

DECEMBER 1959

35¢

VOL. 1

NO. 3



the YASME NEWS



*Man's desire to communicate still offers our
greatest opportunity to achieve peace on
earth and good will toward all mankind*



*Merry Christmas and
Happy New Year*

hallicrafters **h** **company**

... and 73 from

W. J. Healyan W9AC Paul Bellini Jr.



THE YASME NEWS

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

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VOL. 1

NO. 3

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ON THE COVER

"Peace On Earth", in any language, has the same meaning. This is particularly true in our time...and we feel the multitude of Radio Amateurs, the world over, are constantly working to achieve this goal.

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FOUNDATION REPORT



by Ed Stanley, W4QDZ

Several nice comments were passed on the YASME NEWS and the Foundation in general by such magazines as CQ, QST, & Monitor during the past month. We certainly appreciate such notices of the efforts of the Foundation and the NEWS.

You will note the slightly changed format and handling of material in current issue of The YASME NEWS. The matter of size was dictated by the desire of some large numbers of the Members advising us that they preferred the present size for filing, binding, etc.



The October-November Issue was not fully a premeditated situation. Our Art Director, Howard Hogan, managed to slip and break his right arm just above the elbow just as we started the editing. Also holding that issue was the fact that we were expecting to close the deal on the YASME III at any moment, and wanted you to be of the first to know about it!

You have probably noticed that your copies of the YASME NEWS are now addressed by addressograph plates. Please keep the Foundation Office advised of any errors, changes of addresses etc. which might be advantageous in making sure that your copy arrives quickly and properly.

We are including in this issue the Financial Statement with respect to the income and disbursements through the month of October. As you will note, we had, at that time paid \$10,000 on the total of \$14,600.00, which was the cost of the new YASME III. You will also note that there is represented in the Statement considerable loans from individuals who came forward substantially, to help us purchase the boat which was available. These loans have been accepted, by the Foundation and the boat has been pledged to the note-

holders as collateral. The final payment due December 1, has been made as this publication comes to you.

A lot of readers, who have always helped in the conduct of past Yasme Expeditions have not made their presence known as is evidenced by the record of contributions received. We are sure that this has been in many cases due to the feeling that we had picked out an impossible task. Well, I am sure that the presence of the boat, with ZL1AV and VP2VB aboard, fitting her out like mad, will certainly be incentive to all of us to roll out the barrel, and get the show on the road.

Of now all contributors have received by mail the Official Receipts for their donations to the Foundation, along with a Membership Card and Contributors Scroll. These were delayed while waiting for the printers to over-print the old YASME II Contributor Scrolls to read "YASME III".

We wish to take this opportunity to tell our Contributing Editors that their work has been most gratifying and that it is "top drawer" in the Fraternity. We must point out that all editorial is submitted on a contributory basis, and these OM and YL efforts are deserving of the best praise and thanks of our Membership.

We are in dire need of a NOVICE EDITOR, because it is our feeling, along with a large percentage of our Membership, that the time to shape the future operating activities of today's new hams is to get them in the swing of things, and there's no better way that through DX, traffic, and those other activities which can be brought to their attention and liking. So, please forward your recommendations to the YASME NEWS, for a NOVICE EDITOR, and the next expedition can help them on their way to DXCC, WAZ, etc.

CLUB EDITORS and SECRETARIES, send to us reports of your activities, along with pix of your members and their stations. THE NEWS is most happy to present your story to its INTERNATIONAL MEMBERSHIP.

Oh yes, don't forget to let our advertisers know you saw it in the YASME NEWS!!

**STATEMENT OF
INCOME AND DISBURSEMENT
The Yasme Foundation**

For Month Ending	October 31, 1959
INCOME:	
From Contributions and Subscriptions to YASME NEWS	1,008.33
From Sale of Advertising	405.00
From Loans:	
Officer	5,000.00
Officer	4,500.00
Equipment Manufacturer	1,000.00
Total Income, Cash	8,913.83
DISBURSEMENTS:	
Bank Service Charges	17.41
Office Supplies	1.37
Long Distance Telephone	184.90
Postage	38.26
VP7VB Expedition	16.90
Printing	1,166.83
Utilities, 3 months	59.86
Federal Wage Taxes	11.15
Wages, Ass't Secretary	200.00
Less Withholdings	30.00
	170.00
Cost of Sans Regret	
The YASME III (Sept.)	14,600.00
Paid on YASME III (Oct.)	1,460.00
Balance due on	8,540.00
YASME III	4,600.00
(Due December 1, 1959)	
Total Disbursements, Cash	10,206.68
Balance of Income against Disbursements	-1,292.85
Bank Balance, September 30, 1959	2,953.65
Less this Statement	1,292.85
Balance accountable October 31, 1959	1,660.80
Cash on Hand and In Bank	1,660.80
I certify the above to be true and correct to the best of my knowledge and ability.	
EDWARD A. STANLEY	
TREASURER, The Yasme Foundation	

**DOCTOR JAKE SHARP, W8LNI
TO SAIL WITH YASME111
AS THIRD CREW MEMBER**

The Yasme 111 should be a happy, healthy crew for the next four years. We are not too sure about the happiness, but they will be *healthy*, as Doc Jake Sharp, W8LNI will see to that.

Here is a little run-down on "Doc"; he is a qualified MD and Orthopedic surgeon, single, age 28, and he saw service as a Flight Surgeon in the U.S.A.F. Jake's home QTH is Detroit, Mich.

We are indeed happy to welcome Jake aboard, and hope he has a fair wind plus many QSO's for the next four years.



EIMAC PROMOTES WEST COAST HAM

A newly-created marketing position, Manager of Marketing Operations, has been assumed by John R. Quinn, W6MJG, at the offices of EITEL-McCOLLOUGH, INC., San Carlos, California, Manufacturers of EIMAC electron-power tubes.

Prior to this promotion, JOHN was Manager of the Customer Services Department at EIMAC. Prior to his association with EIMAC, he was Vice President of an electronics manufacturing firm and was Engineer in Charge of International Short Wave, CBS, from 1945 to 1952.

JOHN is married, and lives with the XYL and two Junior Ops in San Mateo. He was first licensed in 1934. An OT by golly!



**MULTI-PRODUCTS COMPANY, "CITI-FONE" MODEL
CD-5 FOR CITIZENS BAND SERVICE 27 MC.**

Now offered by the MULTI-PRODUCTS COMPANY, 21470 Coolidge Highway, Oak Park, Michigan, the "CITI-FONE" Model CD-5 is offered for applications in the 27 MC Citizens' Service. Featuring five crystal positions, crystal controlled super-het receiver, nine tubes when receiving and three tubes when transmitting, the unit can be used on either 110 volts 60 cycles or battery (6 or 12 volts on order) with a combination ac-dc power supply which is an integral part of the unit. Panel controls embody ON-OFF VOLUME CONTROL and SQUELCH CONTROL. Complete with Push-to-talk ceramic communications microphone. Literature on request.

DANNY'S DIARY



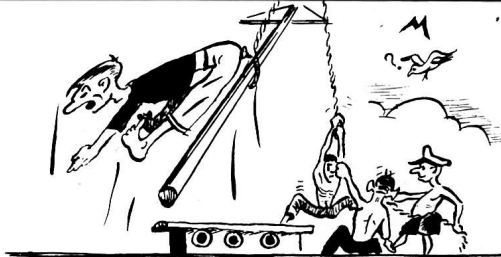
by
Danny Weil, VP2VB

ABOARD YASME III FORT LAUDERDALE TO TAMPA

Never have I felt less like writing a story about a boat trip. Guess I should feel all elated and jumping for joy at the thought of bringing a sailboat a distance of 300 miles with a complete crew. In one of my usual moments of weakness I listened to some idiot tell me to take the inland waterways to get from Fort Lauderdale to Tampa. It sounded like something out of this world the way he put it. I should have realized there was a catch in it the moment he started to tell me, about calm waters and all that sort of tripe. "Yes", he says . . . "You can't go wrong" . . . that's what he thought . . . "Calm waters all the way, beautiful scenery" . . . the liar . . . "Lounge on the deck and take it easy all the way" . . . and I like a big mug listened to him with feathers in my brain.

Naturally he forgot to tell me I had to take the mast out. It never occurred to him that Yasme had a 60 foot mast and there was a bridge enroute with a clearance of 45 feet. What the heck did he think I was going to do . . . saw the ruddy thing off and stick it back together again later? Maybe he thought I was going to become airborne and fly over the bridge. Anyway, after I decided to follow his advice I also thought it might be a good idea to pull the stick out before we left Ft. Lauderdale.

This was easy. First, every wire tension screw was rusted into a solid mass. Every shackle was seized. It took two cans of rust remover plus a 24 inch wrench and four strong men to free the rigging. Then all we had to do was pull out the mast. This was child's play. We stuck a tackle on the mast and pulled. It would have been a good idea to remove the wedges first, but, somehow, they were forgotten in the rush. I think the boat was suspended about three



feet in the air before someone mentioned the fact. We all thought it was tough going to lift a mere mast. We drove out the wedges and hauled away again. Someyelled below decks but we were doing fine and didn't want to stop and kept hauling.

