

OCTOBER - NOVEMBER 1959

35¢

VOL. 1

NO. 2



the YASME NEWS

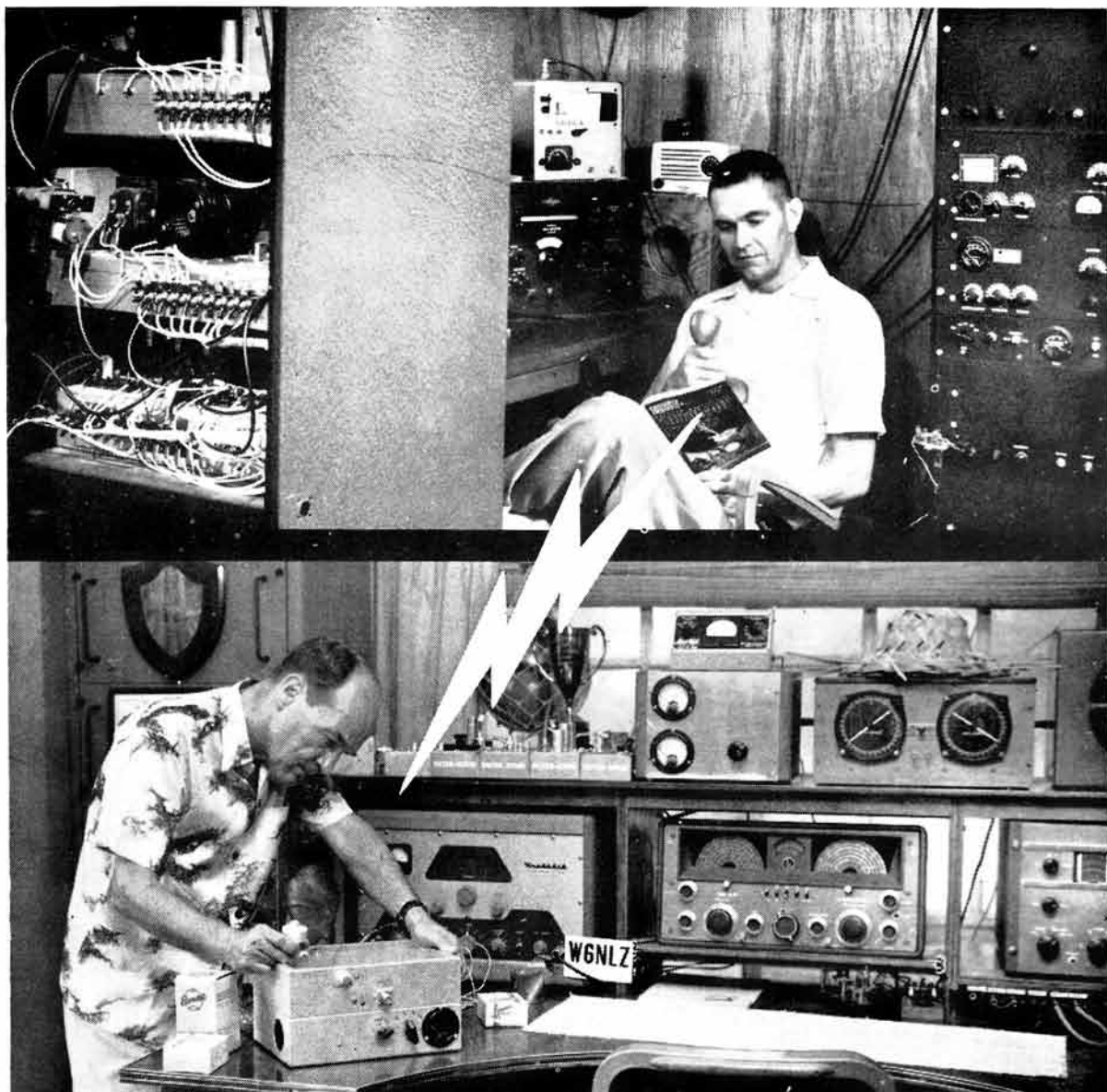


Harriett Woehst, K5BJU, our new YL contributing editor. Are'nt we lucky?

NEW... in this issue -

- CLUB NEWS
- YL HAPPENINGS
- 160 METER DX

Last minute
BUY IT NOW
YASME !!!
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2540 MILES AT 220 MEGACYCLES - EIMAC TUBES HELP SET NEW DX RECORD

John Chambers, W6NLZ, and Ralph Thomas, WH6UK, have done it again. On June 22, 1959, they set a new ARRL 220 megacycle DX record of 2540 miles between California and Hawaii. Contact was established at 10:10 p.m. Pacific Standard Time and maintained until 11 p.m. The contact was repeated the same day and again on June 30. In 1957, Ralph and John set a two meter record over the same distance with Eimac-powered rigs.

Exceptional performance by Eimac tubes helped set this new record. KH6UK in Hawaii operated a pair of Eimac ceramic 4CX300A's in push-pull in his final amplifier, driven by a pair of Eimac 4X150A's. The final operated at 800 watts input - 400 MA at 2,000 volts.

KH6UK reports his Eimac tubes "just loafed along and input could have been increased to a full kilowatt with ease!"

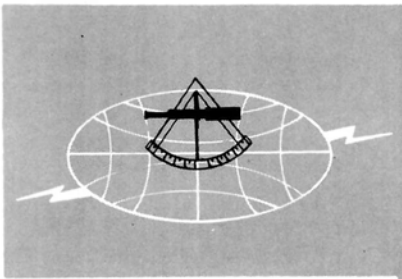
W6NLZ in California operated both CW and sideband, using a pair of Eimac ceramic 4CX250B's in push-pull.

For greater pleasure and more records, include Eimac tubes in your transmitter plans. They've never been equalled for outstanding performance and reliability.

For complete information on Eimac tubes write our Amateur Application Department.



EITEL-McCULLOUGH, INC.
San Carlos, California



THE YASME NEWS

Published monthly as the official organ of THE YASME FOUNDATION, a non-profit organization.

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Box 13165 Tampa 11, Florida

VOL. 1

NO. 2

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ON THE COVER

We are happy indeed, to have the spritely, light-hearted talent of Harriett, K5BJU. Be sure to follow Harriett, in The Yasme News YL column, now appearing monthly.

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FOUNDATION REPORT



by Ed Stanley, W4QDZ

QUITE A FLURRY DURING THE PAST THIRTY DAYS was the result of a bulletin published in Short Wave Magazine. Let Dick's letter, published below, give the whole story:

THE YASME FOUNDATION

OCTOBER 3rd 1959

Dear OM:

As the following item has received considerable publicity in U. S. A. and foreign amateur radio periodicals, I feel, as a matter of self defense that the following facts should be brought to your attention.

This item appeared in the September 1959 issue of Short Wave Magazine (British) on page 252. It was subsequently quoted in the D. A. R. C. organ QTC and W4KXV's DX Bulletin:

"Just as this was going to press it was reported that the Colonial Office has withdrawn all amateur facilities from Weill, VP2VB, and he is no longer permitted to operate on any amateur band under that or any other British Colonial call sign. The reason? 'Flagrant abuse of amateur privileges.' At the moment of writing this has not officially been confirmed over here."

G2DC was asked to run this rumor to earth and on Friday Night he advised us that this report had been sent to Short Wave Magazine by a W6. This W6 has been quite peeved at Danny ever since he signed VP2KFA during his DXpedition to the Island of Anguilla in November 1959. It seems that this W6 considered Anguilla his private stamping ground ever since he had pirated the VPØRT call from that spot earlier in 1958. At that time we were quite content to let him "have" this island, but upon Danny's visit to Saint Kitts, which governs Anguilla, he was informed by the authorities that they had no knowledge of the VPØRT call sign and that it's use was illegal. They further stated that they only had authority to issue calls in the VP2K - - series and were not authorized to grant licenses to U. S. Citizens. We then felt justified in advising Danny to proceed to Anguilla with all speed.

Our connections with the YASME trips have been close and we are in a position to state that all of his operations under British Colonial call sign and that its use was illegal. They illeges, flagrant or otherwise. In all cases his licenses have been granted by the proper authorities and his operations have been in keeping with the best amateur traditions.

The unilateral vindictiveness of this W6 may continue according to the dictates of his conscience. It is unfortunate but it is a risk we will have to put up with.

The administrator of the British Virgin Islands has been contacted and has advised that Danny's VP2VB license is quite secure and may be used whenever Danny chooses to operate from that spot. Danny had no trouble whatsoever in procuring his VP7VB ticket under which he operated from September 29th to October 5th. These facts further refute the validity of this item.

We question the propriety of the Editors of Short Wave Magazine in printing such an, admittedly, unsubstantiated item when they could not but be aware of the short range derogatory effect it would have on the work we are doing towards the YASME III trip.

We doubt that the influences of this W6 extends into the British Colonial Offices to the extent that they would close down Danny without informing the principals in the case and without an equitable hearing.

Very truly yours,

DICK

R. C. SPENCELEY, KV4AA

President THE YASME FOUNDATION

Herewith is a letter from G6FO, Managing Editor of Short Wave Magazine, received here today (Oct. 12, 1959). It might be well to print it and thus finalize this matter.

Mr. R. C. Spenceley, KV4AA

Box 403

St. Thomas

Virgin Islands, U.S.A.

Dear '4AA,

Thank you for the airmail copy of your comment, dated 3 October, on the paragraph about VP2VB on p. 252 of the September issue of SHORT WAVE MAGAZINE.

This report was accepted in good faith. It reached us as a last minute item, and was written into "DX Commentary" by me — as I often have to do — just as the issue was closing for press.

A check subsequently with our Colonial Office here in London showed that the information was not correct. We had therefore already decided, before your letter was received to publish the necessary correction in the next available (November) issue of the Magazine.

I regret it if the paragraph in question has in fact caused you any difficulty — but if this is so, I am sure the correction in the November issue will put it right.

May I just add that difficulties of this sort would not arise if we were given, at this office, factual information about VP2VB and his plans and movements.

73,

Austin Forsyth, G6FO
(Managing Editor)

Just a bit late with going to press on the second month but the News comes out this month with another Department, a sparkling YL column ably done by Harriett, K5BJU. One thing about Harriett's column, she seems amply supported with pin up photos. Welcome to our Staff, K5BJU!

POLICY MEETING at the shack of KV4AA September 11, 12, 13 brought about several important moves. One was the finalization of the By-Laws, and the other the determination of the breakdown of the income as to use. Based on the recommendations of Charlie Biddle, W6GN, Director and Founding Member, a maximum of 25% of the income has been allocated to administrative functions, with 75% of the donor dollar and other income being directed into a special account for the purpose of purchasing the boat and furthering the forthcoming expedition through subsistence and maintenance.

IN ORDER TO PERMIT THE PURCHASE of the YASME III immediately, several of our Directors have offered loans to the Foundation, which will be repaid on the basis of 50% of the income until paid. We have entered into negotiations to purchase the SANS-REGRET, a sister ship of the YASME II, for \$14,600.00. This boat was selected over the prior craft because she will accept all of the spare parts, sails, etc., which were salvaged from the YASME II. Ten percent has been paid down, with an additional payment on delivery to bring the balance to \$10,000.00. The terms of the purchase will permit us to bring the boat to Tampa for outfitting and we are depending on the contributions from the membership to take care of the greater percentage if not all of the balance. **FROM ALL INDICATIONS** it will not be possible to insure the YASME against loss on the projected trip. Our own insurance will be its crew.

The First Edition of the Yasme News went out to 4,000 persons. The total cost of the News was \$1190.64 plus \$120.00 postage. The first issue was light on advertising and the advertising income was 630.00 This month has considerably more advertising. **LET OUR ADVERTISERS KNOW YOU READ THEIR ADS.** Like any other venture in the field, the News is under considerable inspection by the industry and the hams. We are doing our part to make it top drawer. The only way it can go is forward, and since it's yours, you go with it.

DANNY operated VP7VB as a warm up, first time since the Island wind-up after the Union Island wreck. Lots of old acquaintances renewed.

