport.

VQ8APB was last heard from the Brandon Islands on August 11th. It is understood that he accompanied a Catholic priest to this spot on their yearly inspection tour which lasted about a week. This island group should qualify as a separate country.

VQ1HE (VQ3HE) and VQ1TW showed up in Zanzibar on August 14th, for a one to two day stop on phone and cw. QSL's go via Box 2387, Dar-es-salaam, Tanganyika. CW operation was very QRS. Ops were John and Tina.

The Seychelles operation of VQ9ERR (VQ4ERR) and VQ9AIW (WØAIW) is proceeding on schedule and they were due to be heard about August 22nd. Frequencies on cw are 14020, 14070 and 21020 and on SSB, 14301, 14307 and 21420. No calls will be answered on frequency. W4IYC will handle the QSL's for VY9ERR while WØDVN will do that chore for VQ9AIW.

VKØTF, 14070, operates from the Australian Antarctic Davis Base. QSL's go via VK3YS.

Another Aaland Island expedition will be launched by OH2YVØ and OH2XXØ who will appear from that spot starting September 22nd with cw and AM phone. The Turku gang, consisting of OHINK, OHIST, OHIRX, OHIUZ and OHINM, spent August 12th and 13th on Aaland, 14 and 21 cw.

Brian, VS90M, is now back at the Sultanate of Oman with higher power and full permission to operate from that area. He was heard knocking them off on 14083 kc around 0100 GMT. QSL's go via W6BSY.

FG7XG has been heard on cw, of late, near 14077.

ZO5AF, Iabuan, Br. North Borneo, is on 14080, 1200 to 1400 GMT. QSL via W5QL.

LA3SG/P and LAING/P have been active from Jan Mayen Island. LA3SG/P heard between 14060 and 14080. Length of stay unknown.

* Editors Note:

As we go to press, word is received from Dick Spenceley, KV4AA, that the VK-5 boys returned to Darwin on the same plane that took them into Timor. International conditions including withdrawal of CRIØ License made DXpedition impossible.

Photostat of letter giving permission for EA9DE operation in Ifni was received by W4KVX and cards are being accepted by WIWPO. Thus, rumors that this operation was illegal are squelched.

GB2AC operation from Ailsa Craig resulted in many QSO's but only a handful of W contacts. A similar expedition goes to Rathlin Island, off coast of Northern Ireland, on September 11th and will sign GB3RI on all bands cw and am phone. QSL to GI3HXV. These are not "new ones."

We see that HRH The King of Nepal is licensed as 9NIAA. . . . If you hear a CQ in Nepalese . . . watch your language! W1CJ/3 hopes to leave for Nepal by August 18th at the latest. He will work some cw and hopes to be on by September 1st. Rig is a Pacemaker and Thunderbolt.

Cal, presently YAIW, expects to QRT from Afghanistan in October. He has asked permission to operate from VU4, VU5 and AC5. If this comes to pass it will take place early in 1960.

FB8CD, Comoro Islands, should be found around 1700 GMT daily on 21120 kc.

K6EVR won the recent VP9 contest which gives him an expensse free week's vacation, for two, in Bermuda.

FB8XX, QRT for amateur contacts since April, is again active on the ham bands. Watch for him Saturdays and Sundays between 1430 and 1630 GMT. HB9J got him on am phone 21145 kc.

G5HB now signs ZB1HB in Malta.

Via W7PHO and ZL3DX we learn that a BC station is to be installed on Tonga. Applications for personnel are now being accepted with possibilities that one may be a ham to put VR5 on the ham bands.

ZS2MI, Marion Island, is scheduled to be on again looking for W/K QSO's on 14180 phone. Starts at 1230 GMT.

The radio club of Sofia has expelled Sibi for illegally signing such calls as LZ1DX, ZAIKAD, TAISS 9B3AA/ZA, etc., etc.

YASME III Expedition: Danny has now located a suitable boat in Clearwater, Fla. All efforts will be made to secure this boat. Some 3000 letters, and copies of the new YASME NEWSLETTER, should be in the hands of former contributors by now. It is hoped the NEWSLETTER will be a permanent fixture now and subscribers will be kept up to date on all news of the expedition plus detailed stories by Danny.

73, KV4AA.

A word from Ward . . .



"CAVEAT EMTOR!"

A friend of mine—a much brighter scholar than I am—told me that Latin phrase, "Caveat Emtor!" had its inception at a Thieves' Market which flourished in ancient Rome many years ago. "Caveat Emtor!" means simply, "May the buyer beware!"

What a wealth of shady practices that slogan brings to mind! I can almost see a fly-by-night operator, with a name like Polonius Maximus, conning a customer in fast-talking Latin. "Oh, worthy friend," says Polonius, "look at this genuine, super de luxe, guaranteed Arabian camel! Look at its teeth! By the brow of Jupiter, I swear this noble beast was last owned by a kindly old lady in Passadenium—and isn't even broken in yet!" Naturally, the noble beast dropped dead at the city gates.

Well, sir, the trouble with that *emptor* was that he just didn't *caveat* sufficiently!

Fortunately, today—and at places like Adirondack Radio Supply—all that is changed. Folks who do business with us, do *not* have to be on guard. They *don't* have to beware. They *know* they'll get a five-square deal every time.

At the moment, we're a little short of genuine, super de luxe camels—but we've got one of the most amazing inventories you ever saw of receivers, transmitters, radio and TV supplies.

Have we heard from you lately? If not, kindly answer in English. We don't know enough Latin to put in your eye.

Ward J. Hinkle
WJH

Before you buy or trade, wire, write,
call or drop in to see WARD, W2FEU

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Ward J. Hinkle, Owner

DANNY'S DIARY



by
Danny Weil, VP2VB

In my opinion, diaries are for the past and strictly for the mermaids. Right now we sure need a little of the future to whet our appetites. Facts about new developments and fabulous spots scheduled for our next voyage which will even invoke interest to the XYL.

We can't all go along but, through this column I shall try to inject just a little of the adventure and excitement of the voyage into your lives with three of us along to bring rare dx into your homes. Working 24 hours a day on all bands — yes, even 6 too, I know that many will think it easy to work all spots but, I can assure you from bitter experience that many still fail to make the grade even though a KW is available.

Incidentally I am seriously considering applying for a license to operate from Tampa. It was never intended to be a rare one but, with the great rains, we are slowly becoming an island. Volunteer operators please bring bathing trunks. Suggest hip boots too. Heck! better bring aqua lungs and be absolutely sure.

Its rough typing with water up to my waist — can't even keep a cigarette alight with the rain pouring through the roof. Am wondering if I can finish this before the shack drifts away. Just in case of emergency my present position is Lat. 27° 52' N, Long. 82° 29' W

To get back to what I started to say before I was rudely interrupted by Ed swimming for his pants. Assuming by some stroke of genius we reach St. Thomas KV4AA, we shall head for Panama complete with the hurricane which invariably follows me. With luck we may even manage to traverse the canal which will undoubtedly do its worst to break every line and sink the boat as it did once before. As an Horse d'Ouvre we'll begin with the Galapagos (HC8) where we shall enjoy ourselves with the dragons on Albemarle. They are quite tame apart from the annoying habit of biting off a leg or an arm. I shall ensure that all crew members can operate with either hand before starting the trip and a goodly supply of wooden legs taken aboard. Naturally we shall fool with a little dx as a warm up for really serious work in Pitcairn or Easter Island. I know that few of you really need the Tokelaus as there have been natives operating there for generations but, as there is no anchorage and the island is surrounded by reefs I thought it would be a good spot to test out Yasme III and

(continued on pg. 16)

DX on Six

by Ansel E. "Grid" Gridley, W4GJO

Shoot all your DX dope on six to
"Grid", 2339 Goldenrod Street
Sarasota, Florida.