It was just as well we had a big hole in the deck, because Ed's son had caught his pants on a nail, and we hoisted him through the hole with the mast. Just can't figure why he got mad about it, as we needed him on deck anyway, and it saved him the bother of climbing out through the deckhouse . . . some guys are never grateful.

After removing Wray from the mast, we manhandled it onto deck. Apart from the mast covering the starboard deckhouse windows and the dinghy blocking the portside view, we could see fine providing we used a periscope . . . nothing to it . . . it was easy.

Next, we decided to fill up with fuel. Then came the water. Seemed to take a heck if a time to fill the water tank until Ed went below and found a foot of water over the floor boards. Guess we must have shoved the pipe into the wrong hole. I let Ed bilge the boat out as he had discovered the error . . . he didn't appreciate this gesture, although I was only teaching him the ways of the sea.

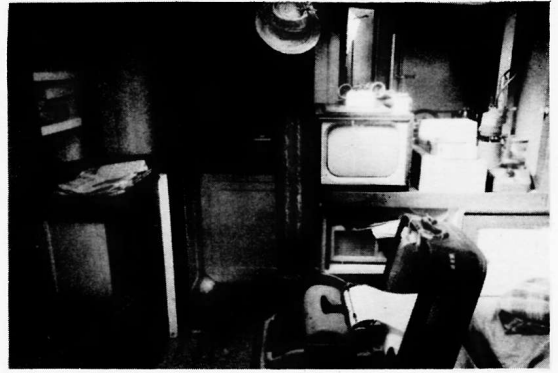
Food presented no problem, as the last owner had left three cases of it aboard. Unfortunately we were miles from anyplace when we opened up the cases and discovered they were all canned dog food. Never realized how lucky dogs were till we tried it out.

For those who have never traversed the inland waterways of Florida, I will tell you it consists of lots of canals with lots of bridges and lots of mosquitoes. The canals were fine providing you kept in the center. You just dare to move three inches to port or starboard with six feet draft and see what happens. After traveling about 3 miles I lost count of the times we ran on the mud. It was tough going for me each time as I had to put the boat astern while Ed and his son pushed with poles. Operating that throttle was tiring work and yet, my crew failed to see the labor involved. It's tough teaching landlubbers the ways of the sea.



LEFT to RIGHT: Wray, Jr.OP W4QDZ, center right Beet,OM K4KRJ, working, Ed, W4QDZ.

All went well for awhile. We tooted the hooter at each bridge and it was obediently opened up. We waved nonchalantly to the autos all lined up and thought what mugs they were having to wait for us until . . . we came to a bridge which didn't open so smartly. We tooted and hooted. We screamed through the megaphone, but still not a sign of life. The bridge remained closed. Naturally it was dark. It's always dark when things go wrong and usually raining too. I slammed the gear lever astern and we slowly slithered to a stop and then gently went astern. I grabbed the gear lever and pushed it to neutral but nothing hapened. We still chugged merrily astern with absolutely no steerage. The steering had taken it into its stupid head to quit on us. Gradually we skewed sideways and drifted into the mangrove swamp lining the canal and still the bridge remained SHUT. This wasn't supposed to happen to me, in fact, it was supposed to be a nice, quiet, easy trip. As we stopped, the mosquitos invaded us to investigate our problems. We had enough of 'em. Problems and mosquitos. They flew in this millions and did some spectacular dive



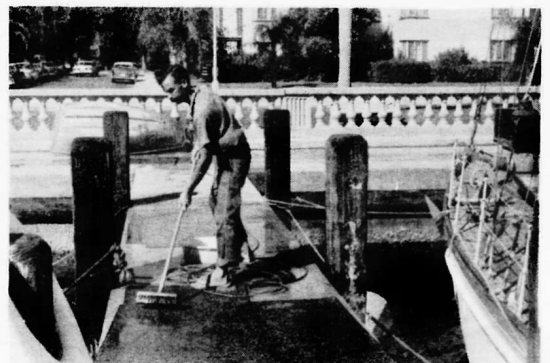
FORWARD CABIN (saloon) looking to fore peak

bombing on all exposed parts. Ed had more expose and made known to all and sundry his displeasure. I will not attempt to state his exact remarks . . . nor mine either. Let it remain that our words were not complimentary to mosquitoes, gear boxes, steering gears, or bridge attendants. I am amazed to this day the variety of words which broke the silence of that canal and yet failed to disperse the mosquitoes or arouse the bridge attendant. I ran below with a sledge hammer and batted the daylights out of the gear box whilst Wray poured lots of oil into the reservoir of the hydraulic steering. Naturally at this moment, all the lights fused. Ed grabbed the flashlight and dropped it. The matches were wet with sweat and also naturally, my lighter was out of gas. A well aimed blow with the hammer freed the gear box and apparently Wray had managed to get some oil into the steering unit . . . most of it was on the floor and over his slacks. Have you ever tried to pour oil into a half inch hole in the dark with a million skeeters biting you? Try it sometime and count to ten at the same time . . . it's easy. The

(cont. on pg.15)



Who? Me WORRY! W4QDZ/MM Bert De Bray, helm



ZL1AV, the romantic end of sea life

DX REVIEW



The highly anticipated DX'pedition by VU2RM, VU2AK and VU2NR to the Andaman Island group in December now seems certain. They will operate from using the Call sign VU2ANI or VU2-Port Blair, on South Andaman Island, ANI/5.. Rao, VU2RM, will ably uphold the CW end of this trip while King, VU2AK and Raju, VU2NR, will furnish the lip service. A KWM-1 rig was shipped to them on November 4th and was received on November 18th in fair condition. VU2-ANI will be on the air for four weeks and as this expedition may be in being as this is read we suggest all DX'ers bend their ears, and beams, southwestward. QSL's go via W8PQQ.

Two more countries have recently been added to ARRL's DXCC list. They are the Cargados Carajos group of islands (St. Brandon group), located some 250 miles NNE of Mauritius, and the Willis island group (Willis Islets) which are positioned some 250 miles northeast of the coast of Queensland, Australia. All stations on the Cargados will bear regular VQ8 callsigns with the letter B added. Present activity from this QTH stems from Herve, VQ8BBB, who has an erratic, chirpy and drifting (down) CW signal and also is on phone. Herve seems to be a semi-permanent resident in the islands and is somewhat ellergic to QRM which, when applied in substantial quantities, causes his disappearance. He is VFO and has been heard on several frequencies on 14 mc. CW. QSL's go via VQ8AP to VQ2AD. Louis, VQ8APB,, who was active from this group a short time last August will again visit the islands next August. On the Willis group, where Australia maintains a weather station, VK3-CX reports that VK4DS is a new ham there but has not been heard by him. Main activity from Willis stemmed from VK4IA, who was there in 1955, and VK4IC, and Alf, VK3KB, can help with the present whereabouts of VK4IA.

All Russian stations operating on ten meters, or higher frequencies, now use the letter "R", instead of "U", in their prefix.

Hence UA1ABM becomes RA1ABM, UB5-KAB would be RB5KAB and so forth. We planned CQ's WPX award for just such eventualities which fit into it very nicely and without controversy.

VK9MV, Christmas Island (Indian Ocean) departed during the week of November 15, for a four months vacation in India. He will return to VK9MV some time in March..

Swaziland will be on the air for ten days, starting December 2nd, thanks to ZS6ASW/ZS7. He will be on 14, 21 and 28 MC. AM phone.

As this expedition may be in the news for a considerable time, if all goes well, we think it should be printed here just as it appeared in Don Chesser's very excellent DX Bulletin of November 11th — — .

We hear, via W2EQG, that the wandering KWM-1 which was on the air from I5GN and VQ6LQ is now on it's way to Madagascar.

GM3ITN, who recently signed GB2AC on the island of Ailsa Craig (not a new country) speaks of a trip to Rockall Island in 1960. This spot is some 400 miles west of Scotland, in the North Atlantic, and we see no reason why it should not count as separate. Possibilities of obtaining the call of GR2AA will be investigated. Looks good . . .

VK3ARX/LH was due on from Lord Howe Island for two weeks starting November 19th. He will take part in the CW portion of the CQ DX contacts. Also planned were some SSB contacts using VK2-FR's rig on the island.

A short flurry was caused upon a report that CR7IZ was operating from Ibo Island, off the northeast coast of Mozambique. Our map shows Ibo relatively close to the coast of CR7 which should disqualify it for any special status.

W2FZY worked FA3CT/SH (Sahara) who said he was F3CT operating from Colomb Bechar in southern Algeria. Probably "no count".

(cont. next pg.)

VE5RW plans 8 hour operation from FP8-land some Sunday in December. Will try for FP8RW but will probably be given call in alphabetical sequence.

W3JTC, Larry, is now home again after 3 years at SVØWP where WAZ was made plus DXCC-246! Another RX'er, Rundy, W3ZA/3W, Viet-Nam, was due to arrive in Beirut, Lebanon, and probably will be soon heard from.

Two VP7BB's have been on the air of late both having skeds with KV4AA. One is Dick, VP7BB/MM, on the ship "Bimini", last contacted near Aden on CW and bound for England. While the other is Clarence, VP7BB, on the island of San Salvador, Bahamas, on SSB. Both claim to have legitimate licenses, issued about a month apart, and each bearing the file No. "A33". Looks like a licensing error.

Don, VK3APV, will be QSL Manager for the new VKØAB who will appear from the Wilkes Base, Australian Antarctica, next March.