IN THE POLICY MEETING AT ST. THOMAS the business of Chapters was written into the By-Laws: **ARTICLE VI . . . Chapters . . . Section 1, Purpose and Scope:**

"The Foundation may, through its Directors, set up Field Chapters, in various locations, for the purpose of creating and maintaining strong membership activities which will contribute to the well being of the Yasme Found-

ation. Said Chapters shall be operated under Special Charters granted unto them by the Foundation and the by-laws furnished and/or approved by the Foundation.

Each charter so granted shall be in full compliance with the Charter of the Yasme Foundation and also must conform with the rules and regulations affecting such Chartered organizations in whatever geographical or political subdivision in which such a special charter may be granted."

There have been several requests that the above Charter availability be written into the by-laws, and upon such petitions the matter was duly considered, and adopted by the Board of Directors. If you would care to participate more fully, at your local level, please write the Foundation and the matter will be given immediate consideration.

A broken dream has become real again. As we go to press, we have just received word from Danny in Fort Lauderdale, that the yacht Sans Regret, has been accepted as the result of survey. We would like to thank all contributors to the fund who, through their generous donations, have made possible this immediate purchase.

We still have a long way to go as there remains a balance of \$10,000 which must be paid.

NOW, FELLOWS AND YLS: The success or failure of the Foundation depends on you. A lot of you have laid aside your contribution envelops. Won't you pick it up right now and make your contribution? Time is a most important factor and it ticks away 3600 seconds per hour.

September 30, 1959

STATEMENT OF INCOME AND DISBURSEMENTS
Period Ending September 30, 1959

INCOME:		
Contributions	\$5,922.73	\$6,031.13
Yasme News Advertising Sales	108.40	
DISBURSEMENTS:		
Organization Expense	50.00	
Office Supplies	64.72	
Bank Service Charges	1.84	
Danny Weil, Subsistence Acct.	825.64	
Telephone and Telegraph	110.63	
Supplies	40.08	
Travel Expense	146.56	
Postage	142.28	
Freight	19.25	
Wages	83.00	
Less W/holdings	9.07	73.93
Expedition VP7VB		66.35
Deposit on Office Equipment		76.20
Deposit on Sans Regret (held)	1,460.00	
Total Disbursements		3,077.48
BALANCE TO BE ACCOUNTED FOR:		2,953.65
Cash on Hand Petty Cash		50.00
Cash on Deposit		
First National Bank of Tampa		2,903.65
		2,953.65

I hereby certify that the above accounting is accurate and true to the best of my knowledge.
October 4, 1959

EDWARD A. STANLEY, Treasurer
THE YASME FOUNDATION

EXALTED carriers

YL chit chat on the distaff side . . .



by Harriett Woehst, K5BJU

YLs (Young Ladies) and YF's (the wife) will no doubt be increasingly more active on the ham bands now that the QRM has QSY'd to the little red school house. Hats off to those who chose teaching for their profession!

The girls are busily marking their calendars with the dates and times the YL Nets will soon resume operation as well as the two YL contests in the offing. The 10 Meter Hairpin Net, 15 Meter Cross Country Net and 20 Meter Tangle Net are all on AM. (Surely you remember what AM is . . . Ancient Modulation . . . You know, TV without the picture). The "HOWDY" Contest, scheduled for September 27 thru October 3, is a new one. Then the YLRL Anniversary Party will be November 11th & 12th on phone and 18th & 19th, CW. The Howdy Contest should make many FB QSOs possible with both new YLs and old acquaintances since it lasts a whole week. (See HARMONICS and the YL Columns in QST and CQ for rules.) Both are YL to YL, supposedly, but bet you log an OM every so often . . . especially in the CW portion of the AP.

The new YL-SSB Net is in the final stages of organization at this writing. This one will, from the looks of the questionnaires returned from a recent mass mailing to the 105 gals known to be on sideband, meet for the first time on Wednesday, September 30, 1300 to 1500 CST, at 14,260 Kc. The comments regarding the proposed SSB Net have been much fun to read while anticipating the pleasure of working each of these gals regularly.

There has been a suggestion from several to have more than "just a social net". Many of the YLs on sideband devote much of their operating time to handling traffic and these would no doubt appreciate having the participants of this Net accept QTCs for delivery or further relay thru the local traffic outlets. This hobby has so many interesting fields of operation that perhaps the handling of messages to accommodate our servicemen or the general public is one that you have not yet investigated. Whether you plan to devote much or little of your operating time to this facet of amateur radio, it is well to have had experience in using the proper message form as set forth by ARRL. Perhaps there will be others who will want the YL-SSB Net to be more than social whose idea of being objective is quite different. The 'purpose' of such a net will be decided by those who participate in it. What is your pleasure?

Interested in WAC/YL, TWO WAY SSB? NORTH AMERICA should present no problem with the many girls in W-K land. WA6HJK/VO1, Mary, will soon be leaving Newfoundland,

but heard a new YF up there a couple of weeks ago, K9PNP/VO1, Cheryl. The Alaskan QSOs still count for DX though also necessary now for WAS/YL. On SSB from this remote outpost (I cannot bring myself to say 'largest State') are: KL7's CUY, Kay; BRX, Pat; BEW, Thelma. With the beam on SOUTH AMERICA look for ex-CN8MM, Eva, now frequently and potently heard on both 20 and 15 from Sao Paulo with her new call PY2AQZ. OA5M, Nell, has long used her 15 meter SSB "pipeline" from southern Peru. ZP5JE, Clara, and LU4DMG, Maria, will no doubt have many anxious souls "standing by" for a long time to come as they put their QTHs on the map for SSB-ers.

That charming feme voice at I5GN, Pat, has done a wonderful job (as has her OM Jere) in their hundreds of QSOs from Italian Somalia. Thanks to W6UOU for providing the Argonaut which they used through September 15. We'll miss both of them on SSB. Another YF in AFRICA who has helped many rabid DX-ers know that superb feeling of conquest with her gracious manner and charm is OQ5IE, Jane. Not only is the QSO long to be remembered, but so is the rapid QSL service via her State-side friend, the queen of SSB, K2MGE. Jane has an excellent signal on both 20 and 15.

KA2YL, Lois, is our lone known YF on sideband in ASIA. Once was the day when she could be heard daily at 14.305. Long time no hear. OCEANIA is beautifully represented by KX6CM, Marge; KB6BL, Helen; KH6's AFC, Hazel; and CIB, Doris. This leaves only the EUROPEAN continent in which we know of no gals on SSB. Heard there was one in DL-land. Would like to know her call . . . and would like even more to work her!



Wedding bells for Grace KØMET, to become Mrs. K5KDN.

Speaking of DX reminds us that there is more than one technique these YLs use in "logging" such contacts. The glamour portrayed herewith, Grace Sarvis, has operated from her home in Iowa this summer (DX-short skip) with her KØMET call. Late september finds

her kneedeep in last minute details and entertainments in her honor just prior to what will no doubt be a most beautiful candlelight wedding on October 10. Grace will publicly acclaim her interest in (ex)-DX as she becomes Mrs. K5KDN, ex ET2US. Look for her as she operates the HT-32 and SX-101 between rehearsals and performances with the Houston Symphony Orchestra in which she plays English horn and oboe. This will be Grace's third season under contract to the Houston Symphony. Nice that she will now apply for her 5-land call and drop this "KO . . . port-abut" bit. She is a charter member of GAYLARK, is a member of YLRL, ARRL and HARC.

This will be Grace's third season under contract to the Houston Symphony. Nice that she will now apply for her 5-land call and drop this "KO . . . portable" bit. She is a charter member of GAYLARK; is a member of YLRL, ARRL and HARC.

Years after Gracey becomes Mrs. Bob Tracy she will probably look back on their wedding and reception as more than slightly resembling an ARRL hamfest. K5BJU is to be her matron of honor, K5MNB the best (?) man, W5DDJ and W5ULZ ushers. Assisting at the reception will be K5PFF, W5DRA, K5MIZ and K5ALF. The Tracys will move into the home they purchased from K5SPD and K5OEA when the Navy moved them to Port Deposit, Maryland. Just think, the neighbors are already TVI proofed!

33 . . . de K5BJU

ABOUT THE WITER:

"So, we've been married 18½ years. Now is the hour! IT'S EITHER HAM RADIO OR ME! . . ." (Famous last words, Harriett, now K5BJU). Seems the OM told her he was sorry she was leaving and he was going to miss having her around. Thence; down the Novice Route to become KN5BJU and then the General.

Harriett really became aware of the YL end of ham radio when visiting her brother (K5UXY) in Fort Worth, and met an ALL YL OPERATOR FIELD DAY lashup. Shortly after, Harriett and six other YLs formed the Gulf Area YL Amateur Radio Klub, now the famous GAYLARK, with 28 licensed members.

Harriett holds forth with a 75A4, 20-A and Thunderbolt, with a tower mounted TA-33. Works am, cw, and ssb. Holding the following certificates: YLCC; DX-YL; WAC/YL; DXCC Phone (beat the old man W5VWF); Second Place Winner YLRL-AP, Phone '58. First Place Winner Fifth District, same contest; AREC; RCC; ROWTH; 50 SB; Lad 'n Lassie; WHO; WHOOT; WAT; YL-OM; FLORIDA; SWOOP certificates. Harriett manages to belong to ARRL, YLRL, TYLRUN, West Gulf DX Club, HARC, and the YASME FOUNDATION.

Oh, yes, Harriett also has other interests . . . a son Kirby (15), yep K5CKE, and a daughter, Cynthia, 12, who does honor serving refresh-

ments at YL meetings, etc. Likes to sew and garden, and is a member along with the OM of the Youth Board at their church, is a Sunday School teacher, Chairman of Outdoor Activities in the Girl Scouts, Troop Consultant and Organization Chairman for Junior Hi Girl Scout Troops in the Houston area; Secretary-Treasurer of GAYLARK.

In January Harriett will begin one year term as 5th District Chairman for YLRL, and of course will be your regular contributing editor for the YL Column in the YASME NEWS.

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Reminiscing



by
Art Erickson, W1NF

In the good old days, a Ham was always smelling around for the sight of another Ham. Boy were they scarce. The only Hams I knew before I went to sea was Malcolm Smith SQ, Wilbur Hardy, BH, and two school chums, Joseph Dodge (now W1UN) and Old Albert W. James ulPG and search as I might, none others were ever found. Yes I used to listen to Doctor G. W. Pickard and Mr. Kolster talking with their rough spark transmitters, at Amesbury, Mass. and Thatchers Island off N. H. coast. That's all. We didn't consider them Hams anyway.



Art, W1NF (ZZ), vintage 1903

Well, when I received my first Commercial License in 1910, I had as my second ship, the SS Lucy Neff, a lumber freighter. Single operator. She leaked so badly that they put into Morse's dry dock, Brooklyn, N. Y. most every trip. The first trip, as we approached to dry dock, I signed off with the Sea Gate, N. J. (Marconi coast station) and told him we were dry docking. As I listened for his OK — I heard a beautiful rotary gap jamming MSE (Sea Gate) calling CQ. Boy was that music! Another nut like me at last. It was so loud I knew it must be on the dock somewhere. I didn't have to search very long, as I walked across the dock yard, I heard the spark gap noise coming out of a small shack on the dock. I poked my noggin in the door and said, "Hi there, may I come in?" Well that was it. We chawed and chawed about our gear. His name was Hallock, the call I don't remember. But I stopped in every trip to visit with Hallock and pound some spark brass. Some of you old, old timers who sailed out of N. Y. will probably recall Hallock at Morse's Dry Dock, Brooklyn, N. Y.

Hams today are not acquainted with the longing we had for the sight of a new Ham operator and his rig. Nowadays he is taken

DX DAZE



B. Hegan

Well neighbor... this may be your version of TVeye, but it's not mine!

A girl doesn't have much choice these days—most of the eligible men are either old and bent or young and broke.

.....

for granted. Sometimes I think our old days were better, more exciting and fascinating to say the least.

Some of you may know about Henry Primm Broughton, a real old timer, who was first licensed as 9SD in 1915. His last call was K2AE under which call he made thousands of Radio Ham friends. I first met him on 7 MC and had many pleasant chats with him for many years thereafter.