With the summer 50 Mc. Sporadic-E season well on the wane, and with these openings becoming fewer and more spotty, every 6 meter operator is hopefully thinking about the worldwide F2 contacts of the past three winters. How will we fare this season? Nobody knows that answer for sure. The current sunspot cycle, the most intense in recorded history, peaked in early 1958, and has since been slowly receding. Predictions would indicate that conditions during the annual F2 MUF peak this year would be between those of 1955, when not too much happened in worldwide 50 Mc. DX, and those of 1956, when worldwide conditions were quite good. It is almost certain that with increased worldwide activity, better-favored areas will enjoy F2 contacts this winter. It is probable that those openings which do occur will be fewer, less predictable and shorter-lived over most paths than those of the past two years. But it will behoove every 6 meter DX man to make the best of conditions this year, as in the future it will be "a long time between drinks" for this type of 50 Mc. propagation. These past two sunspot cycles were far more intense than any ever previously recorded — so how long may it be before we — or our successors — enjoy the juicy DX potentialities of 50 Mc. F2?

However, experience shows that with the receding sunspot cycle, even at minimum, sporadic-E propagation is inclined to be better than at the peak. Thus, with greatly increased activity everywhere, not only will DX type contacts within North America be better than recently, but who knows what multiple-hop sporadic-E may someday bring us?

What's New Dept. —

Speaking of DX contacts by means of sporadic-E recent months have seen several new countries on 6 meters, and scores of U. S. stations have added exotic calls to their 50 Mc. logs. Among such stations are HH2W in Haiti and HR2DK in Honduras. Literally dozens of KP4's are currently heard on 6, along with the CO2's XE's, TG9JW and others. So right through the bottom of the sunspot cycle, honest to goodness DX should be workable. Keep up the good work, boys! And how about some regular 6 meter activity from KV4, VP7, VP9, KZ5, TI, HI . . . wherever 50 Mc. operation is, or can be, authorized?

As a brand-new column, we have, of course, no correspondence to aid with information. Please send in all your news on 50 Mc. operation, so that we can make the "What's New Dept." live up to its name. What you are doing on 6 meters is of interest to the VHF gang, so let us hear, so we can pass it along. And tell us what you'd like to see in this column, and we'll try to oblige. It's up to you. We won't have much to say without **your** help.
Tnx es 73 de Grid, W4GJO.

About the writer —

Ansel E. Gridley, W4GJO (formerly W1GJO-Mass), is one of our out-standing VHF DXers. Now living in Sarasota, Florida, "Grid" is in the Television and Hi-Fidelity sales and service business and does custom ham gear wiring ("just to keep my hand in.")

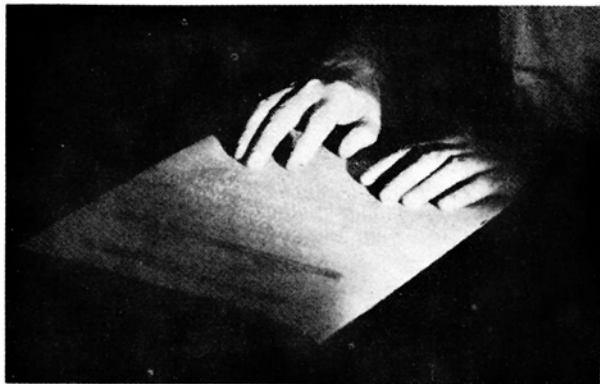
He has, from his present Florida QTH confirmed 47 states and worked no less than 24 countries. Among the many "firsts" which Grid has contributed are: The first 50mc. transcontinental QSO by means of F2 propagation. This was in November 1946, when he worked W6QG in Santa Ana, California. Then, in March of 1947, after many months of propagation studies and carefully kept schedules, he was "second" by minutes in working OA4AE, Lima, Peru, for the first 50mc QSO outside the North American Continent.

Grid holds a formidable collection of Section Awards as winner of various VHF contests. Last June he posted the highest single-operator VHF station contest operating score in the history of that activity.

Refusing to rest on his laurels, Grid has continued his "firsts". In November of 1958, he was the first East Coast station to work Japan on six meters, and he worked and confirmed four Japanese stations for good measure! And, to polish things off, on June 28, 1959, he was the first and only Florida station to make a contact on Sporadic E when he worked W5SFW in Amarillo, Texas, on two meters. Grid's big signal has become a legend, by which he has provided many a ham with a Florida contact on six. Whenever six or two (or both!) are open, Grid will be in there pitching.

The following space was made available to the Braille Technical Press by one of the warmest hearted hams in hamdom, and because of this, the Foundation presents the space merely as—

“FROM A FRIEND”



Eternal darkness

will not halt the progress of our brother hams who are sightless. The Braille Technical Press, available to all blind hams and radio technicians, needs your financial support. Can you spare a dollar to help a friend?

Have you ever considered what a wonderful hobby amateur radio is for someone who is blind?

New friendships—new ideas—new interests for people whose contact with the world around them is limited by lack of sight.

Have you ever stopped to think how difficult it would be for you to continue as a radio amateur if you suddenly lost your sight?

Hundreds of blind amateurs in the United States and in foreign countries have just such a problem. Special methods must be devised, it is true—but nothing is really impossible if you have the tools with which to work.

How many radio and electronics magazines do you read each month to further your education and keep you up to date in radio and electronics?

Many read five—or even ten. The blind radio technician has only one such magazine—“The Braille Technical Press.”

This 64-page magazine, which is published monthly, contains departments for the amateur, the beginner who wishes to become a ham, the radio serviceman, the hi-fi enthusiast, the sound recording technician and many others.

It now runs regular industrial advertising so that, for the first time, blind subscribers can keep up with new developments and products. Thus, “The Braille Technical Press” becomes a textbook, a magazine, a newspaper, a reference book—a contact with the whole field of electronics.

“The Braille Technical Press” has individual subscribers all over the United States and many in foreign countries. Also, the magazine goes to many schools and training centers for the blind where it is very highly valued because there are almost no textbooks on electronics printed in braille. Unlike inkprint magazines, copies are never thrown away, but are preserved for study and reference or passed on to another blind person.

How would you use the knowledge gained from “The Braille Technical Press” in actually constructing and operating an amateur station?

In addition to the program of making electronic “know-how” and information available to the blind, “The Braille Technical Press”—through its editor, Bob Gunderson, W2JIO—has undertaken a development program to devise special test equipment for the blind.

This equipment employs audio signals in place of visual meters and dials to relay information. The list includes more than forty instruments—auditory grid dipper, vacuum tube volt-meter, multi-tester, capacitance and inductance bridges, continuity meter, AC vacuum tube volt-meter—to mention just a few.

How valuable is amateur radio to you, as a hobby or as a career?

Until recently, many blind people were forced to accept charity as the only way to survive. Self-respect and self-support were nearly impossible for most because so little training for jobs was available, and so few industries would hire blind people.

Because of the work done by “The Braille Technical Press” in the past few years in the printing of the magazine, development of test equipment and so forth, scores of blind persons—men and women—have been placed in the radio and electronics industry as testers, assemblers, inspectors, cable lacers, solderers, wiremen, etc. Many others have gone into business for themselves as recording technicians, radio servicemen and such. These people now earn their own living, support their families, and take part in the normal active life of their communities.

How much more can be done to make amateur radio and electronics a hobby or a career for the blind?

There is still so very much to be done. Our future plans include the publishing of a textbook adapted especially for blind students describing the construction and operation of various types of auditory test equipment. There are endless numbers of textbooks on various aspects of electronics which could be published in braille.