We heard the strong signals of SVØWV on 14315, SSB. He is on the island of Rhodes and will be there from 4 to 6 years.

Ken (W7VCB) reporting October activity from EL4A, Tournata, Liberia, says has contacts numbered 1,435 for that month which include 441 contacts during the CQ phone contest. EL4A is active on all bands phone and CW. On odd days he may be found on 28040, CW, and on even days on 21030, CW, after 1615 GMT. On Tuesdays, Thursdays and Saturdays he may be found on 7006 kc. at 0500 GMT. Other mornings it will be 14012 at 0500 GMT. He gets on phone whenever CW is dead. 80 meters has been tried and many W signals heard but QRN is too tough. Nil on 160 meters yet altho USA BC stations come booming in for short periods ie: W1NZ, Hollywood, Fla., 40 over 9. Ken works all contests so the above schedules will not hold during such events.

OK1FF reports that the OK7HZ expedition now visits Syria and Jordan. Syrian operation probable. Jordan license, mebbe yes, mebbe no —

G3AAM was helping ZA1AL with some W6 contacts. He gives QTH as Box 72, Tirana. ZA1KC was also on "???" applies. CW tidbits heard on 14, 1100/1200 GMT: HL9KT 14030 (Box 127, Seoul), FM7WP 14040, VR2DK 14027, FG7XC 14005, HR2-FG 14008, UJ8AC 14028, UM8KAA 14027 T9C, MP4TAF 14053, 14010 (QSL RSGB). For FG7XC QSL via W3GJY.

From VR3V, via K6CQM and the West Gulf Bulletin, we hear that there are three hams presently active on Christmas Island (Fanning Group). VR3V Don, VR3W Ron and VR3X Roy. VR3V is running 30 watts on 14, 21 and 28 xtal controlled. VR3V is G3MKG while VR3W is G3JHI. They both QSL via RSGB but VR3W will QSL direct.

FOC (First Class Operators Club) Bulletin advises that Ron, G3FNF ex-AP2RH, serves with the Foreign Office in Peking but no hope ham radio wise. He was due to move to VS1 in September . . . Sailor, VQ3CF, likes 7 MC. and will QSY there on there on request. QSL's go to: H. A. Seaman, P. O. Box 144, Mwanza, Tanganyika. . . . Eric, ST2AR, after a two month vacation in the U. K. should be now active again in Khartoum . . . Vic ex-ZD6BX, now signs VQ3HD.

TROPICAL HAMBOREE

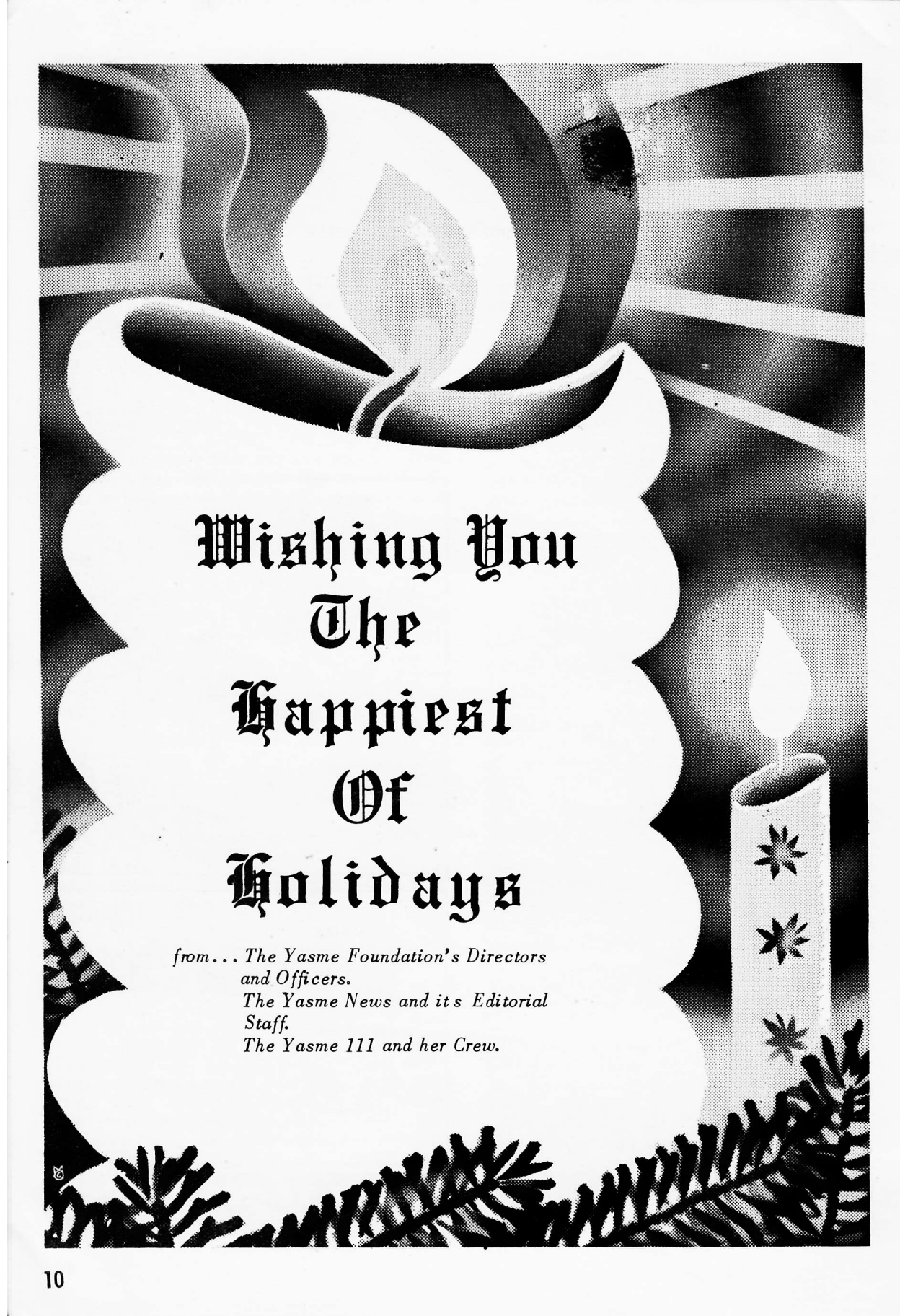
The Dade County Radio Club will hold it's equipment show and Ham-fest in Miami, Fla., January 30th and 31st. This is the first giant size meeting held in this area in the last 25 years. Attendance is expected to reach from 1000 to 1500 with some 300 at the banquet. Festivities will take place in the Bay Front Park Auditorium and low rates are available at the McAllister Totel, \$7 single, \$10.00 double. There is a nominal fee registration fee of 50 cents which rises to \$1 on January 15th. Further details may be had by contacting the Dade Radio Club, Box 104, Miami 1, Florida. Oh yes, Banquet fee \$4.75.
(Thanks W4LVV)

We are happy to receive a visit from VPØRT who:

1. Assured us that he did not write Short Wave Magazine.
 2. That his call, VPØRT, was legally granted.
 3. He bears us nothing but goodwill.
- We accept this in the spirit it was given and apologize for any inaccuracies which might have appeared in our letter.

KV4AA

Do It NOW!



Wishing You
The
Happiest
Of
Holidays

*from... The Yasme Foundation's Directors
and Officers.*

*The Yasme News and its Editorial
Staff.*

The Yasme 111 and her Crew.

EXALTED carriers

YL chit chat on the distaff side . . .

by Harriett Woehst, K5BJU



The YL-SSB Net operations have been most gratifying. No sooner had we wondered if there might be a YL on SSB in Europe for those who might like to work WAC/YL/SSB than we had DL4MD, MARGIE, check in to the Net. We also had written word from ELLA, DL6VM, that she would like to join these sessions. Just heard my first YL on SSB from Canada . . . VE3DKY.

The accompanying shot of NIKKI Boyd, K5ADQ, was taken during a practice rapel on a cliff nearby her QTH. Los Alamos is situated on a mesa, elevation 7,500 ft.



NIKKI Boyd, K5ADQ
... adjusting your antenna the hard way, Nikki?

Wow, what an altitude for operating. She hastens to add that she is "surrounded" by 'hills' of 11,000 feet and over, but her signal reflects on obstacles in her path. She claims chasing DX her primary hobby. Mountain climbing and skiing, White Water Boating (NIKKI and OM participated in the Pilar Rapids Race last Spring), playing the organ, painting, sewing, and being a mother and wife keep her well occupied when band condx are not right for DX.

NIKKI has worked 222 countries, 99.99% of which was on CW. She built her SB-10-the laces in the DX-100 shoes, then put on the overshoes, a grounded-grid KW final, using a pair of 813's. She works no AM, and frankly confesses that the only reason she uses SSB is to snatch those countries available only SSB. Says she was driven to voice operation after missing a "couple of goods ones."

K5ADQ joined the YLRL shortly after she was licensed in March 1955. She won the cup in the 1957 YL/OM contest . . . CW of course. She is a "moderate" certificate seeker, which in itself is unusual today and has DXCC, WAZ, WAS/YL, and the one of which she is most proud, A1OP. She is a member of the ARRL, West Gulf DX Club, and TOPS CW Club. We'll keep hoping that you will check in on the YL-SSB Net with us, NIKKI. It's a shame to have such a lovely feme voice and not be more interested in A3 emission!