I give a little gulp telling you that the Chief Papama, of the Jajama Club passed on May 26, 1959, aged 93.

Henry worked with Tesla in 1893 and they together demonstrated Wireless Communication in St. Louis, publicly.

Among his possessions is an autographed photograph of Nikola Tesla, the world famous Yugoslavian with whom he worked.

Henry was a staunch friend, never forgetting you at Christmas time, always a new Christmas card photo of himself and sometimes with his rig. Somehow you just cannot pass a fellow out of your mind who thinks of the little things as Henry did.

He did much in Civil Defense work. Provided a bomb proof shelter for communications, a mobile communications station and established a control center for all emergency mobile units in Schenectady, N. Y., and conducted regular drills with local OCD agencies.

His son, William G. Broughton and he were the only father-son members of the Old Old Timers Club.

with the clubs

shoot all your Club News and happenings to "With the Clubs" editor ... pronto,



YASME MEMBER Ken Caswell, K2BU, of Glenn Falls, New York sent this sharp station pic along with his story of the New England DXCC Meeting. Has WAZ and 263 confirmed. (Ken's brother "Mitch" W4AIW, Tampa, also a YASME MEMBER, has been most helpful at the working end of the Foundation.)

NEW ENGLANDS DXCC'ers MEET By: KEN CASWELL, K2BU

The Ninth Annual New England DXCC dinner-meeting, held on Saturday, September 26th, was the biggest and the best yet, according to an announcement made at the event by Chairman Charles Mellen, W1FH. One Hundred and ten members and guests enjoyed a night of jovial fellowship, in a relaxed and warm atmosphere of informality, contradictory to the reputation, of staid, conservative New Englanders.

The sumptuous Motel 128, at Dedham, Mass., near Boston, was the scene of this gala occasion. Among those attending were: Reverend Daniel Lineham, W1HWK; Bob White, W1WPO; and Katashi Nose, KH6IJ . . . all of whom participated on the program. KH6IJ was the dx'er from the most distant point to attend. W6YK was next. Most of the other hams were from the various New England States, but New York State was represented by W2AYU, W2TVR, and K2BU. W8DUS was the delegate from Michigan.

Activities commenced in the late afternoon, when W1HWK showed colored slides of his Antarctic experiences with the United States Navy. These were of great interest because of their subject matter and composition and because of the witty commentary by the Reverend.

Cocktail time followed this showing and many W1's who ordinarily would cross swords in 14 mc pile-ups, instead crossed glasses with their opponents during the one-night truce. A delicious roast beef dinner followed.

After dinner, Chairman W1FH introduced W1WPO, head of ARRL's DXCC department. There followed a question-and-answer session, regarding many controversial issues involving "WHAT CONSTITUTES A NEW COUNTRY?" in DXCC.

Tim Coakley, W1KKP, stirred things up when he stated that the "Mount Athos" section of Greece, a sort of State-Within-A-State, was eligible to be counted as a separate country, in the same manner as the Vatican City is counted separate from Italy. This "Mount Athos" province is supposedly under the jurisdiction of the Greek Orthodox Church. W1WPO stated that, if and when the first QSL from "Mount Athos" would be presented to him, it might well lead to this location becoming a "new country". Who will be the first to operate from "Mount Athos" in Greece?

Next came the introduction by one DX champ, Charles, W1FH, of another. Charles introduced the robot-fisted, cw contest champion, Katashi Nose, KH6IJ. Katashi, doing post-graduate work at Harvard, stated his views on certain ham affairs in the States, as observed by him. He had with him in W1-land, he said, his HT-32, which he occasionally fired up on 40 meters. He said he simply could not understand why, in KH6 land, a 3 X 3 CQ would create a minor pile-up, whereas long CQ's and signing slant 1 brought no replies!



"Participation in recent New England DXCC'ers Meet at Dedham, Mass.", were left to right: BOB WHITE, W1WPO, Headquarters ARRL; CHARLES MELLEN, W1FH, Chairman; NATASHI NOSE, KH6IJ. REVEREND DANIEL LINEHAM, W1HWK, a participant on the program does not appear.

KH6IJ's talk concluded the planned activities of the evening. There followed, informal gatherings in some of the motel rooms where . . . glasses in hand . . . the New England DX'ers, like their brethren in W6, W8 and W9 conventions, waxed eloquently into the wee hours of the morning, of conquests past, and of greater conquests to come!

—more about the clubs on pg.11

HAVE YOU CONTRIBUTED ???

Do It NOW!

P--L--E--A--S--E

DX on "6"

by Ansel E. "Grid" Gridley, W4GJO

Good old 6 meters is still up to its old exciting tricks, providing some worldwide DX, even where in theory it should not be. Bob, KG1FN on Fletcher's Ice Island (71 N, 135 W . . . check this location on your map . . . you'll be surprised) is currently working into U. S. almost nightly, and has worked as far down as W9QUV in Moline, Ill. Bob himself reports that he has been heard in Florida, but no details or confirmation of this. Bob says QRM up here is real rough, and we can believe it. Most contacts between about midnight and 4 A.M. EST, but the band occasionally opens earlier than this.

Rumor has it that on Aug. 13, a CR5AR was worked by W1's and heard at least as far west as W8 at about 4 A.M.! No definite confirmation on this yet.

What propagation modes are involved in such contacts? Ab, W4FNR says that the KG1FN contacts are by the RM mode, and promises to send further details. We'll pass them along when received.

The fall TE session is right around the corner, and in the Southern part of U. S. at least, South American 6 meter signals should be heard many evenings. This year may prove better than last for this mode, so careful watching is in order. Also, F2 m.u.f.'s should provide some South American daytime openings this fall, and possibly other parts of the world, too.

W8HRV reports that VP5RS took 6 meter gear back with him, so another country should soon be available.

Let's have your reports on 6 meter happenings. Our only function is to pass on this kind of information, so please shoot 'em in. Tnx es 73.

Ansel E. Grid Gridley, W4GJO

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DANNY'S DIARY



by
Danny Weil, VP2VB

Contrary to general belief, Tampa failed to become a rare country owing to the cessation of the great rains. It just did not quite make Island Status.

Dick has shipped my old rig up from Saint Thomas as it was admirably suited for this type of work of being fully operative whilst submerged, but we decided that the trip to Nassau was the real thing.

To ensure safety of the gear, all crates were marked, "Please Drop" . . . "Handle Carelessly" . . . "Indestructible Gear". Rest assured it arrived without a scratch.



Moving in VP7VB

My passage through the red tape of officialdom at Nassau was smoothed out considerably by the all out cooperation of customs, and within 30 minutes after arrival in Nassau all the gear was stowed aboard Charlie's (VP7CN) Austin, the smallest of all British Cars. It was night and no street lighting. I sat astride the hood and Charlie complained he couldn't see. Neither could I with my eyes full of flies, etc., but leaning to oneside on my part, and Charlie sticking his head out of the window, we ultimately arrived at the "Shack". I have operated from practically every type of QTH in the world, from a cave to a coffin makers workshop, but never, never, before have I worked from an Ice Plant. A friend of Ed's had offered us facilities there, and apart from the slight thumping of a few hundred ton compressors, everything worked out swell. The ice storage room was offered as a shack, but I had failed to bring my igloo and furlined pyjamas.

(continued on page 15)

“with the clubs”, cont. from pg. 9.



W7HIA - Herb Gilbaugh, President - W.V.D.X.C.
Portland, Ore.

Herb needs little introduction as he has been around a long time and is certainly well known to the BX brethren for his DX interest and excellent record of highest fone country total in the seventh district. Selling his rig to W7GJ put W7HIA off the air for three years but it didn't hurt his country totals with 232 on fone only. He holds DXCC No. 185 for A3 issued in 1949. Also a CW DXCC No. 461, WAZ No. 571 and only needs a UA9 confirmation for fone WAZ. The new set-up at W7HIA consists of a HT-32 driving parallel RK65 grounded grid amplifier. Receiver is the new SX-101 which by the way works very good pulling through VS9OM for a fifteen minute QSO. Antenna is a home brew 4 element job on top of a 75 foot pole. Herb can also work contests as well as run up a big country total. He won the ARRL DX contest on fone three years in a row 51, 52, 53. He has a fone QSL from AC35Q which is probably his rarest DX.



Portland, Ore.

The photo this month is Art Bertuleit W7GJ who has DXCC on both fone and cw. Art has one of the best SSB signals from the seventh district and doesn't call many times even in the big pile-ups. The rig consists of a HT-32 driving a KW Viking one S.S.B. while on AM he uses the Viking Ranger to drive the KW amplifier which is modified to use a pair of 400A tubes. For QRP SSB the KWM1 is used but Art plans to have it in the car for mobile operation soon. The receiver is a Collins 75A-4. A wide spaced 4 element Telerex on a 75 foot pole puts the RF in the air. W7GJ was licensed to Art back in 1923 and he has a box of pre-war cards that would make your mouth water.

DON'T FORGET



Gus Spruck, PJ2CK, NW1., is an ex-commercial operator. While local regulations will not allow him to transmit on 160 meters he is a faithful listener on this band and he keeps WIBB fully informed of top band activity in South America plus enlightening reports on W/K 160 meter signals



GOOD MORNING

This QSL from WA2EDV, Essex Falls, N. J., makes you want to answer it real quick!



W8AYV is Bob Heath of Flint, Michigan

Do It NOW!

DX REVIEW

by Richard C. Spenceley, KV4AA



DS.O. with W4BP who obtained information direct VU2RM says that YA1IW ran into difficulties with Indian licenses and will not go on expedition to the Laccadive but that VU2RM will go to VU5 (Andaman and Nicobar Islands) first instead of VU4 (Laccadive.)

Plans for an extension of the expedition to Bhutan has been temporarily shelved due to present tensions existing in that country. It is understood that Ted Henry, W6UOU, will furnish a KWM-1 for the trip while Bill, W7PHO, will provide a beam antenna. A license has already been granted and the callsign VU2ANI will be used. VU2ANI/4 for the Laccadives and VU2ANI/5 for the Andaman-Nicobar group. Operation from the Laccadives should start about December 19th and continue for a full month. Those wishing to contribute to this trip, to offset transportation charges on equipment etc., may send their donations to W3RIS, Walt Wendelken, RFD No. 1, Sunset Drive, Export, Penna. Please enclose S.A.S.E. to Walt so that donations may be returned if the deal falls through. Al Hix, W8PQQ, will act as QSL Manager. We understand that YA1IW is a bit slow on the CW side but this chore should be ably handled by VU2AK and VU2NR.

Scanning the broad Pacific areas on our map we have often wondered why Marcus Island has never been mentioned as a "new country" possibility. This island is roughly 1000 miles Northwest of Wake Island and about the same distance from any other island. Gus, W4BPD, now tells us that there IS a W4, with rig, on the island and is trying to get permission to get on the air (He is a friend of W4ENO). Altho the island is labeled "under U. S. administration" on our map it seems that permission to operate will have to come from Japan. Here's hoping - - -

KK6AF (also reported as KK6AU) as been reported working a considerable number of stations on 14040, around 0400 GMT. We do not know, at this time, whether this is the projected expedition of a couple of KM6 stations to go to Kure Island or "just one of those things". We don't see how Kure could be a new country due to its close proximity to the Midway group. Never can tell tho - - -

Via W6LTX and the Northern California DX Bulletin we see that Bill, I1ADW, has received written permission to operate within the confines of Vatican City on any two days in October. He is trying to get permission to also operate from there the first four days of November. Bill will sign I1ADW/HV and use CW only. He may be found between 14010 and 14020 and wants all calls 10 kc higher than the frequency he uses and requests that con-

tacts be limited to a bare call and report. Rig will be a 50 watt affair and receiver a Gelson Model 290. If this trip comes to pass it will be the first contact hams will have within Vatican City itself. HV-CN, the only other active Vatican station is located at the Vatican Radio station, on Vatican property, but some five to seven miles from the city itself. W6AWT will handle his QSL's and requests a S.A.S.E. accompany your QSL cards.

