



Volume 6 Issue 3

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The VIZKEY is Back!



"After a lot of deliberation I have found someone who I know will uphold the high product quality and customer service I tried to maintain during the 9 years I made VIZKEYS. I have found this quality in Curtis Nixon / KU8L. I know you will give him your support and business in the coming years. Thank you for all the nice reviews and word-of-mouth advertising you gave to me over the years.

Tom / K4VIZ

The URL is Welcome to VIZ KEYS - Quality sending instruments for the MORSE CW enthusiast is: "

<http://WWW.VIZKEY.COM>

And that was a post to the SKCC reflector! What great news that Curt, KU8L, one of our own (#5380T), has taken over the production of VIZKEYS.



Curt KU8L, is a good friend, we have operated together for several years during K3Y. At our last K3Y/8 gathering Scott N3JJT, brought his right angle VIZ Bug; Curt thought it was great and wanted one for himself. Unfortunately Tom K4VIZ, had retired some eighteen months earlier and there were no new VIZ Keys to be had. Eventually an email to Tom brought the two together for talks and discussions. To make a long story short, the rest as they say is history. Tom agreed to Curt taking over the business and as a result VIZ Keys are available!

I went to visit Curt and to see his VIZ Key operation. It is quite a setup and to the uneducated in mechanical construction techniques (me), it is truly amazing to view.



Here is Curt beside his lathe, just one of the many machines in his basement shop where VIZ Keys come about. You would be amazed at the number of step involving; cutting (milling), sanding, drilling and polishing that are required to produce a key. Curt explained that even just assembling a bug required over two hours to put the parts together after they were all made and polished! I got an inside secrete view of how that “swirly” finish is made on the base....but I’ve been sworn to a lifetime secrecy upon pins through my coax if I ever tell!

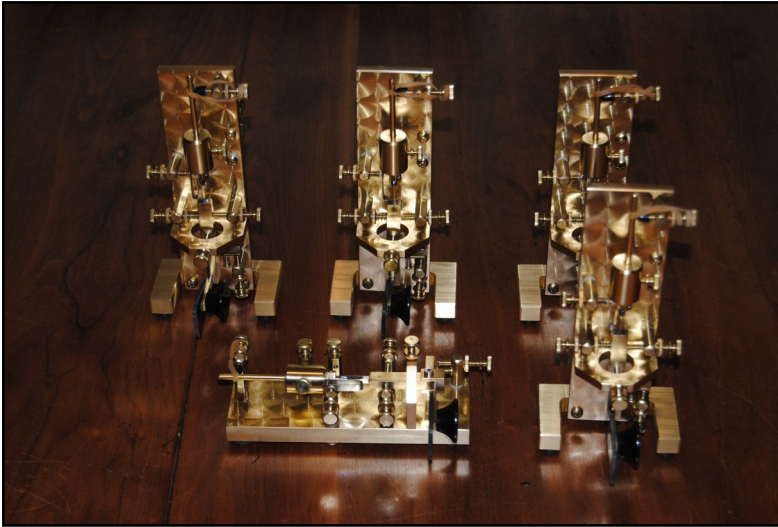
When Curt does all his cutting drilling and polishing he produces a larder of parts for 20 bugs at a times which saves hours of setup time at the lathe and drilling machines. Each drawer in this cabinet contained parts finished and ready for the next bug to be assembled. You can see there are several bases with that neat “swirly” pattern ready to be assembled. By the way, Curt told there is a “secret sauce” he applies to all the part that gives it a permanent shine. Again upon pain of “high SWRs” I’m sworn to secrecy!