OQ5IE, JANE has made quite a number of State Side YLs happy with her FB signal, and her friendly personality radiated to this hemisphere, as she participates in the SSB Net. She has expressed her appreciation for the opportunity that this gathering of gals provides for her to meet more of them. JANE asked that I remind you again to send your card with an SASE to K2MGE, DOROTHY, who QSLs for W/K Land QSOs for JANE.



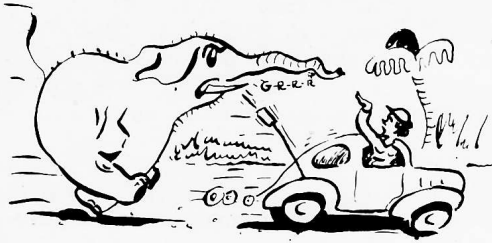
PAT and JERE Nudson appear mighty happy at their 15GN QTH.

Thanks to MEREDITH, W6WNE, we have the privilege of sharing with you the pix of the operators at I5GN, PAT and JERE Nudson. They are not presently on SSB, but, hope that we will look for them on AM, daily, around 14105 and 14132kes.

PAT's letters are most interesting. They have a son 12 and a daughter 10 years old. Neither of the junior ops have attended a

(cont. next pg.)

public school since early 1956, but have been tutored by PAT and JERE. She says that they have learned a lot about the 2nd through the 6th grades that they did not learn when they went thru those grades. The four Nudsons were born in California. JERE flies a DC-3 for a major oil company in Italian Samolia, East Africa. How many of us would leave our pattern of living on four day's notice and move to 15-Land for four years? Those four, exciting, hectic days of decision and action "that seemed like . . . a dream" swept them into a distant land, and an entirely different life. They have had opportunity to enjoy Kenya, and travelled by car to Murchinson Falls, Uganda, where they were charged



by a huge elephant, "trumpeting and racing for our little Austin." JERE had inadvertently separated him from his harem, which infuriated the beast. "We ground that car's four gears and barely escaped his wrath. After a good mile, we could see him no more." In contrast to this tale of horror, PAT tells of the beauty of the many other wild animals they have seen and that in their wild state are more colorful than one could ever well depict. Don't see how these animals can be much prettier than those shown on the I5GN QSL cards. They use a set of ten differently pictured animals and have their call overprinted on it. Each card is worthy of framing, rather than filing away.

It's time to send a list of the DXYLs you know about to W4HLF, ARLIE Hager, YLRL D-X Correspondent, if you think they may not be on the list of girls who will be sponsored in Y L R L by State-Side girls. If you would like to sponsor a DX-YL (by paying her dues in YLRL for one year) it is time to let ARLIE know about it.

It means a lot to the DX-YLs to belong to the League, and we as individuals or clubs may make this possible.
MERRY, MERRY, HAPPY CHRISTMAS!
 33 de K5BJU



One of the leaders in this field is the CB-100, a Citizens Band Transmitter/Receiver created by Globe Electronics, a Division of Textron Electronics, Inc., in Council Bluffs, Iowa. Handsomely styled, light weight and has a range of from two-to-fifty miles, depending on the type of antenna system used and conditions of the terrain. Two units are available, both for 115 volts AC; one operates on 6 volts DC, the other on 12 volts DC. The unit may be mounted in a craft of any size, removed and mounted elsewhere at will. The CB-100 has been found ideal for use in races, in emergencies, can be used from ship to ship or ship to shore. Special "Safe-Guard" cover comes as an accessory; protects against salt spray.

This Citizens Broadcaster operates on three different channels. It comes complete with microphone and crystals for one channel. Its ease of operation and simplicity of installation are making it a popular favorite wherever local wireless radio communication is desirable or a necessity.

Complete brochure is available on request from Globe Electronics, 22-30 South 34th Street in Council Bluffs, Iowa.

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Reminiscing

by
Art Erickson, W1NF



Around 1908-09, I used to be awakened on Sunday Mornings by one JOSEPH N. DODGE, now W1UN, to see if I would loan him my latest copy of ELECTRICIAN AND MECHANIC, which was, in those days, the only magazines printing a measly little one-fourth of a column of Wireless News. I sleepily agreed he could take it, if he would return it, which he seldom did. I



did not care much, as long as he would get some good out of it, and get on the air. His nick-name was SPIDER. Why, I have never learned. Oh yes, he always obtained permission from my folks to come right upstairs and awaken me, so that nick-name couldn't apply there.

SPIDER'S Uncle, with whom he lived, was very generous with his money, so SPIDER was soon on the air with "boughten" gear and by this time I was going to sea commercially as a Wireless Operator. On one of my trips from NY to Manchester, Mass., I stopped in to see how SPIDER was getting on in Wireless. Uncle had bought him a WESTINGHOUSE Vacuum Tube Receiver, three tubes, no less, AND a loudspeaker. If I recall correctly, he had a 1/ K-W spark transmitter, and it is said that the long wire antenna SPIDER used then was 1,000 feet long and hooked on to the standpipe on the town water supply. Well anyhow, I felt a glow of pride, as here was another product of my patience and help. I felt it had paid off.

The next I heard of SPIDER DODGE was he and another chap had taken jobs operating a weather department, (whose, I do not know), and had spent a whole winter atop of Mount Washington, in New Hampshire!

DX DAZE



What's to get all shook-up about nite-owl...all I want is a phone patch to the North Pole!

DAFFY-NITION: *Husband—a curious animal who buys his football tickets in June and his wife's Christmas gift on December 24th.*

In those days that was considered as fool-hardy as going to the North Pole in a pair of Sneakers. After some more of such shennannigans, SPIDER then became connected with the Appalachian Mountain Club, Pinkham Notch, New Hampshire. The last time I heard from him, about ten years ago, he was Superintendent of the Club. He has his ham station, W1UN at Pinkham Notch, White Mountains. SPIDER is married, some kids, and is still living, there at the Notch. There is a ski club there, and in the Winter SPIDER is busy with the thousands of skiers who go there every skiing season.

ED NOTE: ART is really going into some real old time days to bring you his sage stories of the past of Ham Radio. Drop your stories to .ARTHUR .ERICSON, W1NF, No. 7 FOLGER AVENUE, BEVERLY, MASS. Also, hows about some pix of real OT rigs?

W4KVB BURNT OUT

this is a condensation of a letter received at the Foundation offices which we endorse

On November 28, 1959 about 3 P.M., the fire siren in the little town of Burlington, Ky. sounded. One of the gang casually called the local telephone operator and learned that the fire was at the QTH of Don Chesser, W4KVB. We immediately put the information on our local 6 meter net and set out for Don's place to do what we could to help or save equipment. When we arrived, the entire building was engulfed in flames. There was nothing to do and nothing to save. All that man had worked and saved in more than twenty years was rapidly being consumed in a roaring fire.

W4KVB, Don Chesser, is a Ham's Ham. He was licensed in 1933 and since that time has given much to amateur radio. He has undoubtedly given as much as any other one amateur and perhaps more than most. About two years ago, Don conceived the idea of a weekly DX magazine. He felt that most of the gang would be more active as Radio Amateurs if they knew when and where DX could be heard and worked. So, as always, Don gave his all to improve Amateur Radio.

A local group discussed at great length the possible steps that we might take to help a fellow ham. Frankly, the job is too big for us so, our only hope of getting this boy back on his feet again is to ask for your help.

You be the judge: Send what you can and, please don't send it to us — — — Send it to DON CHESSER, BURLINGTON, KENTUCKY.

Signed,
K4OCN, W8JIN, W8FGX, VP2VB,
KV4AA, etc, etc.

where did you see it???
in the YASME NEWS

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Meisner Signal Shifter 42.50	RME-4300 129.95	
Heath DX 100 155.00	RME-84 65.00	
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Globe Chief 90A 49.95	Hammarlund HQ150 222.00	
Globe Linear LA 1 89.50	Hammarlund HC110 127.50	

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bridge opened. With my magic touch I threw the engine ahead and we started to move forward out of the weed, then, we stopped. Back to neutral again to cut the branches away holding us. We pulled and slashed at the tendrils holding the old girl and finally got clear. Guess it must have taken longer that we thought because we could hear millions of horns blowing from disgruntled auto drivers. Then, as we started to forge ahead, the darn bridge started to close up. With that throttle wide open we had about as much chance of stopping in time as I had of getting my DXCC. We blew the horn and shouted. I shut the engine down and tried to get her to slow up, but one doesn't stop a 30 ton boat as easily as that. Dead ahead was that darn great rusty chunk of girder work closing in on us and we waited and held our our breath. Then, it started to open again. I held the steering wheel as though my life depended on it and we just squeezed through the gap with approximately 1/4 inch to spare either side. With our exhalation came a stream of adjectives guaranteed to shrivel all sleepy bridge attendants, but all the darned idiot did was wave to us as though it was a big joke. What a pity I didn't have a blunderbus handy.