Those who missed contact with VQ8APB during his recent and short stay on Carajos Island will be pleased to know that VQ8AD has shipped a 7 and 14 Mc. rig to Herve Figon on St. Brandon Island (same group). Herve is using the call VQ8BBB and was heard on October 1st on 14102 at 1530 GMT. QSL's go via VQ8AD, Box 467, Port Louis, Mauritius. Announcement should be made shortly whether or not this group will qualify as a new country as W5ABY and W4BPD have submitted VQ8APB cards to W1WPO. QRI of VQ8BBB is somewhat chirpy and frequency drifts downward slightly.

UAØBD, heard near 14050 claims to be at Solnelchnaia Bay, Bolshevik Island. This island is located at Lat. 76 N. and Long. 104 E. or about 650 miles NE of Dickson Island which is inhabited by UAØKAR. Cards should go via UAØKAR and UA Bureau. Not much chance of separate status.

HB9QP/CR8 got on from Goa on October 3rd and operated from the Goa Airport on SSB. HB9MQ, W8PQQ and W4IYC were among the lucky contactees.

Via W5PM and the West Gulf Bulletin we hear that ZS6IF still plans his jaunt to Basutoland, ZS8, for December 12th to 20th with round the clock operation on the lower 10 kes. of the 14 and 21 Mc bands.

ZS3T, Walvis Bay, Southwest Africa, is a few hundred QSL's behind but requests patience as all will be answered. Walvis Bay is (or was) a Crown Naval Base similar to Guantanamo Bay, leased from Cuba, and might, with a little elasticity, be a separate country if this status still exists.

VS9OM, Sultanate of Oman, advises via letter to W6BSY, that VS9OC is a Club station in the Sultanate.

W5OLG and W4TAJ are working on a receiver fund for Tom Christian, VR6TC. Seems that Tom had an emergency appendix operation and went to New Zealand for hospitalization. To cover expenses he was forced to sell all his gear. Tom must work until all his medical expenses are paid and he has \$200 for passage back to Pitcairn Island. This will probably take until next March. Tom promises

increased activity on phone and CW when he returns. Help may be sent to either W5OLG or W4TAJ and W4TAJ will arrange a schedule for any donors, with VR6TC, and handle QSL's when Tom gets on again.

VE3EGD/SU, Gaza Strip, went QRT around the first of October and his place was taken by VE6AEE/SU. VE6QG/SU closes down in November.

DL7AH, Harry is now spending some time in Teheran, Iran, and still has hopes that he will be licensed there. Iran is presently on the FCC banned list.

VE2ABE has just returned home after 1,901 contacts on St. Pierre as FP8BG/FP8JC. 1,501 contacts were made as FP8BG with 51 countries on phone and CW. 400 contacts were made as FP8JC. Pag intends to operate from FP8-land next year from the island of Miquelon. Anyone interested in going along with him should drop a line to Gilles Page, VE2ABE, 7199 De Gaspe Ave., Montreal 10, P. Q. Canada.

Via Don Chesser's Bulletin we hear the following from British Honduras: Illegal, unlicensed amateur operations, particularly on C. W., still continues in British Honduras says Leo, VP1HA, in a letter to W4DKP. Two have been caught but at least one is still at large signing such calls as VP1AQ, VP1EP, VP1US, VP1KT and VP1AR. Some of these are calls assigned to legitimate stations. He uses different names too, such as John, Jose, Leo and Dr. Pratt. If you want a legitimate VP1 QSO and QSL, Leo suggests you work VP1HA, VP1OLY, VP1GLG, VP1EE and VP1EK all of whom are legal and active on 7, 14, 21 and 28 Mc. More specifically, VP1HA and VP1EE can be found on the DX portion of the 21 Mc. band, on AM phone, between 0100 and 0200 GMT almost daily and especially on Saturdays, VP1HA is also on 28 Mc., AM phone weekdays from 2300 to 0000 GMT. VP1OLY may often be found on 14 Mc. AM phone during daylight hours.

LU1ZV, recently heard on 14079 around 0100 GMT is located at Esperanza Bay, Antarctica, and not on the South Sandwich Islands as reported by some. South Sandwich Argentine stations may be recognized by LU/Z calls ending in the letter "Y".

A move is being made by Aussie hams to have Willis Islets on the DXCC list. These islands are some 200 miles off the NE coast of Queensland and a VK weather station is maintained there. This is not to be confused with Wallis Island which carries the FW8 prefix and is about 1800 miles from Willis.

VK4YP may DX'pedite to Chesterfield Island should there be a chance of it being "separate". Chesterfield is roughly located half way between New Caledonia and the Australian mainland. It is French.

Frank, 4S7FJ, went QRT on October 1st, and should now be in England as G3IDC.

OA4GM speaks of a trip to the Galapagos in his schooner sometime this Winter. Eight people will accompany him (not necessarily hams).

Danny's excursion as VP7VB is now concluded. 908 contacts were made between September 28th and October 5th on SSB, AM and CW. Rig was an HT-32, the same one used as VP2GDW and VP4DW, which faltered slightly at times in memory of it's submersion at Union Island Inhaling was done with an SX-101. A similar trip to Jamaica, VP5, may be in the offing if time permits.

Bill, WØDVN (DX Radio Co-op), writes that the VQ9AIW logs were received by him on September 14th and by the 22nd all VQ9AIW cards, 1,946 of 'em, were on their way. Most went direct and a few via Bureaus. Should any VQ9AIW cards be missing, write Lee, WØAIW.

Active from Malaya most mornings (1130 GMT), CW, are 9M2GE, 9M2FR and 9M2GA.

CR5AR, Soa Thomas Island, may be found most days on 21 CW between 1900 and 2100 GMT. RST 578.

ZC5AF advises, via W5QL, that G3JHI is on his way to VR3-land, with rig, and should be heard from shortly. Restrictions on ham raido from VR3 have now been lifted. We also note reports of VR3AC, Christmas Island, on 21080 CW, around 1830 GMT.

Word from W1WPO says that all 4X4 stations in Jerusalem are counted as Palestine (ZC6). Most other 4X4 stations are, of course, Israel. Seems that the city of Jerusalem is in an area which does not belong to either Israel or Jordan. So better check your logs and you might come up with a "free" new one!

If you have a legit contact with a station in East Pakistan you will probably be given credit for a new country separate from West Pakistan. As far as we know there has been no definite ham activity in East Pakistan altho there is a report that K6ENX worked AP8B in Chittagong but received no QSL as yet.

Barry, VS1BB, visited across the states, in September, while on way home to G3KXN.

Reports have it that W9IOP, Larry, will operate CW from HV1CN during CW portion of the CQ DX contest. Oct. 30th/Nov. 1st.

AC4AX (VU2AX ex-FN8AD) writes to W6YY that he is still on in Lhasa and hopes to soon QRO with a BC-610 rig, plus rhombic antenna, following arrival of BC-610 technical manual.

Horace, W6TI, now winds up 25 years of excellent service as the W/K6 QSL Bureau and this Bureau now passes to the San Diego DX Club. P. O. Box 16006, San Diego 16, California.

MP4DAA was overheard, in September, telling W6CAE that two licenses, MP4MAA and MP4MAB, had been issued in Muscat and activity is expected soon. Phone or CW was not specified. (Tks K6ENX).

Word from Ken, EL4A, says that his QSO's in August numbered 266, on 14, 21 and 28 Mc. phone/CW. Quite a come down from his 1200 in May. Ken is located in Tourmata, Baffu Bay, Liberia, some 150 miles SE of Monrovia and has a corner on the EL4 calls. His rig is Ranger. We heard him the other

(continued on page 24)

In My Opinion . . .

These are just a few of many opinions . . .
may we invite yours?



ELMER P. CALDWELL, W3ROA, proprietor of Caldwell's Jewelry, Altoona, Penna., and Editor of the HAMATEUR NEWS, Altoona.

Dear Ed:

"I am one of the handicapped hams you mentioned in the News. However, I am not in need of additional therapy. Ham radio has given me thousands of hours of enjoyment, and I look forward each day to the few hours I can spend on the air. You see, Ed, I am paralyzed, from the waist down. I operate my business (Caldwell's Jewelry Store, Altoona, Pa.) from a wheel chair. I am one of the fortunate invalids being able to support my wife and family. I have my ham radio to keep me occupied during the hours I must stay in bed. I drive my own car, go fishing, and do many things that make my life worthwhile, even though handicapped . . . I am proud to be a ham . . . The hams in Altoona are some of the greatest. I believe all hams are about the same. I have never met one who wasn't kind and thoughtful where real help was needed . . . I have been a ham for 22 years, and without it my affliction would have been quite a cross to bear.

I make up a little paper for our radio club. It has a circulation of about a hundred. I enclose a copy and you see I kinda sneaked in a plug for our Foundation. (ED: Thanks for the copy, Elmer. Also regards to W3RBH, Bill, your official reporter). 73's

Elmer, W3ROA —

Dear OM's,

This station is a DX station operated by two ex G hams, ex-G6WY and ex-G3AAU, the latter also operating GM3AAU for awhile in a rare Scottish county Kircudbrightshire. Our primary interest is DX and ragchewing, and certificate hunting. We find that the operation of Danny has been extremely interesting, and QSL's have always been forthcoming, whether contributions have been forthcoming or not. It seems they have played fair.

We consider that the whole project is a brave one. It shows some of the old intrepid adventure spirit that was with some of the early explorers, and we feel that the activities of

Danny and his friends bring a refreshing breath of adventure and excitement to the whole new realm of DXpeditions.

It is easy for people to criticize, but asking for subscriptions, seems to be like a mutual benefit society. I am happy to help, because their activities have given me great pleasure, but I do not have to help, and I can still get the pleasure. I think the creation of a foundation is greatly commendable, and nothing to be criticized, and may fortune smile on their activities and may it long continue from Island to Island. Danny told us he is ready to go, when in QSO from VP7VB, and we told him we pray for him and his companions that he would be protected and suffer no further disasters.

Let's back this greatest of all DXpedition efforts.

With 73 from us both,

R. C. Kenny (VE3AYE) second op.
VE3DWY.
Rev. H.A.M. Whyte (VE3BWY)
VE3BWY

" . . . Glad to contribute the enclosed . . . to the Yasme Foundation and hope that all the others will do likewise so the Yasme III can soon get underway to another DX Spot! GEORGE W4EEE . . . "I have enjoyed many nice QSOs with Danny in the past and feel that he surely has done a wonderful job in the past and will do just as good or even better since the Yasme III will carry another operator . . . this is best for Danny since we surely don't want to lose him" BOB W2RA . . . "Please consider this my vote for ZM7, VU4, VU5, ZD8, FB8 Tromelin, CR5 P. Guinea and don't get in YL trouble at F08" KEN W5ABY . . . "Please accept my contribution and my wishes for your success in your new venture with the new boat" HERBERT W8OUH . . . "COUNT ME IN" AL, W4FVR . . . "Tell Danny to listen for the low power boys" JOE W2PUX . . . "Danny, Dick and all the Gang, Congratulations on a swell job with the Yasme News. I am heartily in favor of the "Foundation" approach, and enclose . . . Good luck and God Speed. Hope you hit Pitcairn and Easter!" FRANK K4BVQ . . . "Mni tks for the Yasme News. I am sure you have hit upon the greatest idea of all for the success of our future Yasme DXpeditions . . . Contribution enclosed . . . good luck and fair sailing for Danny. . . 73" CHICK K5BGT . . . "Here's contribution from KØEPE (Martha) and WØJYW (Pete)" . . . "Keep up the good work. Don't pay any attention to the die hards". ELMER W3ROA . . . "I hate those D - - - continued stories! Enclosed find my contribution." BILL K9CAZ . . . "Our very best wishes to you" Radio Amateur Callbook . . . "Hope Clipperton Island will be one of your stops. 73 and best of health" ED W3OP . . . "Gd luck and 73" BOB K8GHQ . . . "Enclosed find a cancelled 4 cent stamp as my contribution" Unidentified Wellwisher . . .



VP7VB Lashup in Chappie's Ice House in Nassau.