And here is what the “birth” of keys and parts look like. Those are slabs of brass that will be cut, drilled, polished, assembled and “sauced” into those beautiful Viz Keys, all of which can be seen on the web site:

vizkey.com

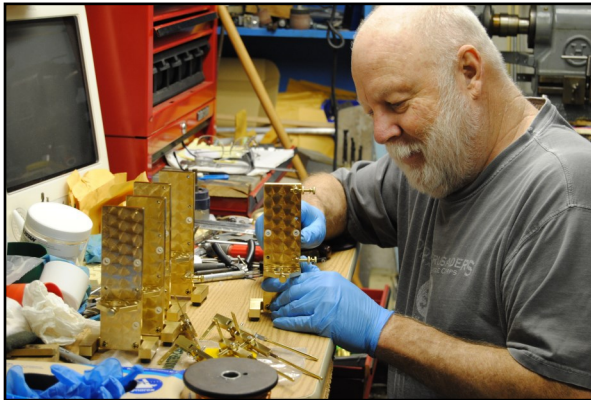
Check this web site out for some of the beautiful products made by Viz Key.



Here are some great pictures of the New VIZ Key operation. Aren't those newly built bugs just beautiful!

That's Curt at work making these wonderful bugs. Not shown is Curt's wife who does a lot of polishing of the various parts.

And the lower photos are of an early Curt leaning the trade from his father back about 1956. No wonder Tom felt Curt was "the right guy" to carry-on!



And finally the “dessert” of my meeting with Curt! As soon as I saw the reflector announcement that Curt was making the VIZ Keys I ordered a right angle bug. I asked several months ago to come interview him and discuss the VIZ operation. Curt told him my order was “in the queue” (so much for knowing someone in high places) and I could interview and pickup my key when it was ready. Well, here it is!



I am now the owner of a VIZ Key right angle bug...and it is a beauty! From the first time I used N3JJT's I knew I had to have one of these smoothly operating bugs, never mind it's “unique look and construction,” it is just a fantastically smooth operating machine.

Whether you are SKCC, FISTS, Samuel F. Morse Amateur Radio Club W6SFM or just enjoy sending cw with a bug, you will enjoy one of these fine keys. But remember, there are several other fine VIZ Keys so be sure to check that web page. Thanks Curt for taking the reins to continue this great product and thanks to Scott N3JJT for introducing both Curt and I to this very fine key!

Addendum: I asked Curt about the origins of VIZ Key and Curt straightened me out as to the history of this product. Many of the original designs were from VE3AUB John Merrick (SK), who crafted the keys by hand and later built and improved by Tom K4VIZ, to become the “VIZ Keys” we all know. John and Tom were good friends and shared ideas. John is sorely missed. The history of the vertical bug and the right angle bug go way back and are not inventions newly created.



CW OPERATORS FROM PUERTO RICO

By Julio Medina, NP3CW SKCC 2632S

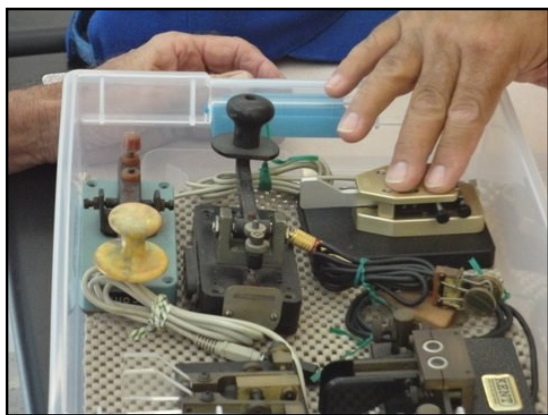
After talking with Amigo Pablo KP4SJ for long time we decided to consider the possibility of making a get together with local telegraphy operators. This way we can have contact with old friends who we did not see in long time and also meet new ones. We started to send e-mails to operators whom might like the idea of the meeting. We got back response on the affirmative. We asked them to recommend date, hour and places for the encounter. We suggested 2 different dates and planned the activity for August 8, 2015 at a local Shopping Center in Bayamon, PR. Thanks to the assistance and promotion of the event by Angel WP3GW, who is our Public Information Coordinator with the local amateur groups and nets. Looking on the SKCC members list of operators from Puerto Rico and found about 50 members. This is a very good number but at present less than 10 members are active on SKCC activities. It seems that they need to be encourage for more participation. We will try to work on that.