We meandered on until finally we came to Lake Okechobee. This is a large stretch of water complete with all possible yachting hazards and a doubtful channel. It also possesses as few lights as possible which are all marked clearly on the chart, plus numerous others of the same color NOT marked on the chart, all of which are in the same vicinity making it extremely easy to get completely fouled up on one's navigation. I very carefully laid off a course and we started. We were looking for a red flashing light 13 miles off. We reeled off 13 miles and dead ahead were about 6 red flashing lights within a half mile radius. Ed dragged out a deck of cards and we cut for it and then aimed at one of them. Naturally it wasn't the right one but a great chunk of concrete looking as though Salvatore Dahli had been fooling with. This was extremely interesting but hardly told us where we were. We back-tracked and chose another red light. It took us about twenty minutes to realize it was on a TV tower about 40 miles away. More by luck than judgement we finally found the right one, and then we actually discovered the channel and never even ran aground. We were doing fine and everyone had a



large glass of water and a double decker dog food sandwich to celebrate the great crossing of Lake Okechobee. We sure showed those Indians a piece of navigation.

We passed through the locks without undue bother, although the locks attendant wore a life jacket while attending to us . . . am wondering if that bridge keeper had phoned him up. Mile after mile we traversed, bridge after bridge opened and closed and we got into our old nonchalant style again and relaxed. Then night fell. Also lots of rain fell too just to make things more awkward, and our spotlight fizzled out and no spare bulbs. We weren't unduly worried as there were only two bridges left. Things just couldn't go wrong now but . . . as usual . . . they did.



All gear needs checking, especially under water gear.

Two to go. We hustled along doing about 8 knots. The overflow from Lake Okechobee helping too . . . I wished it would keep its help as we didn't want it. Rounding a bend we saw the faint glowing lights of our last bridge so I shut down. We drifted up a little too fast and I shoved her astern and still nothing happened. We tooted up and hoped. Nothing. Not a peep from the bridge. No movement at all and we guessed the attendant was dead or playing poker in the next State. The current was really licking along and going full speed astern made hardly any difference other than to slew us sideways. Gradually we came broadside on and I yelled for all hands to stand by to fend off. We were going to hit something and there was no argument THIS TIME.

(concluded next issue)



If it weren't for Amateur Radio 25 years ago, there'd be no Eimac tubes today...

Twenty-five years ago W6UF and W6CHE were unhappy with the way final amplifier tubes were performing. They decided to do something about it. They founded a company, called their products Eimac tubes and ran their first ad in QST magazine in November, 1934.

What has happened since is reviewed in part on these pages. At Eimac W6UF and W6CHE, and 120 other amateur radio operators are on-the-air getting just as much of a thrill out of their hobby today as they did then and enjoying it much more.

150T "The only tube the low power man can buy, yet still use effectively at higher power" was the case for the first Eimac tube, the 150T triode, in 1934. It was designed primarily for the amateur and established Eimac tube characteristics for the future—clean, hard vacuums, simplified design, lower driving power, high mutual conductance and superior overload capability.

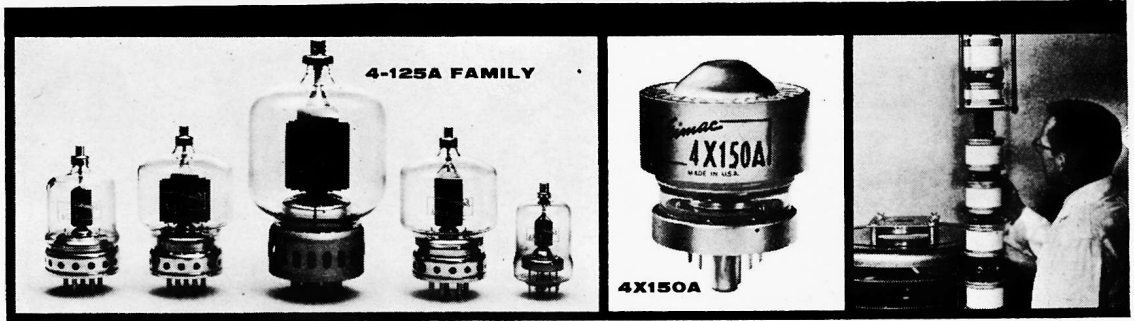
450T Only two years later in 1936, the statement could proudly be made that "practically every major airline uses Eimac tubes." The 450T triode had captured the imagination and fulfilled the critical desires of aviation and was first choice in ground-to-air communications. It featured a new type thoriated tungsten filament by Eimac ending premature emission failures and guaranteed never to fail because of gas released internally. Later, in 1938, Eimac tubes went into TV service at Station KTSL.

3X2500A3 FM and Eimac tubes were together from the start. By the time Major Armstrong had convinced the world that FM was a great advancement in broadcasting, Eimac tubes were in nearly every experimental FM broadcast station in the nation. The first tubes used were the internal anode triodes. In 1945 the external anode triode 3X2500A3 was introduced and subsequently used in the world's most powerful FM transmitter—50,000 watts.

304T In 1940 the Eimac multi-unit triodes made their debut to provide a high power, low voltage tube with uncommonly low internal resistance which would operate efficiently up to 200mc. In actual service the tubes operated with as much as 20,000 volts on the plate—10 times the rated voltage. The 304T, four triodes in one, was then and is now acclaimed as a top linear amplifier tube.

VT 127 The Navy held its first sea radar tests in 1939. Generating the power were Eimac 100T triodes. Two years later when World War II started, this equipment was the prototype of the first radar to see action in the Pacific. Airborne radar with its demands for smaller antenna meant higher frequency operation. The Eimac 15E met all requirements and made possible 26,000 radar sets used universally by the Navy. Said the Navy, "No other single type of airborne electronic equipment contributed as much." Many of the renowned VT series radar tubes were another Eimac contribution.





4-125A FAMILY (5 TUBES) In 1945 Eimac led in power tetrode development with the introduction of the 4-125A as the first of its radial-beam family. These tubes set the standard for the tetrode art and are known for their low driving power requirements, low grid emission, low grid-plate capacitance, minimized neutralization requirements and dependable VHF performance.

4X150A Radial-beam power tetrode advantages in the rugged, compact external anode package was introduced by Eimac in 1946 with the 4X500A followed closely by the incomparable 4X150A. This unique approach enabled smaller, high power, high frequency equipment and coaxial cavity circuits. The Eimac 4X150A has since become the most copied of transmitting tubes and father of the modern 4CX250B and 4CX300A.

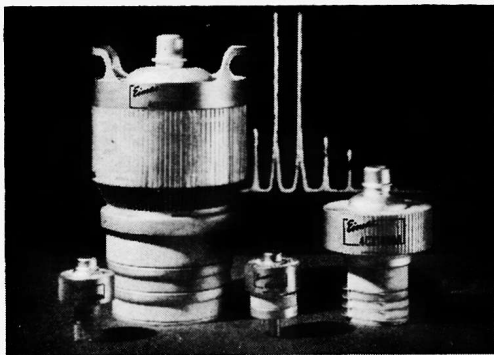
AMPLIFIER KLYSTRON Despite its reputation in leading tetrode development and manufacture, Eimac saw the shortcomings of grid tubes for UHF, in 1948, and started a development program in amplifier klystrons. The result — Eimac external-cavity ceramic klystrons — the most extensively used tubes in tropospheric communications. From the initial Pole Vault system to White Alice and NATO, these klystrons are unrivaled.

4CX300A, 4CX250B, 4CX1000A, 4CX5000A Ceramic is replacing glass in the Eimac tube line-up. Over 40 tube types now have the advantages of the ceramic enve-

lope. Its ability to withstand thermal and physical shock has application benefits. Other extras are also built in, such as smaller size without power sacrifice, high temperature and precise tolerance processing.

X626 Super power, 1.25 megawatts of long-pulse power, at UHF is now available with the Eimac X626. In Ballistic Missile detection and tracking, or interplanetary DX, (this tube holds the record to Venus and back — 56,000,000 miles), the X626 is now an important part of our space age.

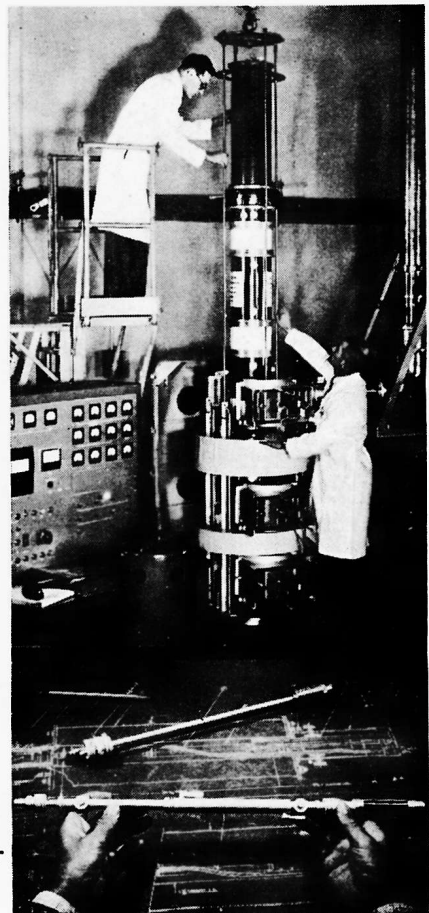
TWT Now, microwave in the form of ceramic traveling wave tubes and reflex klystrons. Eimac is engaged in the development and manufacture of new electron devices to propagate the uncrowded spectrum at Super High Frequencies and above.