Stringing up my special long wire, trapped antenna, sent by Bill Lattin, W4JRW, I started punching out a few holes in the ionosphere as VP7VB. All bands were wide open, but skip was rough from Europe and few QSOs were made in this direction. QSOs were not made in quantity, but the quality was FB and for the first time I had an opportunity to rag chew with my pals. It was great to be back on a rig again and there are a few we have to thank for this. VP7CN set the ball rolling, and Allan, the Telecommunications Officer assisted with the license, and last, but not least was Chappie Chapman at the Ice Plant who gave us a fine QTH and power for free.

Returning to Tampa I had anticipated a few days rest, but the call to go to our new boat came through and off I went to Fort Lauderdale. A trial run had been arranged, but a part of the gear box had jammed up and broken. The yard mechanics removed it and then came the snag. Steel strike, no material. Much scrounging around at the local scrap yard produced a chunk of steel and at the time of this writing, the work is going ahead. I did want to tell you about the trials, etc. but the tight publishing schedule has prevented these plans, so will give you a word picture of your new dxpedition boat.



She is the sister ship of the Yasme II. Ketch rigged, with fifty foot mainmast and a fine diesel auxiliary power plant similar to the Yasme II. Her accommodation is slightly different too, a little better than Yasme II although I hate to admit it. Let's board her and see how she is laid out:

In the stern there is a hatch leading into the lazarette. This is the place where all those things that might be useful are stowed and is rarely opened other than to stow more junk. Next hatch is very uninteresting as one can only see the steering mechanism. Then comes the cockpit only used on fine days and holidays as all steering is done from the deck house. She has a small deck house with windows all around and fitted very well with ship to shore rig, depth finder, wind speed indicator and other gimmix and gadgets too numerous to mention. Here we steer the boat and do all chart work. And, I think we can fix our sea going rig with room to spare in this combination chart-room, deckhouse and ham shack. Going aft from the deck house we go below to the after cabin. This is the luxury cabin of the boat. There are two bunks . . . one port, the other starboard. Up the ladder into the deckhouse and down again we came to the forward saloon. Here we have two more bunks, a table, and thence forward is the galley where I and the crew will do our worst operating. Through another door we head still further into the forepeak which has two bunks. This part of the ship has the reputation of having the most un-



The YASME 111, Sans Regret. Pretty?

comfortable berths. (Joe and Dave are already allocated bunks here to toughen them up during the first year of the voyage). The forepeak has a variety of uses, but mainly holds the anchor chain and sails. I feel that we shall turn it into a workshop, as the existing workshop aboard is now in the engine room and and could be slightly warm. Incidentally, the engine room is below the deck house and is entered through a sliding door from the saloon. I have managed to take a few fotos of the exterior but, with the interior in a state of survey, I am reluctant to shock you with it. After survey, if she passes, I will bring her back to Tampa for fitting out. You are all welcome aboard at any time to view and work on your new craft. So, I am looking forward to many visits and the chance to fill up many visitors books.

As time is short and there is lots to do, I will pull the big switch now. Thank you all for what you have done. With our crew, Dave and Joe (ZL1AV and W2HQL), we shall try to justify your faith and helping hands. When I bring the YASME to Tampa my love for all of you will ride the helm with me.

Danny VP7VB/MM

IS K6INI THE WORLD'S CHAMPION DX OPERATOR?

Judge for yourself! Read his letter and count the DX he has worked—with only 65 watts and a \$16.95 Gotham V-80 Vertical Antenna.

2405 Bowditch, Berkeley 4, California
January 31, 1959

GOTHAM DEPT. Y
1805 Purdy Avenue
Miami Beach 39, Florida

Gentlemen:

I just thought I would drop you a line and let you know how pleased I am with your V-80 vertical antenna. I have been using it for almost two years now, and am positively amazed at its performance with my QRP 65 watts input! Let me show you what I mean:

I have worked over 100 countries and have received very fine reports from many DX stations, including 599 reports from every continent except Europe (589)! I have also worked enough stations for my WAC, WAS, WAJAD and ADXC awards, and I am in the process of working for several other awards. And all this with your GOTHAM V-80 vertical antenna!

Frankly, I fail to see how anyone could ask for better performance with such low power, limited space and a limited budget. In my opinion, the V-80 beats them all in its class.

I am enclosing a list of DX countries I have worked to give you an idea of what I have been talking about.

Wishing you the best for 1959, I am

Sincerely yours,
Thomas G. Gabbert, K6INI (Ex-TI2TG)

List of 105 countries/stations worked with 65 watts and a V-80 vertical

BV1US	KG4AI	VK3YL
CE3DZ	KG6FAE	VK9XK
ZL5AA	KH6IJ	VK9AT
CO2WD	KL7BUZ	VK0CJ
CN2BK	KM6AX	VP2KFA
CN8FB	KP4ACF	VP2AY
CR9AH	KP6AL	VP2DW
CT1CB	KR6BF	VP2MX
CX2FD	KS4AZ	VP2LU
DL1FF	KV4AA	VP2SW
DU7SV	KW6CA	VP5CP
EA1FD	KX6AF	VP5BH
EI4N	KZ5CS	VP6TR
FBVQ	LA3SG	VP7NM
FB8ZZ	LU2DFC	LU1ZS
FG7XE	LZ1KSP	VP9BK
FK8AL	OA4AU	VR2DA
FM7WT	OE9EJ	VR3B
FO8AD	OH2TM	VS1HC
G3DOG	OK1FF	VS2DW
GC8DO	ON4AY	VS6LN
GI3WUI	KG1AX	XE1PJ
GM3GJB	OZ2KK	XW8AI
GW3LJN	PA0FAB	YN1JW
HA5KBP	PJ5AA	YU3FS
HC4IM	PJ2ME	YV5HL
HC8LUX	PY2EW	ZC5AL
HE9LAC	PY0NE	ZE1JV
HP1LO	SM5AQB	ZK1BS
II1MV	SP6BY	KH6MG/ZK1
JA1ANG	TI2LA	ZK2AD
JZ0HA	UA1AU	ZL1ABZ
W1AW	UA0KKB	ZL3JA
KB6BJ	UQ2AB	ZM6AS
KC4AF	VE8OJ	ZS1OU



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| 15-20 TWO BANDER..... | <input type="checkbox"/> | 38.95 |

TRIBANDER

Do not confuse these full-size Tribander beams with so-called midgets. The Tribander has individually fed (52 or 72 ohm coax) elements and is not frequency sensitive, nor does it have baluns, coils, traps, or other devices intended to take the place of aluminum tubing. The way to work multi-band and get gain is to use a Gotham Tribander Beam.

- | | | | |
|----------------------------------|---------|-----------------------------------|---------|
| <input type="checkbox"/> 6-10-15 | \$39.95 | <input type="checkbox"/> 10-15-20 | \$49.95 |
|----------------------------------|---------|-----------------------------------|---------|

2 METER BEAMS

Gotham makes only two different two meter beams, a six-element job and a twelve-element job. They are both Yagi beams, with all the elements in line on a twelve foot boom.

- | | |
|--------------------------------|-------|
| <input type="checkbox"/> 12-EI | 16.95 |
|--------------------------------|-------|

6 METER BEAMS

New records are being made every day with Gotham six-meter beams. Give your rig a chance to show what it can do, with a Gotham six-meter beam.

- | | | | |
|--|-------|----------------------------------|-------|
| <input type="checkbox"/> Deluxe 3-EI Gamma match | 21.95 | <input type="checkbox"/> T match | 24.95 |
| <input type="checkbox"/> Std. 4-EI Gamma match | 16.95 | <input type="checkbox"/> T match | 19.95 |
| <input type="checkbox"/> Deluxe 4-EI Gamma match | 25.95 | <input type="checkbox"/> T match | 28.95 |

10 METER BEAMS

Ten meter addicts claim that ten meters can't be beaten for all-around performance. Plenty of DX and skip contacts when the band is open, and 30-50 miles consistent ground wave when the band is shut down. Thousands of Gotham ten meter beams have been perking for years, working wonders for their owners, and attesting to the superior design and value of a Gotham beam.

- | | | | |
|--|-------|----------------------------------|-------|
| <input type="checkbox"/> Deluxe 2-EI Gamma match | 18.95 | <input type="checkbox"/> T match | 21.95 |
| <input type="checkbox"/> Std. 3-EI Gamma match | 16.95 | <input type="checkbox"/> T match | 18.95 |
| <input type="checkbox"/> Deluxe 3-EI Gamma match | 22.95 | <input type="checkbox"/> T match | 25.95 |
| <input type="checkbox"/> Std. 4-EI Gamma match | 21.95 | <input type="checkbox"/> T match | 24.95 |
| <input type="checkbox"/> Deluxe 4-EI Gamma match | 27.95 | <input type="checkbox"/> T match | 30.95 |

FREE! FREE! FREE!

Valuable catalog of 50 different antennas, with specifications and characteristics. Gives bands and frequencies covered, element information, size of elements, boom lengths, power and decibel gain figures, weight, feed line used, polarization, and other valuable information. Send card today!

CITIZENS BAND ANTENNAS • Any of our ten meter beams or the V40 vertical is perfect for the CB operator.

New! Ruggedized Hi-Gain 6, 10, 15 METER BEAMS

Each has a TWIN boom, extra heavy beam mount castings, extra hardware and everything needed. Guaranteed high gain, simple installation and all-weather resistant. For 52, 72 or 300 ohm transmission line. Specify which transmission line you will use.

- | | |
|--|---------|
| <input type="checkbox"/> Beam #R6 (6 Meters, 4-EI) . . . | \$38.95 |
| <input type="checkbox"/> Beam #R10 (10 Meters, 4-EI) . . | 40.95 |
| <input type="checkbox"/> Beam #R15 (15 Meters, 3-EI) . . | 49.95 |



15 METER BEAMS

Fifteen meters is the "sleeper" band. Don't be surprised if you put out a quick, quiet CQ and get a contact half-way around the world. Working the world with low power is a common occurrence on fifteen meters when you have a Gotham beam.

- | | | | |
|--|-------|----------------------------------|-------|
| <input type="checkbox"/> Std. 2-EI Gamma match | 19.95 | <input type="checkbox"/> T match | 22.95 |
| <input type="checkbox"/> Deluxe 2-EI Gamma match | 29.95 | <input type="checkbox"/> T match | 32.95 |
| <input type="checkbox"/> Std. 3-EI Gamma match | 26.95 | <input type="checkbox"/> T match | 29.95 |
| <input type="checkbox"/> Deluxe 3-EI Gamma match | 36.95 | <input type="checkbox"/> T match | 39.95 |

20 METER BEAMS

A beam is a necessity on twenty meters, to battle the QRM and to give your signal the added punch it needs to over-ride the high power boys. Hundreds and hundreds of twenty meter beams, working year after year, prove that there is no better value than a Gotham twenty meter beam.

- | | | | |
|--|-------|----------------------------------|-------|
| <input type="checkbox"/> Std. 2-EI Gamma match | 21.95 | <input type="checkbox"/> T match | 24.95 |
| <input type="checkbox"/> Deluxe 2-EI Gamma match | 31.95 | <input type="checkbox"/> T match | 34.95 |
| <input type="checkbox"/> Std. 3-EI Gamma match | 34.95 | <input type="checkbox"/> T match | 37.95 |
| <input type="checkbox"/> Deluxe 3-EI Gamma match | 46.95 | <input type="checkbox"/> T match | 49.95 |

(Note: Gamma-match beams use 52 or 72 ohm coax. T-match beams use 300 ohm line.)

ALL-BAND VERTICAL ANTENNAS

Gotham Antenna Company
 1805 Purdy Ave.
 Miami Beach 39 DEPT. Y
 Fla.

J. E. Bloomcus
 209 N. 83rd Ave. NW
 Enumclaw, Wash.

Dear Sir:

While I was in Enumclaw I purchased a Gotham V-80 antenna and took it back to Tibet with me. On my way back I stopped off at Tokolau (ZM7) and was on the air for two days and worked many other stations all over the world with 25 watts. I was very surprised at the strength of one station whom I worked. This was W7PHO, who I later found out was using a Gotham vertical. I received very loud reports from all over the world from here.