We started with the registration of all present. I talked about the importance of being active, and that we need to be in contact frequently. I made a resume about the majority of telegraphy clubs including SKCC, all its activities, and that we needed more local operators to be active on the SKCC group. I explained to them the results of the 2015 K3Y/KP4, with 6 operators we made 1,450 qso's. The six operators were KP4SJ, KP4ED, KP4GC, KP4CPC, WP3C and NP3CW. All of the operators spoke on their point of view of different radio experience. Danny WP4F, had to leave because he had a seminar where he was the instructor to a group of cw operators in the southern part of the island for Emergency Communications. Jose KP3W, gave us his experience on his buying and refurbishing of an old Champion model Vibroplex. Hector NP4FW, gave us the history of some of his preferred telegraphic keys and we enjoyed it. Pablo KP4SJ, talked about his experience after being out of cw and Dxing for many years. After I recommended he join SKCC, he got a new radio and antennas. I gave him an old Navy knob fireproof straight key from WWII and that is his preferred key now. Carlos WP4U, who is one of the more active Dxer from Puerto Rico, talked about how he made 160 meter DXCC and the types of antennas he uses. Luis KP4ED, talked of his experience on the SKCC group and that in short time he made contacts with other members to get his certificates of Centurion, Tribune and Senator and how much he enjoys the activities on this group. Felix KP4RD, who is a lieutenant at the PR Police Department, and Secretary of RODE ARC on the eastern part of the island, gave us his experience on cw and on recent SKCC Sprint events. Tele KP4P, who is also one of the more experienced operators on the island along with Carlos WP4U. Tele is a member of #1 Honor Roll of ARRL. Tele is also Field Checker & Award Mgr for more than 25 yrs. He talked to us how they manage to get a new country or entities when the computers, clusters and many new electronic advancement were not available.

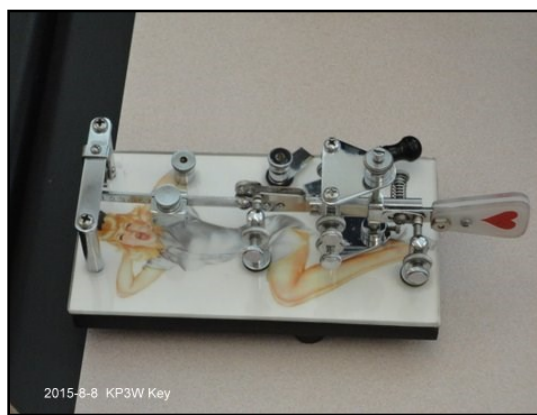
We also discussed about the possibility of activating an 80 meters Net once a week, to try to get more cw operators on the bands and maybe to prepare new ones in the art of telegraphy and Emergency Communications as we are on the Caribbean on a zone with high prevalence of disasters. This interesting first meeting gave us the opportunity of seeing old friends and meeting new ones. We discussed different themes of amateur radio with continuing the use of telegraphy for a long time to come.



Back row left to right: Julio NP3CW 2632S, Danny WP4F 2873, Pablo KP4SJ 8843S
Front row left to right: Luis KP4ED 6589S, Jose KP3W 14267, Hector NP4FW 12711



Key collection of Hector NP4FW 12711



Restored Vibroplex of Jose KP3W 14267

R to L: KP4RD Felix, NP4FW Hector, KP4SJ Pablo and WP4U Carlos



Back to “My” Basics

My K3 is a wonderful radio but it certainly isn't anything like what I first was use to. For those of you who have been in the hobby a mere 30-40 years you didn't have the “pleasures” of setting the grid current, flipping the meter switch to plate and proceed with several rounds of “load-dip, load-dip, load-dip” until the plate read the correct milliamps to give you your desired output (there were only a very few known to have something called a “watt meter”). Of course this is all for the transmitter to put out power, you then had to use the “spot control” [some xmtr(transmitter), had other names like “zero beat” for this function] and tune to the band area where you would call CQ or answer a CQ. But wait, more! Now you switched to transmit and that muted your receiver when the external antenna relay disconnected your antenna from receiver to the transmitter (if you didn't mute then you'd over-load the receiver!), all done by you “flipping the switch” as we use to say. With a muted/standby receiver (“rx” in those days) there was no side tone to hear your cw sending. No side tone is no problem with straight key sending but try no side tone while using a bug or keyer! This is how it was done “back then” and although it seems cumbersome, it really was no big deal and quite easy and enjoyable.