There is a great need for additional research development to provide more auditory test equipment for the blind.

Perhaps most important—a program must be set up for placing more blind people in our industry.

How can these plans be carried out?

As with inkprint magazines, “The Braille Technical Press” cannot exist on subscriptions alone, especially as subscriptions are offered free to any blind person who is unable to afford the \$7 yearly subscription rate. The magazine and its associated programs must depend on advertising and contributions from individuals and organizations.

How can you and/or your radio club help us?

You, as an individual, can help us greatly by making a small contribution each year. Your club can sponsor subscriptions for blind friends, or run a special meeting, hamfest or swapfest once a year for the benefit of “The Braille Technical Press.” Any contributions made may be deducted when computing Federal income taxes.

How can your company or organization help?

You, as a member of an organization within our industry—jobbers, retailers or manufacturers—can contribute by purchasing advertising in our pages. Until now, advertising has not been available to the blind, so they are denied the information carried in current inkprint magazines. This, too, is deductible from Federal income taxes. In 1950, when “The Braille Technical Press” was founded, there were about 60 licensed blind amateurs in the United States. Today there are nearly 600

Won't you help to make it 6000 by 1970?

send contributions to:

Bob Gunderson, W2JIO, Editor
The Braille Technical Press, Inc.
984 Waring Avenue,
New York 67, New York



From all indications in the above photo of the YASME II disintegrating, it would appear to the reader that there was little hope of this or any other vessel bearing the familiar "DX 73" pennant ever sailing again to far horizons. However —

this isn't the end...

refer to photo on page 18.

Yasme on the rocks

by Danny Weil VP2VB

Met a guy who told me he had a ball pen which wrote under water . . . Dunno why!

Just can't figure why my Remington won't do the same . . . after all, it's only been in the sea a couple of weeks. It sure needed a new ribbon! Stuck it in a barrel of fresh water to wash the salt out, then stuck it in the sun to dry out. After this, a pint of lube oil worked wonders except the carriage wouldn't move . . . The darn spring had broken.

Guess I couldn't have picked a worse spot for this to happen. Union Island in the Grenadines is about the most primitive of the entire West Indies Islands, and they sure don't carry typewriter spares in their one and only store. Just had to fix the thing, but my complement of tools consisted of a hammer, screwdriver and pliers. The rest had taken the deep six. Removed the old spring, narrowly avoiding decapitation of a couple of fingers and bashed a hole in the end with a nail . . . also bashing same two fingers in the process. Ever present audience of local natives showed great admiration for my skill . . . both with nail and full command of profanity. Needless to say, the typewriter ultimately worked . . . dunno why!

Guess I'm getting a little ahead of myself in this tale, what with busted typewriter and tools in the drink; so, if you're interested, may as well get on with the story.

Some, no doubt, will remember I wrote a short story a while ago entitled "YASME SAILS TO HER DOOM". Little did I realize then that I should be rewriting the same story, but with a slightly different twist . . . as the actress said to the parson, "History repeats itself." . . .

DX-wise, St. Vincent had been a good spot. Managed to clear around 2,500 QSO's in a week and decided it was high time to pull out. Pulling the big switch on Sunday nite, I pulled the rig down. Most of the night and Monday was spent stowing it aboard and, by the afternoon, hands had been shaken and the usual adieux made ashore. I was ready to pull out.

I felt rough. Physically and mentally tired, I should have hit the sack, but the thought of the last and final QTH, a mere 75 miles away, made me cast discretion aside. I moved out.

With sublime faith and little knowledge of the future, YASME and I crept slowly out of Kingstown Harbor at 10 p.m. As we neared open sea, the sails went up to fill immediately with a fine north-easterly breeze.

It was pleasant to look astern at the faintly twinkling lights of the town. I doubted if I should see St. Vincent again, where ignorance is bliss . . .

As Kingstown disappeared into the night, Bequia its silhouette sharply defined against a sky already beginning to lighten with the rising moon, came into view. Bequia Harbor looked calm and peaceful. I yearned to go in, but call it ever enthusiasm or just plain stupidity, I pushed on.

It could have been an exhilarating night. Yasme heeled under the freshening wind, her bow wave forming an arrowhead of luminescence which gradually closed at the stern, leaving a long silvery wake as we sped on our way. As the moon rose to its full brilliance, the scene ahead changed from one of vague outlines to one of intricate beauty.

Have you ever watched a print develop in its tray . . . to see a blank piece of paper transform itself into a picture? So the moon developed as it rose to its full brilliance, an apparently blank sea-scape into a scene of ethereal magnificence. The entire group of islands came into bas-relief. Every valley and bay, every tree, even the ridges in the mountains became sharply defined as the moon's power quelled the darkness. I regret to say it had little effect on my mind. The serenity of the view acted as a sedative to my already dulled senses. I have little recollection of events after sighting Bequia. General fatigue had taken over. Oblivious of reefs, currents, and course, I slept.

The first grinding crash awoke me instantly. Massive seas broke over the stern, sweeping into the cockpit. For seconds nothing could be seen as the spray blinded me. The grinding and crashing of Yasme on solid rock left me under no illusions as to what had happened.

Jumping out of the cockpit, I threw the engine astern, opening the throttle wide. A mad rush along the decks to release the sails. As they tumbled onto the deck, I dashed back to the cockpit.

The wind was dead astern, forcing Yasme further and further onto the rocks. For seconds she would be afloat; then would come the heartrending crash as the mountainous seas picked her up and crashed her down on the unyielding rocks. How long she would accept this treatment was doubtful. I cast an anxious eye below, but saw no signs of water. Suspecting the worst, I stuck the engine bilge pump on, hoping I wouldn't need it.

The moon, where it had so recently shown peace and magnificence, now showed desolation and horror. Viscous black rocks appeared to surround Yasme, as she fought for her life. Dead ahead rose a sheer cliff towering into the sky, acting as sentinel to its myrmidons of small fry. For those brief seconds I thought I had

landed into a nightmare.

Yasme trembled as the spinning propeller fought with the sea and wind to drag her clear. The interminable crashing and grating as nature strove to destroy her almost drove me insane. All my hopes were tied up in the engine.

I kept looking at the rocks alongside. With each rise and fall of the seas, Yasme moved an infinitesimal amount astern. Could it be possible she would get off under her own power? My body dripped sweat. I trembled like a leaf as I stood at the wheel leaning astern as though that alone would assist the screaming engine.

The first rock slid out of sight into the seething spray. For those few moments, my hopes rose. She was coming off slowly but surely. Something was amiss. An undercurrent of fear pushed itself up into my feelings of elation. I glanced astern. A mountainous sea was roaring in. Its high breaking crest appeared as jagged white teeth as it swept in to engulf Yasme in its maw. Petrified with fear, I gripped the steering wheel, unable to take my eyes from this monster. Suddenly it struck. Yasme rose into the air as though she were a matchbox. As it receded, she came down with her thirty tons dead weight. The wheel jerked itself from my hand. A demoniacal scream came from below as the gear box tore itself apart; then, the engine stopped.

The rudder had been smashed and jammed the propeller. A deathly silence pervaded, broken only by the breaking seas as Yasme was swept back onto the rocks. Without power or steerage, she was helpless and I knew her time was limited.

With superhuman effort, I threw the dinghy over the side. I wanted to get a rope and anchor out astern to stop her slewing around broadside. As the dinghy struck the water, it was immediately swamped. Attempts to bale it out were futile. Several times I attempted to get into it, but the seas swept it from me. Within a few minutes, it started to fall apart, then it was gone. Only the painter tied to the rail and a small piece of timber hanging from the end proved there was actually a dinghy there at one time. As the oars floated away in the surf, my hopes vanished with them.