The dependable tubes of yesteryear have not been forgotten. They are constantly improved. Most of the oldtimers on review here are still available and many are replacements for originals that have finally given in after years and years of service.



EITEL-McCULLOUGH, INC.
San Carlos, California



TWT

NEW!



Manufacturer - POLYTRONICS LABORATORIES,
Clifton, New Jersey

4-Channel Citizens Bander incorporating rapid active
VT Squelch, delayed AGC, floating series gate type
noise limiter. Operates on 6-12 DC, 110 volts AC.
Literature available from manufacturer.

BOOK FUND

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Dave & Jake will need reading material. How
about shipping your already read pocket size
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With External 10w Exciter

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



Among the notables at the New England DXCC Meeting, near Boston, Mass., on Sept 26 (background table, left to right), George DeGrenier W1GKK, Rev. Daniel Linehan W1HWK, Katashi Nose KH6IJ, Charles Hellen W1FH, and Norman Young W1HX.

(Photo by W1DD).



WILLIAM A. HARRIS, W6MFZ

Present set-up is a Collins 75A3 receiver. 50 foot Rohn Tower with a Hy-Grain Tribander beam. Transmitter is a home built exciter (with sideband package), driving 3 pr. of Eimac 4-125A's. Exciter and recvr. not shown in picture is about 3 years old.

Courtesy North California DX Club Bulletin

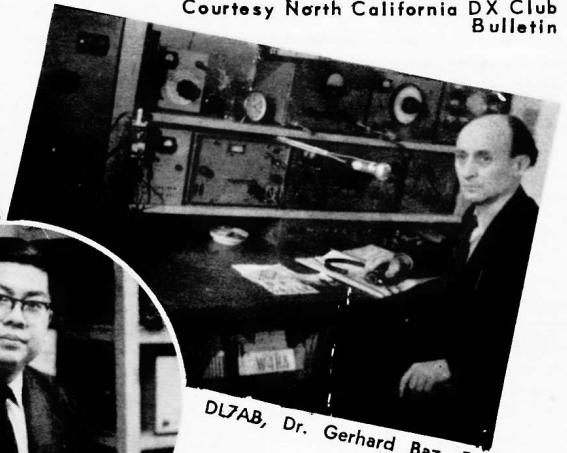


VP9EC, Norm Hughes, RMC, USN, Bermuda



JA1AG, Akira Kurokawa,

Kawasaki, Japan



DL7AB, Dr. Gerhard Baz, Berlin



BILL SANDERS, W7DAA

Station consists of a NC-240D receiver, VFO, Viking & 833A KW final with PP 304 Modulators. 3 full size beams for 10/15/20 Meters make up the antennas.

Courtesy Willamette Valley DX Bulletin



JIM MUTER, W6KXG

The present rig is a pair of 813's running 800 watts. The receiver is a Collins 75A3. The antenna is a W3DZZ tri band beam on a fifty foot tilt over telescoping EZ Way tower.

Courtesy North California DX Club Bulletin

PHONE QRM ON 14 MC, CW FREQUENCIES

Of late we have noted a resurgence of phone stations, mostly of Latin-American origin, which, for their own selfish interests and obvious disregard for their fellow amateurs on CW, make use of the accepted CW portions of the 14 MC band for their phone transmissions. Fortunately these offenders are few in number.

We condemn this practice as quite out of keeping with ham spirit and against international goodwill which cooperative amateurs do so much to sponsor.

Phone is incompatible with CW. One cannot be used on the same frequencies as the other towards reliable communications. These phone operators, responsible for these transmissions, apparently do not realize this fact or they just don't care.

In laws governing the operation of amateur radio stations in the United States this fact was clearly realized and, accordingly, phone bands were designated. Beyond this, in limiting the thousands of W/K phone stations to 100 kilocycles, 14200 to 14300, sub-bands were left open whereby foreign phone stations might operate free from QRM from the USA phone group and yet find it unnecessary to encroach on frequencies used by CW hams. This was a friendly far-seeing and generous ruling which, we believe, should be recognized as such by foreign phone stations.

These W/K laws leave a total of 140 kilocycles, as we will explain below, open to foreign phones where they may operate and be free of USA phone interference, 14110 to 14200 and 14300 to 14350. Certainly a far greater range of frequencies than enjoyed by USA hams. Foreign phones can also, of course, operate within the USA phone band which gives them a total of 240 kilocycles where CW is rarely used.

We are aware that most foreign countries do not differentiate as to the mode of operation on the amateur frequencies. In other words most foreign hams can LEGALLY use phone on any frequency. We think such legislation is shortsighted and not in accord with the realities of present amateur communications.

Be that as it may, there is an UNWRITTEN law that is remarkably well kept by the vast majority of conscientious foreign amateurs who WILL NOT use phone on the CW frequencies even tho legally permitted to do so. Their actions, in this respect, is in keeping with the best traditions of amateur radio and we CW men salute them.

TELEFONO QRM EN FRECUENCIAS 14 MC. CW

Ultimamente hemos notado un resurgimiento de estaciones telefónicas, mayormente de origen latino-americano, las cuales, para sus propios intereses egoistas y sin consideración para sus colegas aficionados en CW, hacen uso de las aceptadas porciones CW de la banda 14 MC. para sus transmisiones telefónicas. Afortunadamente los culpables no son numerosos.

Nosotros condenamos esta práctica que, es contraria al espíritu "ham" y que está en contra de la buena voluntad internacional que los aficionados, cooperadores están haciendo tanto por fomentar.

El teléfono es incompatible con CW. El uno no puede usado en las mismas frecuencias que el otro y obtener resultados satisfactorios. Estos operadores telefónicos, responsables de esta transmisiones, aparentemente no se dan cuenta de este hecho o no les importa.

Las leyes que gobiernan la operación de estaciones de radio de aficionados en los Estados Unidos tomaron en consideración este hecho y designaron bandas. Además de esto, al limitar a las miles de estaciones telefónicas W/K a los 100 kilociclos, 14200 a 14300, las bandas intermedias fueron dejadas abiertas para que las estaciones telefónicas extranjeras pudieran operar libres de QRM del grupo telefónico de los Estados Unidos de América, sin tener que interferir en las frecuencias usadas por los CW hams. Esta fue una determinación amigable, progresista y generosa, que creemos, debe ser reconocida como tal por las estaciones telefónicas extranjeras.

Estas leyes W/K dejan un total de 140 kilociclos, como más adelante explicaremos, abiertos a los teléfonos extranjeros donde pueden operar y estar libres de la interferencia telefónica de los Estados de América, 14110 a 14200 y 14300 a 14350. Ciertamente un número mayor de frecuencias que las que tienen los "hams" de los Estados Unidos de América. Las estaciones telefónicas extranjeras pueden también, desde luego, operar dentro de la banda telefónica de los Estados Unidos de América lo que les da un total de 240 kilociclos donde rara vez se usa CW.

Comprendemos que la mayoría de los países extranjeros no diferencian en cuanto al modo de operar en las frecuencias de aficionados. En otras palabras, la mayoría de los "ham" extranjeros pueden usar teléfono legalmente en cualquier frecuencia.

(Spanish version)

Amateur radio is, perforce, international in coverage and, as such, cooperation on an international basis is necessary for the good of the hobby. If the signals of any particular national did not cross the borders of his own country we would have no problem and local laws would suffice.

We respectfully advance the following suggestion for the consideration of leading radio clubs in each country in hopes that our plea is equitable:

1. Requests be published that frequencies between 14000 and 14110 be reserved for CW operation only.
2. Let local clubs appoint committees to monitor this band of frequencies.
3. Any of their nationals appearing on the CW frequencies, using telephony, be censured.

We believe such action is a move towards better communications and for the good of the hobby.

This idea could also be applied to all other amateur bands with the lower frequencies being left free for CW operation.

We have chosen the frequency of 14110 kilocycles so that phones may be kept clear of the transmissions of W1AW. This ARRL station renders valuable service to USA and foreign stations alike via their bulletins and code practice. Too many times we have heard phone stations on, or near the 14100 kilocycle frequency of this station which rendered it's reception difficult to impossible.

It might also be pointed out here that phone stations on CW frequencies constitute a QRM problem for their own nationals who operate on CW.

In amateur radio, as in other fields of endeavor, a fair amount of "give and take" is necessary to co-exist. It should be no great hardship for foreign phone stations to keep on the internationally accepted phone frequencies. After all, they are considerably larger than the frequencies allotted to W/K stations.

We sincerely hope our latin-american friends, and others, will agree.

(Spanish version)

Creemos que tal legislación no es propia y que no está a tono con la realidad de las presentes comunicaciones de aficionados.

Sea eso como fuere, hay una ley **no escrita** que es fielmente cumplida por la vasta mayoría de conscientes aficionados extranjeros quienes no usarán el teléfono en las frecuencias CW aún cuando legalmente

estén permitidos para hacerlo. Sus acciones, en este respecto, están a tono con las mayores tradiciones de la radio aficionada y nosotros los de CW los saludamos.

La radio de los aficionados es, por fuerza, internacional en extensión, y como tal, cooperación sobre una base internacional es necesaria para el bien de la afición. Si las señales de cualquier nacional no cruzaran las fronteras de su país no tendríamos ningún problema y las leyes locales serían suficientes.