I went to Tibet and used the V-80 on all bands and got excellent reports from W stations. I have never called a CQ yet and not had quite a large number of stations calling me. This was true at ZM7C as well as AC4AZ. Here in Tibet I heard W7PHO again on 20 meters using his V-80. He is running 100 watts and was the loudest signal on the band.

I am very pleased with all of my results and certainly hope that you can encourage your patrons to use it even more by reproducing this letter as an excellent recommendation.

Sincerely,

J. E. Bloomcus
 EX ZM7C - AC4AZ

- | | |
|---|---------|
| <input type="checkbox"/> V40 vertical for 40, 20, 15, 10, 6 meters | \$14.95 |
| <input type="checkbox"/> V80 vertical for 80, 75, 40, 20, 15, 10, 6 meters. | \$16.95 |
| <input type="checkbox"/> V160 vertical for 160, 80, 75, 40, 20, 15, 10, 6 meters..... | \$18.95 |

HOW TO ORDER. Send check or money order directly to Gotham. Immediate shipment by Railway Express, charges collect. Foreign orders accepted.

Mention Dept. Y when ordering.

Name.....

Address.....

City.....Zone.....State.....

NEW PRODUCTS



NEW TABLE TOP KW SSB TRANSCEIVER WITH DUAL VFOs.
MANUFACTURER: Cosmos Industries, Inc., 32-28 Queens Blvd., Long Island City, N. Y. The Cosmophone "1000", is a table top SSB transceiver providing dual vfo on both receiver and transmitter. It is the outcome of the Cosmophone "35", a bilateral ssb transceiver introduced by this manufacturer and is engineered into the same size cabinet. Power supply is separate for under table installation.

The manufacturer claims excellent stability. (100 cps from cold start). Transmitter section features: Input 1KW on voice peaks, 2500v at 400ma. into pair of forced-air cooled 4X300As. Unwanted sideband down 42 db, third order products down 32 db approx. Calibration by built in 100 kc marker. Audio response characteristics 200-3100 cps. Audio section incorporates built in vox circuit automatic level control. Metering set up monitors screen, plate, grid and r. f. output. Output impedance 52 ohms. Dual variable frequency oscillators permit transmission on either receive or other frequency.

The receiver section incorporates the following features as specified by the manufacturers: Sensitivity, 1 microvolt at 6db S/N; Selectivity, 3.1 KC mechanical filter plus T-notch; Stability, 100 cps from cold start. Dual vfos permit reception of any two frequencies by a selector switch. BFO is crystal controlled and signal is metered by an S-Meter. Dimensions, Width: 17 inches. Depth: 15 inches. Height: 12 inches. Literature is available from the manufacturer.

New Low Priced Ham Tower "The LEADER — "40"

E-Z WAY TOWERS, Inc., Tampa, Florida, announces their new, low cost, Ham tower. Cranks up or down, and tilts over for easy access to beam. Especially suited for novice or technician. Tower features 21' triangular tower section and 21' x 1.90 OD crankup mast. Maximum height, 40' Accepts 2 or 6 M beam, or small tri-bander. Available with E-Z WAY "Wonder Ground Post" or Building Attachment Kit. Includes crank-up winch and safety rest. Comes dip-painted or hot dipped galvanized.

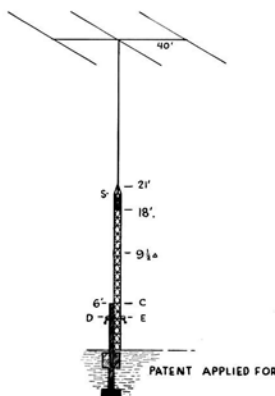
Write for catalog No. CHL



NEW SIX METER RECEIVER

MANUFACTURER: Tapetone, Inc., 10 Ardlock Place, Webster, Mass. The "SKYSWEEPER" Model 345 is a 6 meter amateur receiver incorporating, according to the manufacturers, the latest in modern design to pamper the needs of the serious VHF operator. Slide rule dial is calibrated for the 3/4 - 1/4 and 2 meter bands for use with converters. Freely moving gear train, weighted by a heavy tuning knob facilitates scanning and reduces problem of backlash in the tuning mechanism. Direct coverage 49-54 megacycles, with the extra kc at low end for monitoring commercials to check for band openings.

FEATURES: High frequency lattice filter, S-Meter, variable gain both IF and RF, with 4 and 600 ohm audio outputs. The manufacturer also produces a complete line of crystal controlled converters covering 3/4, 1 1/4, 6 meter ham bands and a special on 108 MC for the Satellite trackers. Literature available from manufacturer.



WHAT THE BRAILLE TECHNICAL PRESS MEANS TO THE BLIND HAM

With the aid of the **BRAILLE TECHNICAL PRESS** many hams can become self-supporting, live normal, happy and useful lives and make their place in society as first class citizens. Words fail in conveying the full importance of this organization in the lives of blind hams. Without **THE BRAILLE TECHNICAL PRESS**, the lives of many of these amateurs would not as easily be full, interesting and useful. It is an important tool and meaningful link to the outside world.

160 meter dx

by Stew Perry, W1BB

At the start of another Season, W1BB sends GREETINGS with 73! and the hope that you will take an important part in the 160 meter DX activities!!!

Working DX on 160 is challenging, and extremely interesting. Conditions such as static, BC harmonics, QRM, Loran, QSB, all require extreme patience, perseverance, a top-notch station, and A-1 operating ability. There are Special TRANSATLANTIC and WORLD-WIDE 160 Meter DX "Tests", and the ARRL and CQ, DX Contests to participate in. (See below/this Bulletin). There are many "FIRSTS" to be made. Many unusual conditions to observe and cope with. One gets anew, the thrill of the early Amateur Pioneer days when Hams were first relegated to "200 Meters Down", and Paul Godley made the first Atlantic crossing via Amateur Radio. In addition, you will make many friends among the finest and most sincerely devoted HAMS you would ever care to meet — these "Top-Band" boys!!!

Your participation here will also help promote Amateur occupancy of the band and assist in keeping this 160 meter operating privilege. In addition you will help to develop PROPOSITION information of real value to the art.

Through these BULLETINS issued during the season by W1BB, reports on your activities and accomplishments, and all information of 160 meter interests will be sent to QST-CQ SHORT WAVE-DX-WESTERN RADIO, magazines, etc., for publication. Be sure to keep W1BB well informed of all your 160 Meter exploits and results, etc.

In case you are not particularly interested in 160 meter operation, "Test" schedules, DX contacts, or unable to work this band, PLEASE pass this BULLETIN along to someone who is. Also, W1BB would appreciate if you would send the calls of all HAMS in your Country who might be interested in 160 Meter DX, and able to work this band. Please post this Bulletin in your Club, and give 160 meters as much publicity as possible!!! THANK YOU very much indeed!!!

W1BB 160 METER DX ACTIVITY

W1BB — Will be on regularly EVERY Sun day morning, (Barring unexpected sickness, Business or Emergencies), from 0500-0730 GMT, calling and listening alternate 5 Minute periods, November through March, looking for 160 Meter DX Contacts!!! Please be sure to give W1BB a call!!!

W1BB — Will transmit, MOSTLY on 1802½ or 1807½ Kc. However, 1817½ and 1822½ will also be used at times depending on conditions and QRM. interference, etc.

W1BB — Will not work W/VEs during DX Schedule hours — Unless something of an urgent nature comes up, or band conditions are useless for DX — will CONCENTRATE on DX.

W1BB — Will generally follow the regular 160 meter "Test" procedure. When no DX is being heard or worked, W1BB will call CQ DX TEST the first 5 minute period of every hour, and each alternate 5 minute period throughout the hour. W1BB will listen carefully for DX stations, the second 5 minute period of each hour, and each alternate 5 minute period throughout the hour.

W1BB — Suggests that DX stations call W1BB on 1797½ - 1802½ - 1827½ Kcs, as these are the most QRM/free spots, usually. Also, these spot frequencies, plus the segments, 1800-1805 and 1825-1830 will be covered with EXTREME care by W1BB at ALL times. The entire band 1795 Kc to 2000 Kc will be checked regularly.

W1BB — Welcomes and invites special schedules with any DX station that desires to make contact — at any time of year, and on any special (Authorized), frequency designated by the DX station. Send AIR/MAIL letter to W1BB with full details on proposed schedules, and also any desired schedules on HF bands to arrange.

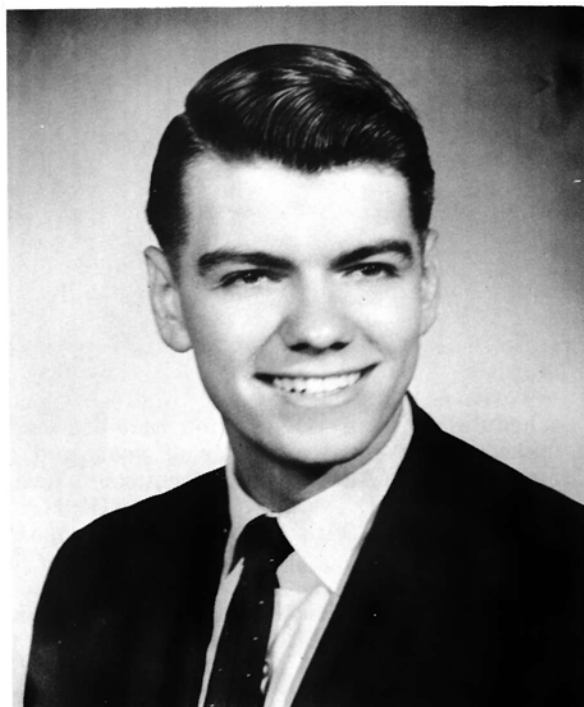
W1BB — Appreciates REPORTS on his signals, from any station, at any time of year, with full particulars — whether you make QSO schedules or not. This includes SWLs, some of whom have already submitted most accurate and valuable data. These reports assist in propagation studies being made. Please AIR/MAIL them, weekly. Postage gladly reimbursed if desired. Special reporting forms supplied on request. All reports acknowledged. Please do report!!! The more the better!!!

W1BB — Will operate mostly from the HOME QTH, "Winthrop by the Sea", BOSTON, USA, with 200 watts, a 260' doublet antenna and 755A4 receiver. Some operation will be from W1BB/1 either at the WINTHROP YACHT CLUB with quiet location and special long wire antenna entirely over salt water!!!, or from "Villa Mon Repos", at Harrington, Maine, 300 miles Northeast from Boston, a quiet country location, with 260' long "Vee" antenna — 260' each leg.

W1BB — Will mail a handsome appropriately lettered "AWARD" Certificate, to all DX stations working W1BB on this band if they request it. In addition, for DX Stations where their W1BB/QSO is a "FIRST" recorded "Top-Band" QSO between that Country and USA, an extremely SPECIAL and attractive lettering job in color will be done on the Certificate by a Commercial Artist to adequately and especially commemorate the event. This Certificate is in effect a "KING-SIZE" QSL, measuring 10" x 14", beautifully colored, on heavy durable white paper, suitable for wall mounting or framing. DX SYLs who send in 7 or more Verified reports on W1BB's signals, or have in the past, may also have a Certificate upon request. DX stations who have worked W1BB in past years, and any previous "FIRSTS" may have one of these Certificates, back dated to cover the event, if they request it. Twelve of these special "FIRSTS", colored certificates have been awarded thus far, and

(continued on page 26)

2 new crew members for the YASME 111



Meet Joseph H. Reiser, W2HQL, of Wantagh, Long Island. Joe is DXCC Phone and CW, WAS, RCC, WBE, WAV, WAC Phone and CW, WAE 1st Class, etc. Pending working out details of his present status in the United States Navy Reserve, in which Joe is a Communications Technician 2nd Class, he is the American Ham to accompany the YASME III on the forthcoming international round the world good will dpxpedition.

Joe was born a Yankee, in Wantagh, on October 21, 1936 and is the oldest of ten assorted brothers and sisters. At this time Joe is employed by IBM in Poughkeepsie, New York.

The whole thing is the result of Joe's joining the Boy Scouts and taking on a newspaper route when he was in his early teens. On this paper route Joe ran afoul of W1JSV/DL4TG, John Hall, also active in scout work. It seems John fixed Joe up with the makings of a crystal set. Shortly after his 14th birthday Joe wound up WN2HQL and a month later took his General.