I ran below and fired up the rig. I had done my best to save Yasme and now it was time to save me. Hanging on to the lurching cabin door, I anxiously awaited the warm-up period . . . The seconds seemed like hours. It was tuned on 7mgs and the band was wide open. I snatched up the mike and almost passed out. The entire rig was alive with 110 volts and I was standing in a foot of water. Yasme was holed.

I had a choice. Drowning or electrocution. Yasme was taking water fast. I stood there fascinated. I could hear many of my friends talking. Any one of them could have organized aid in a few seconds. The transmitter was working and I couldn't even switch it on. What an ironical position to be in!!!

I hated the thought, but had to accept the fact that Yasme was finished. I cursed myself for being all sorts of a fool, but realized that recriminations wouldn't help. I had to act. I had to do something . . . but, WHAT?

I clambered out on deck and watched Yasme being forced high onto the rocks. Every crash bit deep into my body like a knife being inserted and twisted. I wanted to scream and pray to God. I wanted to jump overboard and pull her off with my bare hands. To stand there and do nothing drove me frantic and made me feel life just wasn't worth living. I thought of all the work, worry and effort that had made the expedition. All of it wasted through my utter stupidity.

I was ready to give up. It seemed pointless to save even a tube. Without Yasme, I was finished, and yet, it seemed so utterly crazy to let all that gear be lost. The old brain box started clicking into high gear, and I thought hard and fast. Moving along the lurching deck to the bow, it appeared I could get ashore with slight difficulty. There were many large rocks partially covered which might be used as stepping stones to the beach. I swung over the bow, my feet fumbling for a foothold. With the jerking and swaying of the boat, coupled with surging seas, it proved an impossible task. I tried to pull myself up. My body hanging full length was too heavy. My strength had gone. I had little alternative but to drop into the water and hope for the best. It was a rough decision to make, but there was no alternative. With a prayer on my lips, I let go. I tried to time the drop to coincide with a receding sea, but nature played one of her dirty tricks on me, and a double wave came in when it should have been going out and picked me up like a matchstick. For a few seconds I was completely submerged as I rolled in with the wave. I expected to feel the cruel bite of the rocks any moment and knew my chances were 99 to 1 against survival in that maelstrom of angry water. Strangely enough, I felt nothing. My head broke water and I struck out shoreward, wondering all the time if I was doing the right thing. Guess I was going to have to meet up with those rocks sometime and it may as well be now, as I was pretty weak and couldn't hold out much longer.

Seems we all get that little extra strength in times of need. I found myself a big rock and, swimming to its lea, managed to climb its rough sides with little damage other than minor abrasions. From this vantage point, I was able to make a complete survey. The actual shore was twenty feet from me. Timing my dive right, I reached the shore O.K. My prayers were surely answered, and I thanked God to be on dry land and safe.

As I lay sprawled on the stones, spitting water and trying to get some breath into my bursting lungs, I decided this was hardly the place to take a nap and decided to drag the old aching body higher up the beach.

The wind had increased in intensity and was biting into my half-clad body. I shivered and



The ill-fated YASME II aground and on the rocks, battered beyond repair. Equipment was salvaged under the most hazardous conditions.

tried to stand, but my entire body had become cramped . . . it was rough. Using my elbows, I managed to get to the base of the cliff into a niche. Fellers . . . I would have given my right arm for a cuppa coffee and a cigarette at that time. There was no one around at the time to take me up on my offer, but the way I saw it, my arm was as much use as a hole in the head right then.

Suppose I must have laid there for half an hour. It's sure difficult to judge time under those circumstances. Minutes seem like hours.

Gradually, with the attendant pain, life came back to my cramped limbs, and I staggered upright, trying hard to maintain a footing on the stones. The moon, still full, swept the entire scene, and I could see Yasme stuck between two large rocks. As the seas lifted her, she gradually bored a hole through her planking. She was sluggish in her movements and I knew she was full of water. It was only the bigger seas which moved her.

As though prearranged, Yasme had moved

further inshore and a large rock had wedged itself beneath her bow. It was fairly easy to get aboard. Going aft, I went into the cabin with water up to my waist. She certainly wouldn't go any lower, and it helped to know that fact. The big rig, HT 32, 33, and SX 101 were completely submerged. In the main saloon I noticed the standby rig, 32 and 101 only partly submerged . . . maybe they would work again . . . I just didn't know. I cut the leads away and dragged out the HT32 first. That was the heaviest and I had to use the little strength I had with some sense. Wrapping it in an old sail-bag, I staggered along the steeply sloping deck toward the bow where I rested it. Swinging over the bow, I reached up, grabbed it and took it ashore. Number one OK. Next came the SX 101. Everything worked fine till I reached the bow, then . . . it happened!

(To be Continued)

**For sheer reading enjoyment and exciting true adventure, don't miss
the conclusion of "YASME ON THE ROCKS" by Danny Weil, VP2VB-
NEXT ISSUE**



Reminiscing

by
Art Erickson, W1NF



To write about the Old Timers in Amateur Radio becomes very difficult when one looks for a place to start. For example one writing about the history of the world would have to start someplace. Would it be with the Creative thought that put the gears in action, the whirling gassy clouds, or would it be at the point where a living creature crawled out of the slime?

Just what is an Old Timer? I, for instance, got my first experience with magnetic fields at the age of eight when I felt the shock of self-induction from a door-bell circuit. Later, in 1902, I built my first coherer and Ford spark coil rig. And yet, there are hams rightfully called Old Timers who only got started 30 or 40 years ago! See what I mean?

In my own First District have been and still are the oldest Hams in the World. Some have passed on, while others are still clamping on the cans to block out the XYL. Fortunately, for me, my XYL wants me to have the best of ham radio, and you bet your boots I try. But let's look at some of the real Old Timers.

Take Harry Chetham, who worked with Marconi himself. Harry is a Silent Key, and I have seen the original 1 metre stick that Marconi used when Harry worked with him and to the best of my knowledge, it is still at his widow's house today . . . Somewhere, among my treasures I have the log sheets of the Brant Rock Wireless Station. The call was FBO. The date is 1907. Harry gave me these log sheets when they were used as evidence in a Federal Case in New York City in 1936, in which I was chief witness. Oh yes, Harry worked for Marconi in 1898!

Lots of you know Irving Vermilya, W1ZE. And how about Art Stockellburg, W1SS. Still clamping on the phones and taking it with the best of them. Irv is in the Broadcast business and Art, I do believe, is a Radio Instructor. These lads began their radio careers in 1901. I have in my possession a copy of Wireless News Magazine, circa 1912, which shows Art on the cover and states that he was wireless operator at the Commercial DeForest Station in Quincy, Mass.

My own career sums up as follows: In 1910 sailed out of New York as Second Operator on the Quebec Liner S. S. Korona bound for the West Indies (eleven of them) and later to Georgetown, British Guiana, in South America. The Korona carried a DeForest rig, Type D Tuner, and a stationary spark, O. T., and a 2 KW spark transformer plus the inevitable

DX DAZE



Yep! She has an 8db Foward Gain, 20db Front-to-Back, 1.01 SWR and gets 52 miles to the gallon!

You may be on top of the heap but, remember, you're still part of it.

.....

motor generator, since most ships had 100 volts and 110 volts d. c. I was really working with the Marconi Company, but about that time (as you Old Timers will recall) a lot of litigation was going on, and in the final outcome DeForest Company reverted to Marconi Co.

I stayed with Marconi six years, sailing out of Boston and New York City. WW1 found me in the U. S. Navy as a Radioman Second Class as of my own choice. Was offered a commission on the basis I was considered an Old Timer and that my experience as such was most valuable. So what am I now? . . . Yep, they have a new title . . . Old, Old Timer. I I guess that's what I am whether I like it or not.