As a kid of 12 years old I used to dream of owning a Collins rig which was displayed on the back of my ARRL books usually showing a gentleman with a pipe, sport-coat with patched elbows stepping into his hamshack to work the world! I now own a refurbished Collins transmitter and receiver known in those days (50s) as the “Gold Dust Twins,” a 75A-4 receiver and a KWS-1 transmitter. I believe the name “Gold Dust” comes from the cost to own such a pair back in those old days.

This past summer the Straight Key Century Club (SKCC) had their annual June Weekend Sprint emphasizing the use of “boat anchor” equipment...that's gear that uses tubes. Special bonus points could be given by those

stations using tube gear and the number of bonus points to be given would be equal to the number of tubes used in the gear. Oh boy! Do you know how many tubes are in the “Gold Dust Twins”.....53! Between the “honey do” list and helping a friend in the ARRL June VHF-UHF event, I sat down for about 50 QSOs using the Collins gear. I was disappointed in one respect with my Collins gear, according to the rules if you used crystal control for your frequencies then you could “square” the number of points you offered as a bonus to stations working you....that would be 2,769 points! I gathered a crystal for 7050 Kc (that KHz today) and 14050 Kc. Man, I was set to give some serious points but.....imagine my disappointment when I discovered my Collins transmitter to be so “modern” that it offered no crystal controlled frequency options....DARN!

And there was another problem, remember that “no side tone?” I do enjoy using a bug more than I do a straight key so I had to get a side tone so I could hear my sending....I'm not good at detecting how many “dits” I send by sight! Well I came up with a quick temporary solution. Since I have a Drake 2B receiver (another “boat anchor”) I just disconnected the antenna and tuned to my frequency with the RF gain backed off and monitored myself! It worked great but when I changed frequencies I also had to retune the Drake to find my signal!

Finally, 53 tubes plus the Drakes' 9 tubes made the shack very warm and I had to turn on the air! Hey! Since I also used the Drake to make QSOs possible, maybe I should have included those 9 tubes in my total bonus points! Nuts, I blew it! 62 bonus points would have been fun to give out, just wait to next year!

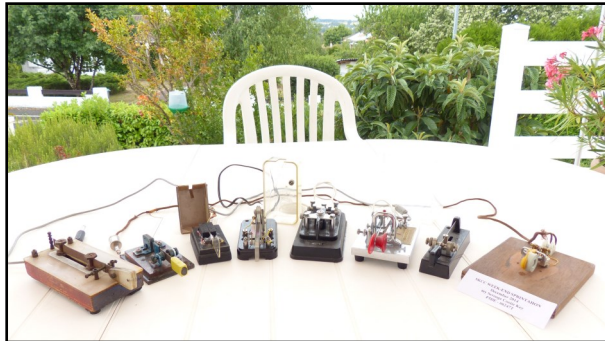
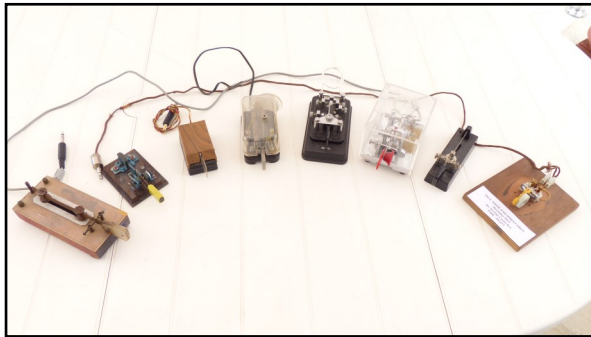
French Cooties!

Did you work F5DE Bernard 62475S, in the August cootie event? Bernard sent the following;

All these cootie keys are in good order and they have made plenty of contacts. As I will not have much free time for the next August Cootie WES, I hope to have almost one contact with each of them during the event!