Respetuosamente sometemos la siguiente sugerencia a la consideración de los principales de radio en cada país con las esperanzas de que nuestra petición se considere razonable y justa:

1. Que se publiquen peticiones para que las frecuencias entre 1400 y 14110 sean reservadas para operación CW.
2. Que los clubes locales nombren comités para supervisar esta banda de frecuencias.
3. Que cualquier nacional que use las frecuencias CW como teléfono sea censurado.

Creemos que esta acción es un paso para mejores comunicaciones y para el bien de la afición.

La idea podría ser aplicada a todas las otras bandas de aficionados dejando libres las frecuencias más bajas para operación CW.

Hemos escogido la frecuencia de 14110 kilociclos para que los teléfonos sean mantenidos fuera de las transmisiones W1AW. Esta estación ARRL rinde valioso servicio a las estaciones de los Estados Unidos y del extranjero con sus boletines y prácticas de clave. Muchas veces hemos oído estaciones telefónicas en, o cerca de la frecuencia de 14100 kilociclos de esta estación lo cual hizo la recepción de la misma difícil e imposible.

Puede apuntarse aquí también que las estaciones telefónicas en las frecuencias CW constituyen un problema QRM para los mismos nacionales que operan en CW.

En la radio aficionada, como en los otros campos de actividad debe existir la cooperación. No debieran causar mucha dificultad a las estaciones telefónicas extranjeras mantenerse en las aceptadas frecuencias telefónicas. Después de todo, esta son considerablemente mayores que las frecuencias destinadas a las estaciones W/K.

Esperamos sinseramente que nuestros amigos latino-americanos estén de acuerdo.

PHONE QRM ON 14 MC, CW FREQUENCIES

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Be that as it may, there is an UNWRITTEN law that is remarkably well kept by the vast majority of conscientious foreign amateurs who WILL NOT use phone on the CW frequencies even tho legally permitted to do so. Their actions, in this respect, is in keeping with the best traditions of amateur radio and we CW men salute them.

TELEFONO QRM EN FRECUENCIAS 14 MC. CW

Ultimamente hemos notado un resurgimiento de estaciones telefónicas, mayormente de origen latino-americano, las cuales, para sus propios intereses egoistas y sin consideración para sus colegas aficionados en CW, hacen uso de las aceptadas porciones CW de la banda 14 MC. para sus transmisiones telefónicas. Afortunadamente los culpables no son numerosos.

Nosotros condenamos esta práctica que, es contraria al espíritu "ham" y que está en contra de la buena voluntad internacional que los aficionados cooperadores están haciendo tanto por formentar.

El teléfono es incompatible con CW. El uno no puede usado en las mismas frecuencias que el otro y obtener resultados satisfactorios. Estos operadores telefónicos, responsables de esta transmisión, aparentemente no se dan cuenta de este hecho o no les importa.

Las leyes que gobiernan la operación de estaciones de radio de aficionados en los Estados Unidos tomaron en consideración este hecho y designaron bandas. Además de esto, al limitar a las miles de estaciones telefónicas W/K a los 100 kilociclos, 14200 a 14300, las bandas intermedias fueron dejadas abiertas para que las estaciones telefónicas extranjeras pudieran operar libres de QRM del grupo telefónico de los Estados Unidos de América, sin tener que interferir en las frecuencias usadas por los CW hams. Esta fue una determinación amigable, progresista y generosa, que creemos, debe ser reconocida como tal por las estaciones telefónicas extranjeras.

Estas leyes W/K dejan un total de 140 kilociclos, como más adelante explicaremos, abiertos a los teléfonos extranjeros donde pueden operar y estar libres de la interferencia telefónica de los Estados de América, 14110 a 14200 y 14300 a 14350. Ciertamente un número mayor de frecuencias que las que tienen los "hams" de los Estados Unidos de América. Las estaciones telefónicas extranjeras pueden también, desde luego, operar dentro de la banda telefónica de los Estados Unidos de América lo que les da un total de 240 kilociclos donde rara vez se usa CW.

Comprendemos que la mayoría de los países extranjeros no diferencian en cuanto al modo de operar en las frecuencias de aficionados. En otras palabras, la mayoría de los "ham" extranjeros pueden usar teléfono legalmente en cualquier frecuencia.

(Spanish version)

Amateur radio is, perforce, international in coverage and, as such, cooperation on an international basis is necessary for the good of the hobby. If the signals of any particular national did not cross the borders of his own country we would have no problem and local laws would suffice.

We respectfully advance the following suggestion for the consideration of leading radio clubs in each country in hopes that our plea is equitable:

1. Requests be published that frequencies between 14000 and 14110 be reserved for CW operation only.
2. Let local clubs appoint committees to monitor this band of frequencies.
3. Any of their nationals appearing on the CW frequencies, using telephony, be censured.

We believe such action is a move towards better communications and for the good of the hobby.

This idea could also be applied to all other amateur bands with the lower frequencies being left free for CW operation.

We have chosen the frequency of 14110 kilocycles so that phones may be kept clear of the transmissions of W1AW. This ARRL station renders valuable service to USA and foreign stations alike via their bulletins and code practice. Too many times we have heard phone stations on, or near the 14100 kilocycle frequency of this station which rendered it's reception difficult to impossible.

It might also be pointed out here that phone stations on CW frequencies constitute a QRM problem for their own nationals who operate on CW.

In amateur radio, as in other fields of endeavor, a fair amount of "give and take" is necessary to co-exist. It should be no great hardship for foreign phone stations to keep on the internationally accepted phone frequencies. After all, they are considerably larger than the frequencies allotted to W/K stations.

We sincerely hope our latin-american friends, and others, will agree.

(Spanish version)

Creemos que tal legislación no es propia y que no está a tono con la realidad de las presentes comunicaciones de aficionados.

Sea eso como fuere, hay una ley **no escrita** que es fielmente cumplida por la vasta mayoría de conscientes aficionados extranjeros quienes no usarán el teléfono en las frecuencias CW aún cuando legalmente

estén permitidos para hacerlo. Sus acciones, en este respecto, están a tono con las mayores tradiciones de la radio aficionada y nosotros los de CW los saludamos.

La radio de los aficionados es, por fuerza, internacional en extensión, y como tal, **cooperación sobre una base internacional es necesaria para el bien de la afición.** Si las señales de cualquier nacional no cruzaran las fronteras de su país no tendríamos ningún problema y las leyes locales serían suficientes.

Respetuosamente sometemos la siguiente sugerencia a la consideración de los principales de radio en cada país con las esperanzas de que nuestra petición se considere razonable y justa:

1. Que se publiquen peticiones para que las frecuencias entre 1400 y 14110 sean reservadas para operación CW.
2. Que los clubes locales nombren comités para supervisar esta banda de frecuencias.
3. Que cualquier nacional que use las frecuencias CW como teléfono sea censurado.

Creemos que esta acción es un paso para mejores comunicaciones y para el bien de la afición.

La idea podría ser aplicada a todas las otras bandas de aficionados dejando libres las frecuencias más bajas para operación CW.

Hemos escogido la frecuencia de 14110 kilociclos para que los teléfonos sean mantenidos fuera de las transmisiones W1AW. Esta estación ARRL rinde valioso servicio a las estaciones de los Estados Unidos y del extranjero con sus boletines y prácticas de clave. Muchas veces hemos oído estaciones telefónicas en, o cerca de la frecuencia de 14100 kilociclos de esta estación lo cual hizo la recepción de la misma difícil e imposible.

Puede apuntrarse aquí también que las estaciones telefónicas en las frecuencias CW constituyen un problema QRM para los mismos nacionales que operan en CW.

En la radio aficionada, como en los otros campos de actividad debe existir la cooperación. No debieran causar mucha dificultad a las estaciones telefónicas extranjeras mantenerse en las aceptadas frecuencias telefónicas. Después de todo, estas son considerablemente mayores que las frecuencias destinadas a las estaciones W/K.

Esperamos sinceramente que nuestros amigos latino-americanos estén de acuerdo.

DX on Six

by Ansel E. "Grid" Gridley, W4GJO

Good news for 6 meter operators everywhere! When Danny takes off on his world-wide DX junket right after the first of the year, he'll have 6 meter gear with him, and will do his best to provide contacts wherever possible. And how he'll be on 6! International Crystal Manufacturing Co., Inc., of Oklahoma City has agreed to provide a 6 meter rig capable of a full KW on both AM and CW, and accessories to make his 6 meter operating position outstanding. With Danny's travels starting at the down-turn of the sunspot cycle and lasting for some 4½ years, he'll be heading for the sunspot minimum, and any F²DX contacts will be likely to be confined to the earlier portion of his wanderings. But certain north-south paths may be open for a couple of years yet, and Danny's operation from these areas where 50 mc. operation has never before taken place, may provide some thrilling surprises. Just as operation by KG1FN during this past season from Fletcher's Ice Island showed remarkable reliability for auroral forward scatter propagation, Danny's operation may help the VHF world discover and utilize hitherto unknown or underrated world-wide propagation modes. Consistent operation with top gear almost always has opened new VHF horizons. What will TE, multiple hop sporadic E, and various scatter modes produce? . . . One thing for sure — there'll be some really juicy DX available on 6 meters, with Danny at the helm, and he'll be on the band wherever such operation is possible.