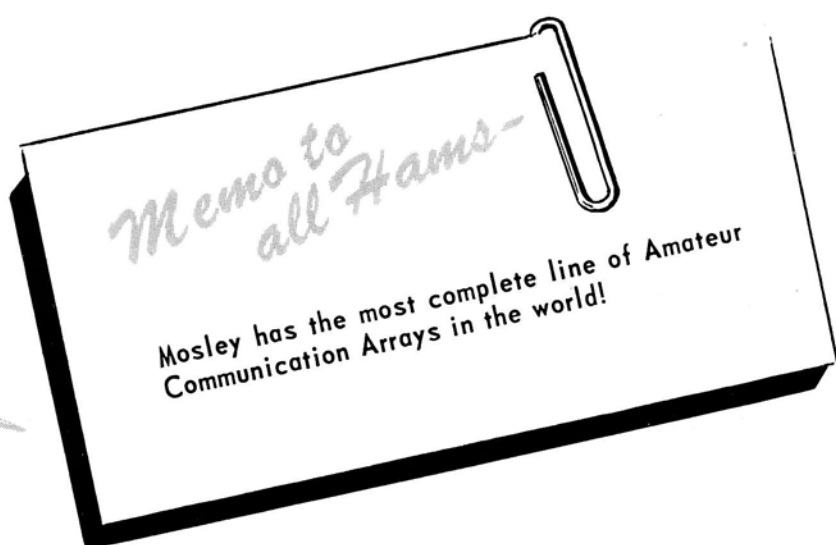
Speaking about the world starting with a lot of gas? Maybe I am reverting. So, with that self-induced hint . . . cu.

73, ART

About the writer -

Art E. Ericson, W1NF, Box 212, Beverly, Mass, Vintage 1894. First rig, coherer and spark coil rig in 1902. Now employed as a Supervisor of Electronics, Boston Naval Shipyard since WW2. Holder of two U. S. and Foreign electronic patents, Art has been the route, even sentenced once to be shot as a spy in WW1. Let's follow ART in his Old Time reminiscing about the Grand Old Timers of Ham Radio.

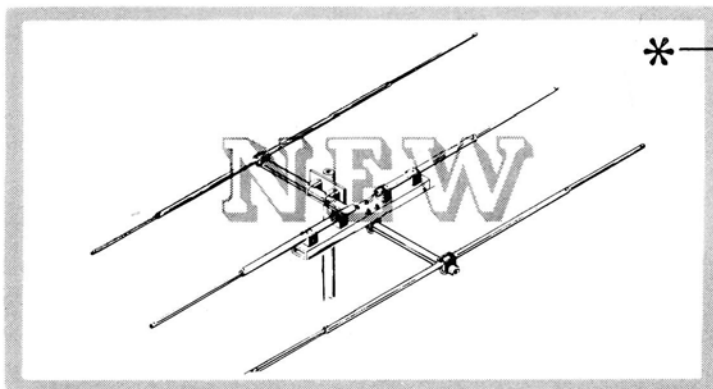
► **NOTE:** Old Timers, drop your pix and anecdotes to Art, Box 121, Beverly, Mass.



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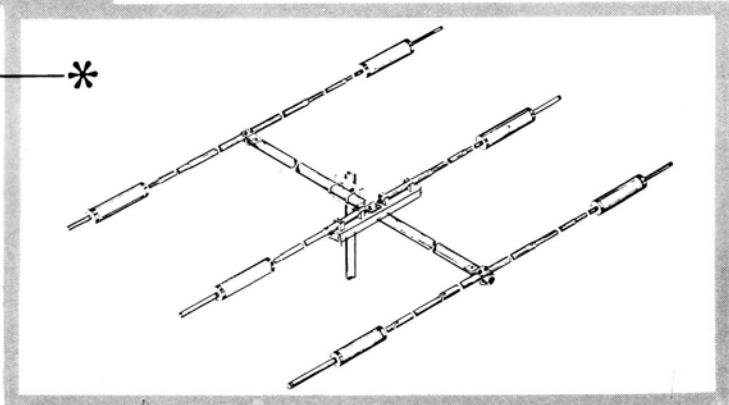
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FOUNDATION REPORT

by Ed Stanley, W4QDZ



IN THE BEGINNING . . . Everything must have a beginning and it is logical to pin-point the time and place of the beginning of the Yasme Foundation at The Club Boyar in Chicago on the 20th of May, 1959. Several rather active hams were having dinner and the guest of honor was Danny (VP2VB/MM). There were: Mike Hexter (W9FKC), Fritz Franke (Hallicrafters), Pete Morrow (WIVG), Bill Halligan, Sr., (W9AC), and myself. The honored guest was not in too good a frame of mind. The Yasme II was lost, expedition funds were low, and the sheer magnitude of the job to be done pressed heavily on the minds of all of us. Things just didn't look good. The discussion rolled back and forth all evening. The past operations were taken apart and viewed from all angles. The future possibilities of continuing the dx-peditions were pro-ed and conned. The evening ended on a note of "look and see."

FOR THE NEXT WEEK Danny and I made the rounds of Chicago, catching small luncheon meetings of hams, talking to them at the Radio Parts Show then in progress at the Conrad Hilton. Hours were spent in the ARRL suite meeting and talking to hams from all over the States. In the final tab on all of the yakking and listening, we decided one thing . . . The Hams Wanted The DX-pedition to Continue. And that was the one thing we had to know.

KNOWING IS BELIEVING and after final goodbyes in the Windy City, Danny and I set forth for Tampa. It was decided that Danny could use some of the natural benefits of the Sunshine State. Having successfully avoided any and all reefs we arrived in Tampa and went to work on the Foundation Plan. The results of the conferences up North had helped bring into focus just what was needed to put the Yasme III in the Pacific by Christmas 1959.

TIME BEING OF THE ESSENCE of getting Danny on his way, it was decided that there would be no more lecture tours, hat passings, etc. It was decided that a Foundation operating as a non-profit organization governed by a board of directors with its business affairs being conducted by a Business Manager, would be the proper way to approach the problem of raising the money to build or buy and outfit a boat to get the new expedition under way. A Charter was drafted with the advice of the Foundation Attorney, and it was then sent on its way to its subscribers. They were: Golden W. Fuller W8EWS, Flint, Michigan; Charlie Biddle W6GN, Los Angeles, Cal.; Dick Spenceley KV4AA, Saint Thomas, V. I., U. S. A.; Bill Halligan, Sr., W9AC, Chicago, Illinois;

and Ed Stanley W4QDZ, Tampa, Florida. The charter made the rounds and finally, after getting delayed between Los Angeles and Saint Thomas, arrived back in Tampa. On the 31st day of July, 1959, the charter was approved in the Circuit Court by and for Hillsborough County, Florida, and handed to the Foundation Attorney by Judge John Germany, under whose Court the Foundation will operate and to which Court it will report its activities.

WHILE ALL THE FOREGOING legal work was going on a ways and means of getting to the friends of the Yasme Expedition was being sought. After six months of absence from the air most of the boys had lost touch with the Yasme deal. It was decided to do some statistics. All of the logs on the West Indies trip were sent up from Saint Thomas for analysis. The calls were checked against the Call Book and ledger file cards were set up on each contact. Each card contains the name, address, call sign and contributions made. A very conclusive fact emerged from this labor: Of approximately 34,000 contacts made, around 2600 hams contributed. The average of contributions was \$5.50 per contributor. On this known information we had something to go by. There were 2,600 active supporters of the DX-pedition who had put their best into making the project go. Odds on, they would do it again. The next thing, knowing who our friends actually were, was to bring them into the Foundation.