Joe finally finished high school at Seton Hall High School and when he was 17 joined the Navy Reserve and meanwhile entered Long Island Agricultural and Technical Institute and all about the same time Joe got his DXCC, a Radio-Telegraph Second, a Radio Telephone First, an Amateur Extra and a diploma from LIATI. Keeping in touch with radio he became an Assistant Scout Master, an Eagle Scout, and sideline ham instructor. Oh, yes, he also went to work for Sperry Gyroscope Company as an

Electronic Technician, working in design and aeronautical instrumentation.

Dpxpeditions are not new to Joe. In 1957 he wangled permission to accompany the Coast Guard on one of their bi-annual to Navassa Island. Joe and W1IWC set up portable KC4 and worked around 300 contacts. Then, in 1958 Joe made a trip to the British Virgin Islands with VP2VB where his work was observed by the chief op, Danny Weil.

Incidentally, in 1957 Joe snagged an SOS which was requesting anti-leukemia drugs for a dying youngster in Buenos Aires. His quick work brought him the sincere thanks of the Argentine Radio Club of Argentina and a Letter of Commendation from the Navy at that time for improving the battered relations between the United States and that Country.

So, there he is, young and versatile. Good luck Joe, and remember that the entire fraternity is watching your representation as the American Member of the forthcoming Yasme III Dpxpeditions being sponsored by the Yasme Foundation.

... also ZL1AV, however we regret no pic was available.

From way down under comes Dave Tre-mayne, ZL1AV, the ZedEll on the forthcoming dpxpedition. Another reason why so many YLs stay unhappy, while fellows like Dave go traipsing around four years at a time on dpxpeditions.

Dave was born in Aukland, New Zealand, on the 18th of September, 1937. He received his first ham license on 1954 as ZL1ANM, and then transferred to Wellington, where he picked up the call ZL2CV. In the latter part of 1957 he moved back into ZL1 territory and was given the present call ZL1AV.

Dave tells us that his main interests in life are amateur radio, dx, and travelling. He is an ex-New Zealand Air Force man and was a commercial radio operator for the New Zealand Post and Telegraph Department. Holds the 30 WPM CW Proficiency Award, WAC, WAS, WAZL, etc., and etc., and was just under the 200 country mark in all 40 zones prior to his departure from New Zealand in January, 1959.

Dave was visiting in the States when he got wind of Danny's misfortune on Union Island and offered his services on the coming cruise at Dayton, where he teamed up with Danny and Ed (W4QDZ) during the Dayton Hamvention in May 1959. He spent several months in Saint Thomas with KV4AA sorting out the salvaged gear and catching Dick up on his QSLs and thence to Columbia, Illinois to be the guest of K9ECO while waiting for the Yasme III to materialize. That's the story on Dave, and the Foundation is proud to have him aboard.

Do It NOW!

YASME ON THE ROCKS

by
Danny Weil, VP2VB

CONCLUSION

A giant sea, the granddaddy of all of them, swept in and over the decks. My feet slipped on the deck and I went over backwards still holding the 101. As I fell, an intense pain jagged through my body as my spine hit the head of the deck winch. I slid flat onto the deck, the lower part of my body completely paralyzed, still holding the 101 as though it would save my life.

Stupid as it may appear, my direct concern was to hang onto the 101 and hold the canvas around it. Slowly the pain subsided and I struggled to my feet. Things were tougher now as Yasme's decks were at a 60 degree angle. That big sea had shifted her and the big rocks supporting her had penetrated the planking. It was tough getting over the side. The SX101 reached shore safely.

The "beach" was around 12 square feet, consisting of a variety of rocks . . . hardly a place for relaxation and sunbathing, but it was dry and a safe spot for the gear. Several journeys were made to get loose equipment, etc., ashore, but there remained one thing which I had given up any hope of removing . . . my lathe. It had taken two of us to get it aboard and installed. What chance had I alone under these circumstances of getting it ashore? It was my pet. The thought of seeing it lost was too much. It just had to come out.

First the motor was disconnected and taken ashore with all the other odd bits and pieces. Managed to get the counter shaft off, too, without cutting the belt. Felt proud of myself over this deal, as it meant dismantling the entire shaft. I didn't even lose the alan screws, either. Finally I tackled the big job. All the nuts off, the holding down bolts first and then all the bolts came out except one. As the last one came out, the lathe swung downward with its weight. I think the hardest job of all was to remove that last bolt and take the weight of the lathe at the same time, but I did it. Without a lot of detail to explain how, I did get it on deck and slung out over the bow, ready to be taken off. Now came the final test of all . . . to get it ashore. I clambered onto my favorite rock and reached up. Gradually I pulled it over until it overbalanced and slid into my arms.

Just at that moment, one of those lousy seas came roaring in. With one foot on the rock and the other in shallow water, I braced myself for the shock. With a resounding crash it hit Yasme's stern. As I stood there, the bow lifted and she slid forward. As the seas receded, the bow came down smashing my instep. I screamed in agony as the bones crunched. A thunderbolt slid up to my brain. I was passing out. As quickly as she held me.

so I was released. I bit my lip to hold my senses. The foot was numb as I expected, but would it support my weight and the lathe, which was still clutched firmly in my arms? Gingerly, putting my weight on the foot, I moved shorewards. It felt normal, but I knew the worst would come and I hustled as best I could to get the lathe into a place of safety.

I dreaded to look at my foot until I had rested and lit a cigarette. My shoe had split right across and the instep was badly gashed. As I watched, the veins bunched themselves into a pile and the foot swelled visibly until it resembled a balloon. Then the pain began. It started with a dull throb until I was almost screaming with agony. I sweated for a while and took deep drags on the old cig . . . it helped.

As with all pains, so this one abated until I could stand it without too much discomfort, but it appeared to me my night wasn't finished. Wet canvas and two wet blankets were used in a vain effort to make myself "at home" without any success. Never did I realize it could be so cold in the tropics. After the initial effects of shock had worn off, I tried to rest, but found the seas were rising considerably and were lapping at my feet. This was most disconcerting, as I had little room left in which to move back. It was obvious to me the tide was rising. Knowing the rise and fall is slight in this part of the world, I was uncertain how much the sea WOULD rise. We had an onshore wind and a full moon, both of which make bigger tides. It was time for me to look around, but first I had to consider all the gear strewn about the beach. It would be heartbreaking to have it submerged after all my work to salvage it. I had to save it, yet was scared to move in case the pain from my foot made me pass out . . . what a spot to pass out in with a rising tide!!! Regardless of this, that stuff HAD to be moved.

Slowly I slid backwards until my back touched the cliff. Keeping my left foot from the ground, I used the right to gradually hoist myself up. Just the slightest weight on the left foot sent a twinge of pain up to the old brainbox, nearly causing my collapse. I clutched at the cliff face for support, hoping I could hold onto my senses. Tears came to my eyes with pain, but the inevitable cigarette helped a lot. I stayed upright much to my surprise. Looking at the cliff face, I could see a series of crevices which would hold the gear, but the problem was to get it there with a bum foot. As before, I started with the heaviest piece and by maneuvering my back against the cliff, I was able to stow the whole pile until the beach was cleared . . . one small snag appeared . . . I had omitted to leave any space for me.

The moon was sinking fast and it looked as though I was STILL in trouble. I examined the face of the cliff for a way out, but no joy at all . . . it had to be UP. Have never tackled mountain climbing in my life before, but it looked as though I was going to have to learn

fast, as the sea was now lapping around my ankles. How to climb an almost sheer cliff in the dark with a useless leg didn't occur to me at the time . . . maybe it should have, but I was too intent to get away from that rising sea to even think of the stupidity of attempting such a climb under those conditions.

I looked around for the first hand hold and started up. The cliff was rotten and every second hold broke away soon as I put any weight on it. Every inch of the way had to be taken with my arms and an occasional push with my right foot . . . the left leg just trailed along for the ride and became a damned nuisance. One of the things I learnt from that climb was: it is far easier to go up than down, particularly when the cliff is sheer.

I'll try not to dwell on the agonies of the climb. My brain was set in one groove and to even think of what was going to happen next was impossible. I just took it as it came and hoped. Suppose I must have been about 100 feet up when I decided to look down. Just that slight twist of my head caused me to lose a handhold, and for those few seconds, I thought my days were over. Several small rocks were dislodged, which dislodged greater ones as they descended, causing quite a landslide. The sound of those rocks hitting below sent a shiver through me, and it wasn't because I was cold either. To say I was frightened is the understatement of the year. My whole body trembled with apprehension of what would happen if I followed those rocks down. I reached a point where the cliff started to curve over into a steep incline. I could see it was covered with some sort of green foliage, so I grabbed a handful. It was cactus which was hardly rooted and it came away quite easily. I might add, its spines did not leave my hand too easily, and the intense pain almost made me drop. I scabbled again with my hand, digging into that shallow soil trying hard to make a hand hold. It was rough going as my arms were aching with the strain and I knew I couldn't last much longer at this rate. I rested a few minutes and then made a concerted effort. It had to be ALL OR NOTHING. Using my hands, nails, elbows, chin . . . even my useless leg, I scabbled forward and up like a limpet. With the concerted action of every part of my body, I moved up several feet and found a deeply embedded tree which I draped my body over, head and feet hanging down.

The blood rushed to my head and the pressure on my stomach made me rech. I pulled myself around and used the tree as a foot hold. Just above it was a narrow ledge about 18 inches wide. It didn't lead anywhere but it was a place to stretch out and rest. Sticking out from the rock was a deeply embedded vine. I removed my belt, lashed it around my wrist and then to the vine. If I passed out, I knew I couldn't fall far.

Once able to relax, I hauled out a cigarette and drew the smoke into my lungs as though it were the elixir of life. From this position, I could see the Yasme, now only a vague out-

line in the dusk which was enveloping the area. The base of the cliff was invisible, so I was unaware of the position of my gear. I hoped the recent landslide hadn't damaged any of it or covered it up. But my main thoughts then were for my safety as in my short stay, I couldn't see a way out from this spot.

With only a pair of shorts, I soon chilled. The perspiration soon dried and I started to stiffen up. The space was too confining to move around or even wave my arms. There was no argument about it, I was going to have to move as the chances of someone sighting me were remote . . . remote! They were impossible the way I saw it! I figured the noise of the sea would drown my shouts if anyone arrived . . . guess I figured lots of things all of which decided me to move on. It didn't matter a damn whether it was up, down, or sideways. I just had to get to heck away from here fast before I froze to death.

Reconnaissance was futile with the light almost gone; it had to be a hit and miss effort. Two attempts were made along the face of the cliff until I saw the outline of a ledge six feet below. It looked OK and I slid down not caring two hoots if I slid all the way to the bottom. I had reached the stage where nothing seemed to matter anymore. I was bitterly cold, hungry, and thirsty. My throat ached with every breath from excessive smoking.

I hit the ledge with a shower of stones around my head, also landing on a large cactus. This did not improve my temper in any way. From here on in, things panned out a lot better. I discovered a vertical crack down the face of the cliff which, had I the use of both legs, would have been child's play to descend; but it had to be done the hard way. The rock face was stronger here, and I had little trouble with miniature landslides. Ultimately, I reached the bottom . . . the word ultimately means it took me the best part of two hours with the attendant frights, etc.

The crack apparently finished very close to Yasmie. I tried hard to figure out why I hadn't taken this way up. It wasn't until daylight I noticed that it appeared an impossible climb looking up . . . guess that's why I by-passed it in the first place. The gear was all safe and I found my half filled bottle of water. I rationed myself to a mouthful being a little doubtful of the future. I could have managed a gallon right then. My luck changed for a few minutes when I discovered a canned cake on the beach. Need I say that, without a can opener, I soon disposed of half of it which improved my spirits considerably.

My two blankets were soaked and I rigged them to form a screen as the wind was like an Arctic blast. It appeared to strike the cliff and funnel down with increased intensity just at the spot I lay. The tide had risen and started to fall off again since my rock climbing escapade, so I stretched out full on the beach and slept.