Best 73 de Bernard, F5DE, SKCC 6247S

On the photos, left to right, we can see:



1- a saw-blade made and given by my elmer F2FI (SK) in 1963 when I succeeded to my amateur-radio exam.

2- a saw-blade made and given by my friend F5FHI (SK), ca 1990.

3- a micro-switches made and given by my friend F5WF (SK), ca 1985.

4- a saw-blade made and given by my friend F5OUL, 1993.

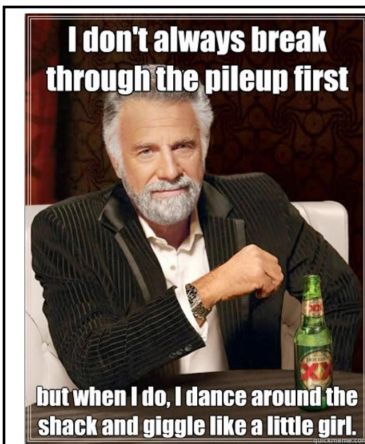
5- a Japanese Hi-Mound, model MK-701, 1975.

6- a US Vibroplex, model Vibrokeyer #53034, 1986,

7- a French Dyna, model Maniflex, 1958.

8- my \$crooge key'quickly made for the last December 2014 WES.

That's quite a collection, wonder what others used in that event?



The Cootie...Why?

When Pete announced the Bonus theme for the August WES I took note of a comment asking "Why would anyone want to use a Cootie?" I cannot answer for anyone but myself, that said.... I got interested in running a Sideswiper, or Cootie because the challenge intrigued me, and I wanted the ability to use all three types of mechanical keys.

From 1900 to 1923 the Cootie was sold commercially and advertised as The Double Speed key. This was of course before the semi automatic bug.

While the use of the straight key produced code at around 15 wpm, a skilled Cootie operator could achieve in excess of 30 wpm. Hence the tag "Double Speed key".

The commercial lifespan of the Cootie was short lived with the advent of the Bug, and I believe the last known advertisement by a commercial manufacturer was in 1923.

The Cootie lives and can still be found in use, if only on our Amateur Radio Bands. Often, the telltale signature of a Cootie, the "Lake Erie Swing" identifies its use. Lake Erie Swing is a melodious sing-song cadence unique to the Sideswiper key. Each Dit and each Dah is formed manually by alternately pressing the single paddle from right to left to right to left, always alternating no matter what the sequence of the Dits and Dahs. The Op has to form each Dit and Dah, as well as the spacing between each. Not maintaining proper element timing and spacing is what produces the sing-song "Lake Erie Swing". The sing-song musical cadence of the Lake Erie Swing may be pretty to listen to, but difficult to understand because proper element timing is not maintained. Receiving long Dahs, and either too long or too short character and word spacing tends to run everything together. Luckily for me, Mr. Begali created a UTube video of how to run a Cootie that I watched. He demonstrated sending 4 Dits followed by 4 Dahs, and just repeated that sequence over and over, always alternating left right left right. I practiced that for what seemed like hours on end, concentrating on maintaining proper element timing and spacing.

The Cootie becomes addictive to use, and I'm still learning! The first week was very frustrating, just learning to always alternate, or swing, left to right to left no matter whether the next element in sending a character was to be a Dit or a Dah, I really had to NOT think about it consciously! Soon I was not sending Dits and Dahs, just the various letters and words! My fingers developed an unconscious memory of their own, I just don't think about it.

Oh, I still make mistakes, too many, but more than once on the air when I tell my QSO partner that I'm using a Cootie, They've replied that they couldn't tell because they didn't hear the Lake Erie Swing. That makes me happy!

It takes me a moment when I switch keys, to get my hand's unconscious memory to kick in, whether switching to or from the Cootie, then everything settles down to be as it should. I'm still running my Cootie slow speed, still learning, but especially with my Begali Swing, it's addictive.

Rich - W4RQ

Ed.... The "Lake Erie swing," "6th Fleet swing," "the banana-boat swing" are not limited to just the cootie. All these unique sounds are also part of bug lore and although frowned upon by some, they are "cherished" by many as a means to identify the operator at the other end and are appreciated.