A LOT HAD TO BE SAID to bring them all up to date. Thus, the YASME NEWS came into being, and while the bit champers champed and the old friends wondered, the Staff finally got the NEWS together for its first issue. Magazines cost money, so another operation called OPN ADVT came into the picture and loyal supporters in the jobbing and manufacturing field stood up to be counted. This took the edge off the cost angle and permitted us to get this first edition to you. Of course they had to be mailed, so VP2VB/MM "bashed away" many hours typing labels.

THE PURPOSES OF THE YASME FOUNDATION are very clear. They may be stated simply as follows: They contribute to the advancement of amateur radio as a scientific and educational medium, to assist those handicapped hams in need of the therapy and pleasure which ham radio can give as nothing else can, to create international good will, to conduct scientific explorations in the fields of oceanography and hydrography, and to share its findings with every one regardless of race, creed or color. The purposes of the Foundation are many-fold.

(continued on pg. 17)



▲ Bob Crisler, W8HWC, Prexy Catalpa Radio Club, Birmingham, Michigan, presents Danny with check for Foundation Activities at special meeting in May. Andy Ghent, Club Secretary, smiles

broadly. Dave Tremayne (ZL1AV) and Ed Stanley (W4QDZ) watch proceedings. Check was proceeds of raffle of equipment donated for the purpose by Duffy Radio, Detroit.



▲ Jim Bingham, W4KRC, President of the Tampa Amateur Radio Society, presents Danny with the FLORIDA SKIP AWARD FOR MERITORIOUS SERVICE. "For creating International Good-will between U. S. A. and other countries during World-Wide DX-peditions." Ed Stanley, W4QDZ, Business Manager for the Foundation, waits to present a leather bound copy of the "Radio Amateur's Handbook" which carried the autographs of the ARRL Staff at West Hartford. Presentations were made at Inter-Club meeting held in Tampa July 2nd and attended by Saint Petersburg Amateur Radio Club, Suncoast VHF Club, Tampa Amateur Radio Society (as hosts) and MacDill Air Force Base Mars Club.

▶ YASME SKIPPER, Danny, VP2VB/MM presents Bill Halligan, Sr., W9AC, with specially painted tie showing Yasme luffing into wind. During pre-foundation discussions in May, 1959. PS: Note Halligan crest on Danny's tie. A typical example of reverse lend-lease.



▶ Danny and Light House Larry Neal (General Electric Ham Tipster) discuss the plans of the forthcoming expedition in the General Electric offices at Owensboro, Kentucky, Dave Tooley (W4LUB), General Electric, and Ed Stanley (W4QDZ) QRMing on the side. Subsequent inspection of the Operation Snow White with the thousands of Kentucky Beauties involved almost changed Danny's mind about taking the four year expedition. (June, 1959).

▶ James J. Lindsay (left), Foundation attorney, accepts the Yasme Foundation Charter from Judge John F. Germany, of the Circuit Court, Hillsboro County, Florida. (July 31, 1959).



In My Opinion. . .

This is one of many opinions. We invite yours.

Mr. Danny Weil,
% The YASME FOUNDATION,
Box 13165,
Tampa 11, Florida.

Thank you for the autographed scroll on the Yasme II. I have typed in all the contacts made with on this expedition, including the one from the boat at sea near Madeira.

This makes a complete log of your trip, and I worked you from every stop you made. Just how many other fellows accomplished this I don't know, but I don't suppose too many at that, Danny!!! This scroll is being framed, and will take its place on my wall with numerous other SSB Awards.

I am enclosing . . . for a membership in the YASME FOUNDATION, and think it's a heck of a good idea. Too many amateurs sit on their rear ends and gripe all the time, but don't do anything constructive. I always find that those who do something are always being criticized by somebody who does nothing.

Sure, Danny—this is an unusual deal for you to go around the world in a boat and give all the hams new countries, etc., and you have ALWAYS QSL'd the boys, and handled these contacts in a fast, efficient and gentlemanly manner. You can't say that about a lot of the other expeditions, as preparations were never like your trips, and BESIDES—you always had a powerful signal that we could hear and work!!!

I am not in the running with the top DXers, as I don't have the time. I know I have the signal and the equipment to do it, but it is still a hobby with me, and I want some FUN out of this ham radio. I have 132 countries confirmed on Two Way SSB, with DXCC, WPX, CQ 100 Country, WAC, TPA, 101, CCC, and sending for BERTA, also. I have numerous other awards, too, so I am not too bad regarding SSB, and I have only been on SSB for about three years. I have been on the air since 1913, and I have had lots of fun during these years and active in many, many things including our new Amateur Division at FCC, when four of we amateurs appeared before the full FCC Commission in 1948.

I should be happy to receive your Yasme News, and if I can help out with some news—it would be a pleasure.

Do not be discouraged with adverse reports on the Yasme Foundation, which many amateurs will call sour grapes—commercial interests—and nasty names. Just go ahead and do a job—get your boat. I am sure with prompt response to the QSL cards as you have always done in the past, and Dick at KV4AA helping out, that whatever venture you make will be a success.

I just ran over a bunch of wire yesterday with my new mower—I am sure my wife doesn't need a new skipper at the house, just because I had an accident, too!!!

Best of luck to you and your crew, and it does take \$\$\$ to do a job, Danny, so don't be bashful about the YASME FOUNDATION—let the world know they can HELP, too!!! There are too many amateurs who are willing to take all—but do not care to help. It's SO EASY to sit on the sidelines and call the shots, but it's a heck of a lot different when you are in the game.

Sincerely,
Chas. W. Boegel, Jr., W Ø CVU,
1500 Center Point Road, NE,
Cedar Rapids, Iowa.

. . . and from W8JIN

Dear Danny:

The Yasme Foundation is a good idea and think it is the best way to get going again. I go along with Dick on the idea of not trying another tour . . . considering all phases I think you will do better with the Foundation idea. . . . You need some publicity in the DX columns of QST, CQ and all the rest of DX club bulletins throughout the country. There are still plenty of places to be visited and with fall and winter coming along it would be timely to spread as much news about the new Yasme as possible.

73
Jim, W8JIN.

DANNY'S DIARY, continued from pg. 5.

see if she could stand up to a spot of reef work.

Tahiti is next on the list but we shall only be there for a short sojourn of five years or so to refuel. Really I hate to wastetime at such an uninteresting spot and I feel sure the crew will be terribly bored. The Kermadeks might be useful to some and perhaps Wallis Island. They tell me its is owned by the French and I sure don't wish to lead the crew astray. I think the real fun will begin when we get through the Torres Straits and reach Timor. I know that somewhere along there is Bali and they do have some wonderful carvings . . . They prefer wood but sometimes when the mood gets them, an odd ham or two makes them feel good. To Borneo via the Malacca Straits could create a diversion for the crew. I do sincerely hope they are well trained in the use of firearms and have been inoculated against every known disease. Am just wondering if there are any volunteers who will stand by in Ceylon to replace the crew who didn't quite make it. By keeping the boat afloat after getting this far . . . we shall install 6 motor driven bilge pumps as I know the hull will be almost eaten through by teredo worm by now, we may reach Chagos Island. Here we may need a helicopter to get ashore so will put a call through to "Whirlybirds, Inc." express delivery. Seychelles, Aldabra, Zanzibar will all come in their turn and finally Ascension and St. Helena . . . which will be en-route back home again. More about the future later.