As expected, MUF's this fall and winter have been below the past two seasons' remarkable peak, where the 6 meter band "crackled" with DX potentialities and signals . . . where European signals were almost a daily occurrence on the East coast of the U. S., and often were still rolling in when the West coast stations broke through, followed later by KH6's and occasionally ZL's and even free JR's.

This season, trans-continental openings, from the southeast at least, have been infrequent, with weak and fading signals, and of fairly short duration. Even north-south paths have been far less consistent, and TE was much poorer than expected. West coast stations have worked KH6 and

ZL, but far less frequently than during the cycle peak. MUF's from southeastern U.S. to Europe have risen to close to 50 mc. on a few occasions briefly, but no 6 meter contacts have been reported to this writing.

But as F² MUF's fall, Es incidence should generally increase, so VHF DX'ers still should expect anything. And consistent world-wide 6 meter operation is bound to provide some surprises.

POLARIZATION

Back in the hey-day of 5 meters in the mid-thirties, vertical antenna polarization was almost standard. Through the years, more horizontal antennas came into use, and with the change-over to 6 meters and increasing general use of parasitic beam arrays, well-equipped 6 meter stations throughout the world mostly went to horizontal polarization, except for CD and net operation. Probably this was due primarily to ease of beam construction and mounting, rather than to studied propagation advantages, although the pros and cons of horizontal vs. vertical were discussed heatedly and at length (and they still are in some quarters.) . . . Some years ago this writer carried on nightly checks with identical beams, one vertical and one horizontal, mounted at the same height at one end, and a "flip-flop" beam at the other end of a path over hilly New England terrain, and over a period of many months, found the horizontal quite consistent in providing much more reliable and stronger signals. Similar tests run concurrently over a path of smoother terrain and a partly over water path were far less conclusive, however, with little difference noted, but occasionally favoring the vertical. Cross-polarization normally produced the consistent expected loss in signal. Occasionally, however, especially during periods of extended ground-wave propagation produced by lower atmospheric inversion bending, complete polarization shift occurred, and at other times received signals behaved as circularly polarized, with little difference when polarization was changed at one end of the path. Just how antennas with circular polarization at each end of the circuit would have worked is, of course not known.

(cont. next pg.)

Today, with regular use of the many scatter modes in particular, the question becomes more important than ever to those 6 meter DX'ers interested in squeezing the last db out of a scatter circuit. It certainly would seem that for scatter circuits, circular polarization might have much to offer, and at least one manufacturer is offering a spiral type yagi, with elements set in a spiral pattern all the way from vertical to horizontal, and which is said to provide almost uniform response to vertical and horizontal polarization. Some users have reported excellent results, especially over rugged terrain with its attendant polarization shift, and on scatter circuits. With possible increasing use of arrays of this type, it should be most interesting to observe results, especially where such antennas are employed at both ends of a path.

SSB

The use of SSBSC on 6 meters is just beginning to become popular, although a few hardy pioneers trod a lonely 6 meter SSB path a dozen years or more ago. (WIPNB, W1CGY and others.) This transmission mode may prove a real boon to phone men on scatter circuits and other weak signal paths. Reports of SSB results on various aurora-induced propagation modes, TE, and other scatter circuits will be welcomed and reported in this column.

Please let us hear from you, so that this column can report on all things of interest to 6 meter DX operators. That is our earnest desire, and it's up to **you**. Tnx es 73 de "Grid", W4GJO.

In My Opinion (cont. from pg. 20)

Dear Danny and Dick!

I would like to thank you gentlemen for helping me achieve the first goal in my brief career as a ham — DXCC No. 4419 dated July 9, 1959 which arrived a few days ago (I have been licensed since April 1958).

Thanks for the exploration of the Carribean and excellent QSL service. You have accounted for eleven new countries in my application.

Recently moved to California from New Jersey, so will have to start all over!

. . . thanks again. 73, HIL K2AYC

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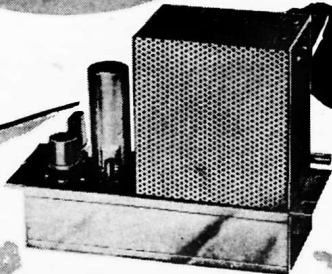
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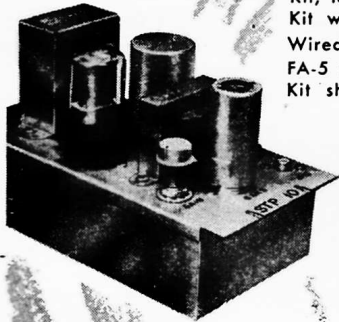
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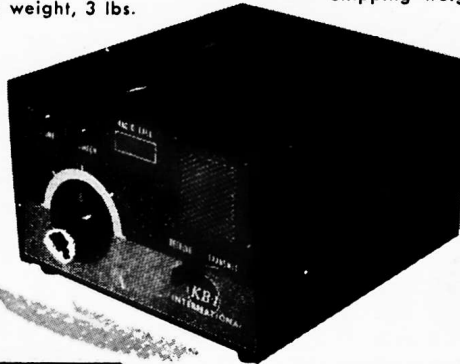
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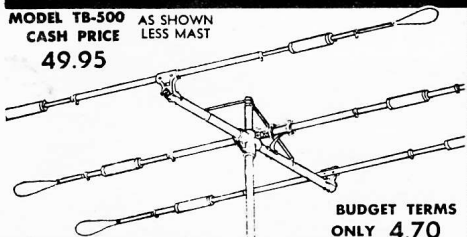
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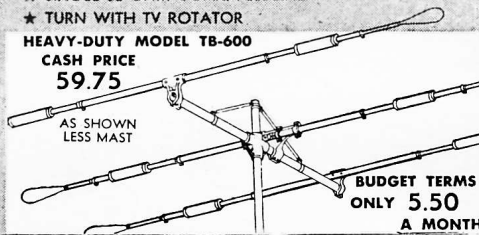


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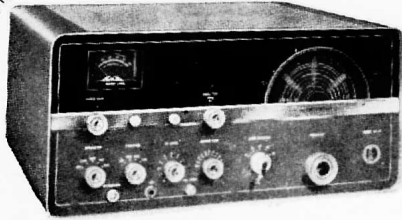
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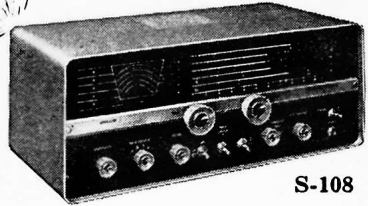


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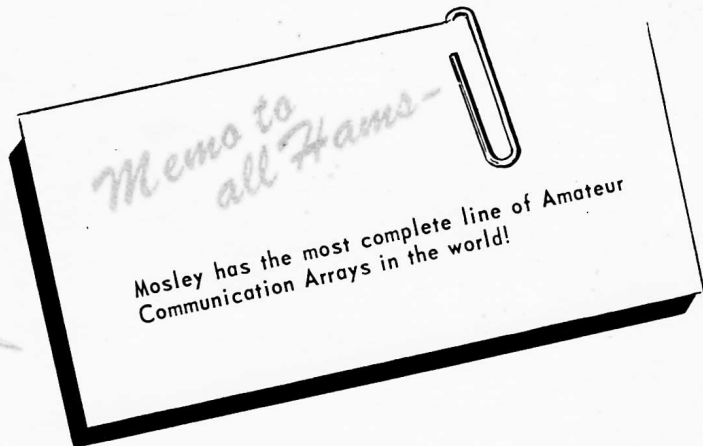
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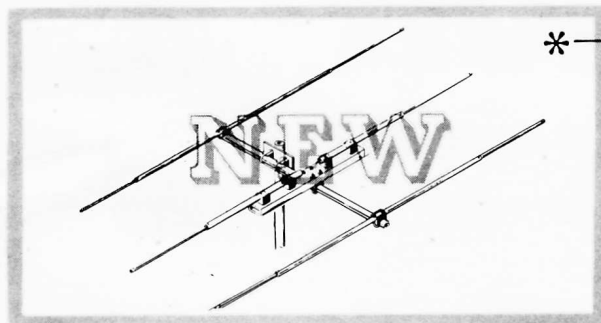
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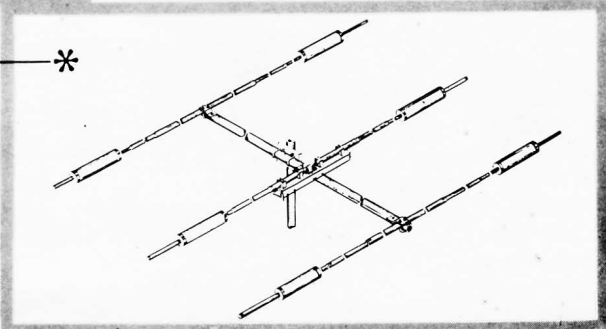
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An integrated Collins amateur system built around the KWM-2 Transceiver. Shown are the 516F-2 AC Power Supply with SC-301 Antenna Control Console, KWM-2,

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NET PRICE ONLY **\$1095** (power supply and other accessories extra)

Call, write or stop in and let's talk trade-in allowances, time payment plan or cash deal. Give the finest in SSB this Christmas — the Collins KWM-2 Mobile Transceiver.

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