It must have been around 8 A.M. when I awoke. The rising sun was hot . . . damned

hot. I went to rise but my entire body had become rigid with cramp. I had been lying on one arm and it had gone dead. I felt like nothing on earth and were it not for the fact the sun was burning my eyeballs out and the rocks on the beach were doing their darndest to bore holes in my body, I should have thought I was already dead. Gradually I moved around a bit and thoughtlessly went to climb to my feet. The left leg gave out and I fell down with a thump. Needless to say my language at that time would not be found in any dictionary, but it helped my feelings but not my con-founded leg.

Looking down at the offending limb, I discovered my foot resembled a balloon. My shoe which had been on the large size, now looked twenty sizes too small, as my foot spread out over the edge like a fat man's paunch over his belt. My shin and thigh were cut and I had a lump on my hip which comfortably supported my pants without the aid of a belt. My chest, legs and arms were one mass of minor cuts and abrasions, but my hands seemed to be the worst. They were bunged solid with cactus spines and somewhere along the line, I had lost a finger nail . . . tried to get the spines out but they all broke off and the pain was something to write home about.

Yasmie had now swung broadside onto the seas and lay with her masts toward the cliff. Her main mast was touching the cliff and as though it had been prearranged for this moment, a sea lifted Yasmie, making her mast head light disintegrate. It also smashed the truck which supported the Parkstone Yacht Club's Burgee, and in the light breeze of the morning, it fluttered down onto the beach. Tears sprung to my eyes for those few moments I realized it would never fly again on YASME II. I limped over and picked it up. It is one of those things I shall always treasure although the memories will hardly be pleasant.

I had not maintained my usual skeds with Dick and wondered how long it would take him to decide something was amiss. It was far too early for him to start anything in the form of a search, but I knew that eventually he must realize something was screwy. I found quite a bit of driftwood on the beach and formed it into a small pile. I also discovered a can of gas which had floated ashore. I had the bright idea to make a fire to attract attention. This is fine when you read it in a book, but take it from me, it is strictly BUNK.

Around 10 or 11 A.M. . . . what difference does it make anyway. I sighted a boat around three miles off. She was making good time and broadside on. I poured a liberal supply of gas over my sticks and lit it. For a few seconds there was a magnificent blaze which almost burnt my eyebrows off, then it fizzled out, leaving a faint smoke which wouldn't have made an ant sneeze . . . quite frankly, I could make more smoke with my language. I thought once again about what I had read in books that damp wood would create lots of smoke. About all it did was to create a darned stink.

(continued on page 26)

DX Review, cont. from pg. 13

day, 589 at 1900 GMT on 21020). Ken also reports that Cleo Craubaugh, EL5A, is back and should be active now with Apache and Mohawk.

Effective October 1st, 1959 there will be an increase in Canal Zone frequencies on the 21 and 28 Mc. bands for A-3 phone use. KZ5 hams may now use this mode on 21200 through 21450 kes and 28450 through 29700 kes. Canal Zone amateurs do not come under FCC regulations.

Art, W9QXF, now on Eleuthera Island, Bahamas, is putting in for a VP7 call. As Art might go to Ascension Island on ZD8 license was applied for via ZD7SA with the following reply:

No. 8927/1/59 6th August 1959
Sir.

I am directed by the Governor to acknowledge the receipt of your letter of the 31st of July, asking for advice and comment on a letter from Mr. Arthur Kirascofe regarding the operation by him of an amateur radio station on Ascension. All applications for such licenses from persons who are not British subjects are referred to the Secretary of State in London since United Kingdom policy in this field is that amateur radio licenses are not issued to anyone who is not a British subject and the Secretary of State has requested that any applications should be referred to him. In any event Mr. Kirascofe's application should in the first instance be addressed to the Resident Magistrate, Ascension.

G. A. Lewis, Gov't Sec'y.

This seems to be "no" from any angle you care to look at it. Following the departure of John Parker, ZD8JP, at the end of 1958, there has been no ham activity on Ascension but we understand that Neville Wicks of Cables and Wireless, VP9DU will be at ZD8 in about a year's time.

HUNGARIAN "WHD" AWARD

The "Worked Hungarian Districts" Certificate, for overseas applicants, may be obtained by submitting a list showing contacts with 5 HA call areas. These contacts should have been made after January 1st 1958. The applicant should attach 5 of his own QSL's to the list made out to the stations worked. Applications should be mailed to C.C.H.R.A. POB 185, Budapest 4, Hungary with 5 IRC's. HA5BI is Diploma Manager.



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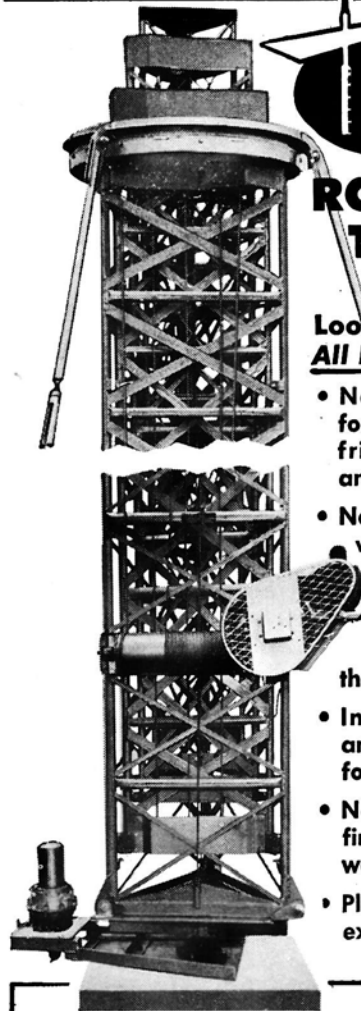
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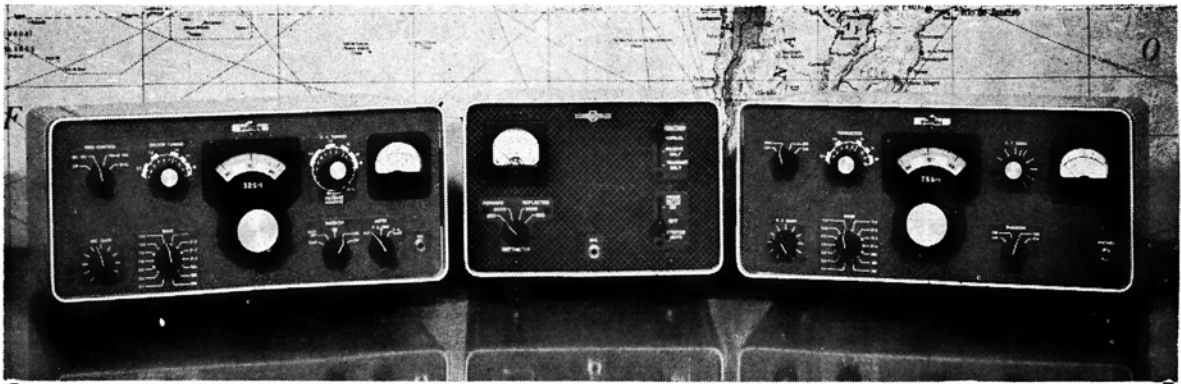


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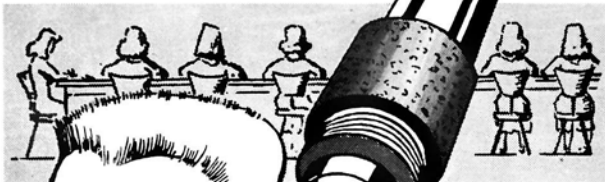
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W1BB — Hopes that you will join in on the fun, and the challenging work of QSOing DX on 160 — and enjoy yourself and help others to make that much desired contact!! Write W1BB if you need further particulars. Keep W1BB fully informed of all 160 meter activities possible as suggested above, for the BULLETINS and reports on your doings to HAM magazines for publication, as their Editors see fit.

W1BB — Says, 73!, again — HAPPY HAMMING and b.e.n.u. on 160!!! — STEW/W1BB.

YASME ON THE ROCKS, *cont.* from pg. 23

The boat came nearer and I staggered to my feet, grabbing the "white" blanket. It was no easy matter to wave that blanket around, balancing on one foot, but I may as well have waved my handkerchief for all the good it did. Those guys must have been blind and I cursed them good and hard for twenty minutes solid.

Morning drifted into the afternoon. I had sighted six boats in all and even managed to get my fire going. The little smoke it made was blown up the face of the cliff with the increasing trade wind. Later I realized and saw for myself that Yasme was almost invisible from the sea, owing to the high breaking surf and the cliff which did a fine camouflage job.

My eyes continuously swept the skys for a search plane. I knew I wouldn't hear it with the roar of the surf. I wondered if one would come at all.

By this time I had given up blaming myself for this predicament and blamed the entire world for not coming to this precise spot and rescuing me. I hadn't the faintest idea where I was other than I had covered 35 miles since leaving St. Vincent . . . this conveyed precisely nothing.

The old brain kept buzzing with ideas all of which were useless. Seemed to me I was going to have to stay put until some bright guy found me, but when that would happen was the \$64,000 question.

I looked longingly at the rigs ashore, then I looked at the two gas generators still lashed to the deck of Yasme. If . . . if only I could move around and get one of them ashore. It would be several days before I could move around the way I saw it, and those generators may as well be at the North Pole for all the use they were. The receiver seemed to mock me as it sat there in its little alcove in mute silence. The transmitter, the key, the microphone all this and ample wire too for an antenna, but no power, and I thought of the future and how I would be able to get the generator ashore. How I would rig it up and send my message. I even had the wording all figured out as to what I would say. The joke was — by the time I would be able to get the generator ashore, Yasme would be broken up anyway . . . what a laugh!!!

I had another swig of water. Had to take it easy as it was almost gone. Tried to figure

how long a man would live without water, not that it was too important anyway. Questions, questions, and more questions bombarded my brain with no answers. I lay back at the foot of the cliff and pulled the blankets over me and slept the sleep of utter fatigue.

I have the faint recollection of glancing at the luminous glow from my wrist watch which seemed to give me the faint ray of hope which is always prevalent when things look black . . . tomorrow was another day!!!

Something knocked my shoulder and I unconsciously moved closer to the cliff, thinking a rock had fallen. Once again came the knock and something grasped my shoulder like a vice. Still half dopey with sleep. I pulled the blankets from my head and was immediately blinded with a white light shining directly into my eyes. Slowly coming to my senses, I heard the mumble of voices. In my semi-stupid state, I couldn't understand the language, although it faintly resembled English. Some damned idiot kicked my bum foot. That really woke me. I screamed with agony and a flow of adjectives streamed from my creaked lips. I told whoever it was to turn out their B . . . Y light and not to kick the hell out of me. The light continued to shine in my eyes, so came to the conclusion that the natives did not understand English . . . or profanity either. I put up my hand and pushed the light away.

With the reflection of the light from the cliff, I could see there were several natives standing there, all speaking a brand of English which even after five weeks on the Island I have never comprehended. Seeing I was obviously alive, one of them thrust a piece of paper into my hand and then shone the light back into my eyes, just to be sure I couldn't read it. After a few more ejaculations, I did finally manage to convey to this guy that it would be a bright idea if he shone his flashlight in a place other than in my eyes. The message was short . . . It told me to keep a stiff upper lip and all that sort of thing and that help had arrived, etc.

I asked where I was . . . Union Island. This conveyed exactly nothing and I was just as wise. The guy pointed to the piles of covered gear and asked how many bodies there. He looked real disappointed when I told him there were no bodies.

Well . . . there it is. There could be a lot more to this little story which I may tell you later if I live that long, but it's enough for you to digest at one sitting.

As a final to this little escapade, I am now in Grenada operating with an RX and TX which have been well and truly dunked in the sea. How they are working is something I don't figure but to date, I've cleared about 1,500 QSOs. Hope by the time you see this, I shall have worked most of you from Trinidad. Getting around in a native sloop from one Island to the other is hardly my idea of pleasure, but it is making the expedition carry on and I hope the future will produce a YASME III and I can work you all from all those other rare ones throughout the world.

Thanks for your support . . . 73's . . . Danny VP2VB/MM, etc.

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