73s,
Danny

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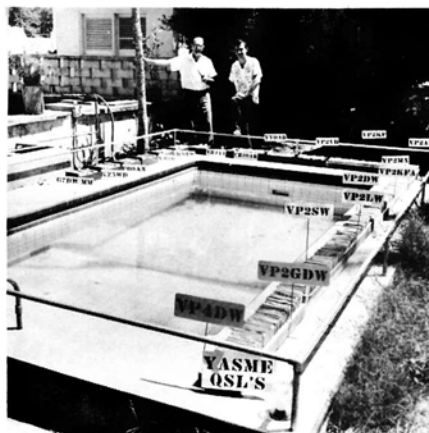
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The Yasme Foundation assumes no liability implied or otherwise with respect to the products and/or services advertised.

ENOUGH?



by Richard C. Spenceley, KV4AA

Forty-two feet of closely packed QSL's, representing the YASME I effort as G7DW/MM, KZ5WD, FO8AN, VR1B, and the more recent effort of YASME II as YVØAB, VP2VB, VP2KF, VP2AY, VP2KFA, VP2DW, VP2LW, VP2SW, VP2GDW, and VP4DW adorn the sides of KV4AA's economy-sized swimming pool. These do not include a few thousand YASME II cards received sans contributions, and returned to senders bearing a stamped confirmation of the QSOs. Although no actual count has been made, it is estimated that some 24,000 card verifications have been made.

As may be imagined, to keep pace with this chore, we were definitely kept hopping, especially during the YASME II trip as new one piled upon new one without respite. Between August and February an eight to ten hour daily average was put into the checking and the sending of QSL's.

Our foremost aim was to answer contributors cards promptly. To speed this process, Danny's logs were transmitted daily to KV4AA over the air from most VP2 stops. Many received their QSL's from three to four days after the actual QSO, which in view of the usual DX'pedition lag in QSL's should have been most gratifying.

Danny's logs are always kept in GMT. This is a standard which I think should be accepted whether or not you are sore at the British for the war of 1812 or not. For the benefit of too many, we hasten to add . . . that GMT means "Greenwich Meridian Time" not "Got My Ticket." (Or Scotland Time). To facilitate log check it was requested that all cards bear GMT. With the mathematical future of America in mind. The results were definitely disturbing. Conversions from local time to GMT, were (in many cases) so far off that matters were made worse. The greatest booboo was the date, which was invariably wrong. Many just couldn't visualize that 9 P.M. EST in New York on April 5th was 0200GMT April 6th in London. Or, that 11 P.M. in San Diego on April 20th was 0700GMT April 21st in dear Old Blighty. Justified or not, we were a bit peeved about this because it involved many additional hours of searching through the logs and a considerable return of cards to their senders, unverified.

Our job was to keep the expedition operating. Contributions were doing this very nicely until Union Island got in the way. Contribution-wise, each stop was considered a new expedition. Cards received, and which contained no help, were rubber stamped, which represented a legitimate QSL acceptable to ARRL, and returned to their senders via bureaus if no SASE was enclosed. This method speeded up our QSL output very greatly and should have satisfied the non-contributors.

At the start of the YASME II trip, all VYØAB cards received immediately after the trip were answered directly by airmail. The same held true for VP2VP cards, which were sent out regular mail. These cards carried information as to the nature of the DXpedition and requested help wherever possible. From VP2KF on, having surmised that most of the fellows were in the "know", the regular QSL methods were put into use. Well over \$1,000.00 went into the postage for YASME II QSL's alone.

We give our thanks to Dave (ZL1AV), who arrived here in time to provide a most helping hand with the VP2GDW and VP4DW cards. He has also been cleaning up a back-log of over 2,500 KV4AA QSL's which have been relegated to a dark corner during the YASME rush.

When Danny "rides again", as he most certainly will we will look forward to providing even better QSLing in which the rubber stamp method will not be necessary.

73,

Dick KV4AA

FOUNDATION REPORT, continued from pg. 14

THE MAIN PROJECT and continuing work laid out for the Foundation is the care and feeding of the Yasme Dxpedition. There are many things required to put on such a project. This time a crew will be carried, and a well known American Ham, with DXCC, has been accepted for the cruise. He is Joe Reisert, W2HQL, of Wantagh, Long Island. Congratulations, Joe. Joe is 22 years old, a grad of the Long Island Agricultural and Technical Institute, and formerly has worked for Sperry Gyroscope and IBM. More on Joe later.

THE BOAT HAS BEEN LOCATED and now lies in Clearwater Marina. The Foundation has accepted Danny's recommendations on her and is making efforts to acquire her. The price is \$17,500.00 and some modifications will be required, plus the general clean up and anti-fouling of the hull. With fast response from our request for contributions we can have her South of Panama by Christmas. Note the letter from Dick, KV4AA.

IT'S YOUR DEAL NOW. . . . Write the Foundation with any ideas, suggestions, or criticisms (constructive, please), which you may have. We need lots of help to make the Foundation a fully participating group. Walk, talk, and promote your Yasme Foundation. The return will be most gratifying.



The YASME FOUNDATION

BOX 13165

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BOURNEMOUTH, ENGLAND

Fellow Ham:

Here is your own special First Edition copy of the YASME NEWS. Read it from cover to cover and you will be brought up to date on the aims and purposes of the Foundation and its future planning as it concerns YOU.

This edition is being mailed to 3,500 hams, distributors and manufacturers. You have received your copy because the past records of the Yasme Expeditions show that you have been a loyal supporter from both standpoints: Contributions and Activity.

The officers and directors of the Foundation have worked long and hard to make it a fact. Now that it is a reality, the ball is being handed to you. We know you will help us carry it.

Under the Foundation Charter a Contributing Member is any one of good moral character, acceptable by the directors, who makes a contribution to the Foundation. In other words, there is no stipulated amount. Each of us knows what we can honestly do.

We are suggesting, however, that Contributing Members make a minimum contribution of \$5.00 per year. This will include the YASME NEWS. Also, a suitable card will be furnished for carrying, and a scroll of great beauty for framing.

All contributions will be officially receipted by this non-profit organization.

We have located the craft for the job. She lies in Clearwater Florida Marina, and the Directors are now negotiating a purchase. She will run well over \$20,000.00 to purchase and re-fit. Time is of the essence on this transaction.

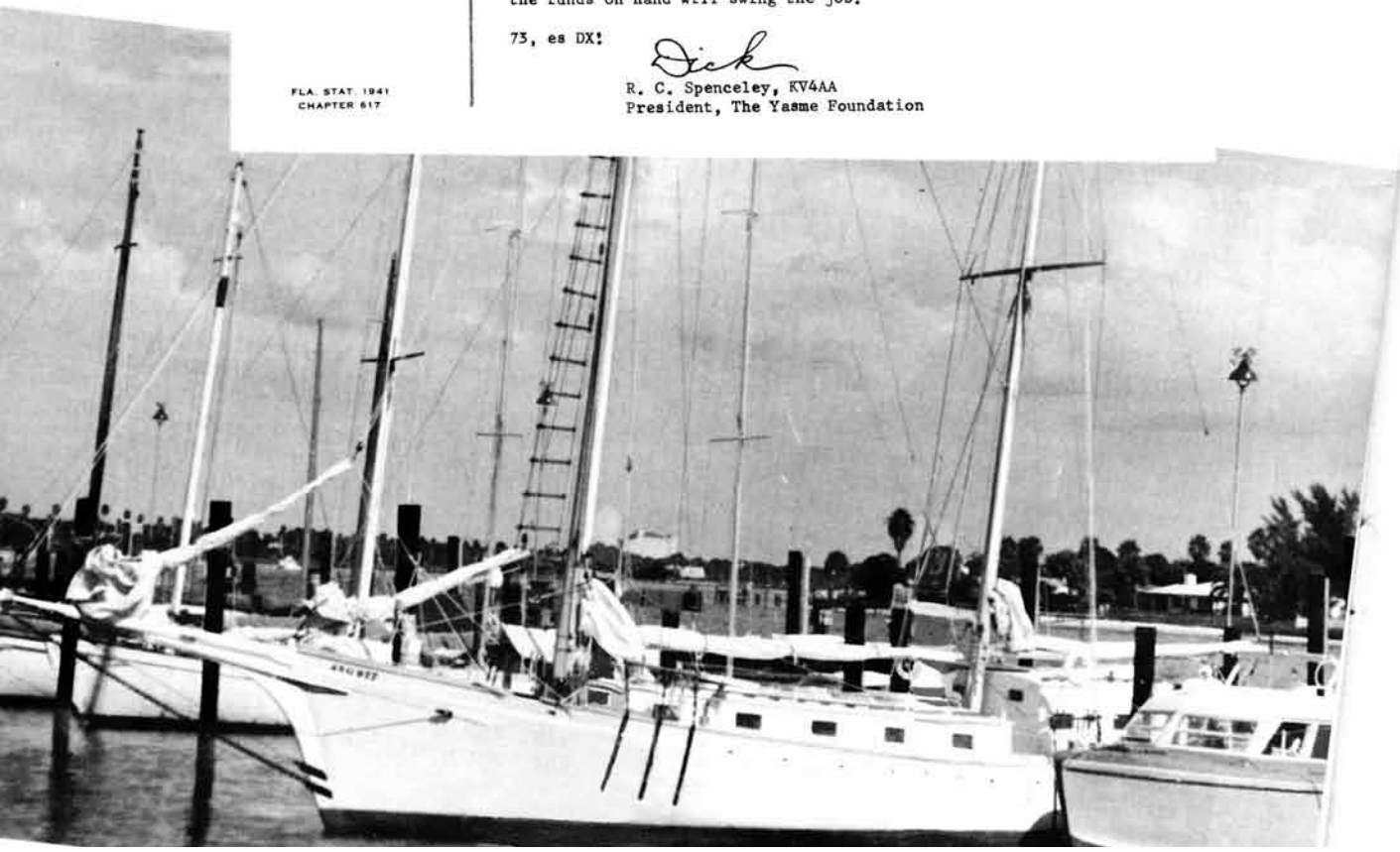
Therefore, with no further ado, we are asking that you immediately send us whatever you feel you can honestly contribute toward the immediate problem of the Yasme III. And please do it today: Be as generous as you can and with each of you doing just that there will be a Yasme III in the Pacific by Christmas.

MAKE YOUR CHECKS PAYABLE TO: THE YASME FOUNDATION and forward to the address shown at the top of this letter. Your contribution, plus the funds on hand will swing the job.

73, es DX:

R. C. Spenceley, KV4AA
President, The Yasme Foundation

FLA. STAT. 1941
CHAPTER 617





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Come see the positively biggest and best array of good equipment at real money-saving reductions!

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TNX, OM...
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You have proved it by so many more of you flocking to

HARRISON
"Ham Headquarters, USA"... Since 1925

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TO E-X-P-A-N-D AGAIN!

- We've taken over two more large floors in our second building!
- Our entire Equipment Dept. has been spread out to give you better display and demonstration of all the latest and best Receivers, Transmitters, and accessories.
- The world-famous HARRISON TRADE-IN CENTER is now bigger and better than ever—with even more of the biggest and best bargains in traded-in gear you have ever seen!
- We've added a new CLEARANCE SECTION, to be kept crammed full of closeout items, slashed to a fraction of their original prices.
- Our big Parts Dept. store has been modernized, to give you even quicker over-the-counter service on parts for Amateur and Industrial.
- Coming! The Harrison Exhibit of Electronic Components. A permanent display of all the newest parts, housed in ninety feet of glass cabinets! Cataloged to facilitate selection by Engineers and Hams, and for the edification of Students and beginners.
- Our Industrial Sales Dept. has been enlarged again, TWX and more telephones added, etc.

Come to Our Big Summer Long ALTERATION CLEARANCE SALE!

Store-wide reductions on tremendous quantities of equipment and parts! Bonus gifts! Closeouts! Bargains!
Come early, come often—new items added every day!

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Here, at Harrison's, in the World's Largest Trading Center, is where you get the most for your money!—The newest equipment, the best friendly service, the greatest values, the easiest terms, the "hottest" trade-in deals!

Nowhere else can you see such a tremendous array of all the latest and finest Ham gear, waiting for you to inspect, select, try out, then take safely home with you.

So, hurry on in (it really is a shorter trip than you think!) to HAM HEADQUARTERS, U.S.A. Bring along your old rig, for my tip-top trade-in deal. I guarantee you'll go home happy!

73. Bil Harrison, W2AVA,

(Of course, if you can't visit us, my mail and phone order service is still the best in the world!)

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We're growing, so... HELP WANTED.

We have some excellent positions open in our Amateur Sales, Industrial Sales, Office, Stock, etc. for qualified male and female personnel. Please submit resume, or apply in person.

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[LONG ISLAND—144-24 HILLSIDE, JAMAICA]

there are more
hy-gain trap tribanders in use
than all other
three-band beams
combined!

because the **SMART BUYERS**

Compare!

Compare Size

Compare the Hy-Gain Full Size Trap Tribander with any other trap tribander in the industry. You will find it is the only one that has both full element spacing (.25 wave length boom on 20 meters) and full sized elements (longest element 32'). This amounts to almost a third more metal than smaller tribanders selling for the same price. If you have a space problem, buy the Hy-Gain Miniature Tribander at a savings of \$30.

Compare Construction

Hot dipped galvanized steel boom 1 1/2" in diameter for maximum strength with lowest possible wind loading. Boom braces form rigid angular boom to mast assembly. Heavily plated 10 gauge steel channels attach all elements to boom and boom to mast with positive grip. Elements are 6061T6 high strength aluminum alloy; 1 1/4", 1", 3/4" and 5/8" in diameter. All hardware is galvanized and irridite treated offering weather resistance superior to that of any other known material. Hy-Gain's streamlined traps (only 2x3") together with steel boom construction result in the smallest wind loading area possible in a full sized tribander.

Compare Matching

Exclusive Hy-Gain Triaxial Gamma Match System with coaxially formed reactance cancelling capacitor built in makes possible for the first time a perfect 1:1 SWR on a three band antenna. Although factory precalibrated, it is also adjustable to compensate for variations which may be encountered at each installation site. Exceptional bandwidth maintains low SWR over the entire band. The use of this matching system permits tuning the array for maximum gain with no compromise to facilitate matching.

Compare Traps

The Streamline Hy-Gain Traps are small (3" in diameter) and light weight. They actually have less wind surface area than any other trap manufactured. Capacitor, dielectric and coil form moulded high impact styron. They are designed to take 1 KW AM, 2000 watts PEP. Individually factory resonated for maximum frequency energy and completely factory weather sealed, water proof and air tight (do not breathe) for years of stable operation. Carbon activated polyethylene covers. High Q coils well removed from any metal mean highest efficiency of isolated action.

Compare Performance

Hy-Gain's High Q Traps result in minimum element loading and true full sized performance. The longest element of approx. 32' together with full size 18' boom spacing results in a triband beam with full 8 db gain and 25 db front-to-back ratio. No smaller 3-band beams can develop this gain. In addition, Hy-Gain does not compromise by detuning parasitic reflector and director to raise feed point impedance of array so that it can be fed split dipole with a 52 ohm line. Instead, the Hy-Gain Tribander is tuned for maximum forward gain and the matching is accomplished by the Triaxial Gamma Match System.

Compare Price

Hy-Gain's tremendous Ham Acceptance and large volume production makes possible the lowest price in the industry for a full-sized three element tribander; - \$99.75.

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