Ed.... Here is some news grabbed from the internet and may be of interest to those of you wishing to obtain a vanity call sign. Thanks to Cliff KU4GW SKCC 652, for this update information.....

FCC ELIMINATES AMATEUR RADIO VANITY CALL SIGN REGULATORY FEE

THIS JUST IN: The FCC is eliminating the regulatory fee to apply for an Amateur Radio vanity call sign. The change will not go into effect, however, until required congressional notice has been given, which will take at least 90 days. As the Commission explains in a Notice of Proposed Rulemaking, Report and Order, (MD Docket 14-92 and others), released May 21, it's a matter of simple economics.

The FCC says it spends more resources on processing the regulatory fees and issuing refunds than the amount of the regulatory fee payment. The Notice states, As our costs now exceed the regulatory fee, we are eliminating this regulatory fee category. The current vanity call sign regulatory fee is \$21.40, the highest in several years. The FCC reports there were 11,500 so-called payment units in Fiscal Year 2014 and estimated that it would collect nearly \$246,100.

In its 2014 Notice of Proposed Rule Making (NPRM) regarding the assessment and collection of regulatory fees for FY 2014, the FCC had sought comment on eliminating several smaller regulatory fee categories, such as those for vanity call signs and GMRS. It concluded in the subsequent Report and Order (R&O) last summer, however, that it did not have adequate support to determine whether the cost of recovery and burden on small entities outweighed the collected revenue or whether eliminating the fee would adversely affect the licensing process.

The FCC says it has since had an opportunity to obtain and analyze support concerning the collection of the regulatory fees for Amateur Vanity and GMRS, which the FCC says comprise, on average, more than 20,000 licenses that are newly obtained or renewed, every 10 and 5 years, respectively.

The Commission states it often receives multiple applications for the same vanity call sign, but only one applicant can be issued that call sign. It goes on to say, In such cases, the Commission issues refunds for all the remaining applicants. In addition to staff and computer time to process payments and issue refunds, there is an additional expense to issue checks for the applicants who cannot be refunded electronically.

The Commission says that after it provides the required congressional notification, Amateur Radio vanity program applicants will no longer be financially burdened with such payments, and the Commission will no longer incur these administrative costs that exceed the fee payments. The revenue that the Commission would otherwise collect from these regulatory fee categories will be proportionally assessed on other wireless fee categories.

However, the FCC says it will not issue refunds to licensees who paid the regulatory fee prior to its official elimination.

Field Day ith SKCC Members

Ed....There are very few clubs that build Field Day the way W3AO does in Maryland. We're lucky to have an inside view thanks to Ron AC2C #2748S.

"There is actually very little to tell about our Field Day here. Once again I joined the W3AO crowd and we operated as class 18A. I operated 160M exclusively - mostly CW but also a few SSB.

Friday setup went fairly smooth - no active rain, but the field was soggy and we knew that we were in for severe weather for Saturday. The tent crew did a fantastic job of securing the posts and used screw anchors for double safety.

The rain started hard in early morning and the field started getting muddy in any place where people walked more than a few times. The entrances to the various tent areas were the worst.

By a little after noon, it was clear that even the inside of the tent was starting to flood - moving the tent was not an option. We sent a member with a pickup truck to the local Home depot to buy a dozen 4x8 sheets of 1/2" plywood and some 2x4's. We used the 2x4's to support the plywood sheets and placed a plywood sheet under the operating tables.

Our score was still pretty good - initial numbers are 9,338 QSOs for W3AO and 350 for our GOTA station.

Pictures are on my web page."

<http://www.ac2c.net/Field-Day2015.php>

73,
Ron
AC2C





Ed...Ron didn't include any text with these photos but you can clearly see the major setup at W3AO and how they handled the mud. That's not exactly the "tent" that most of us are use to. I think most of us would call that a "pavilion" and not a "tent!"



How about that massive cabling in the first picture, just like the typical shack...right!



Of course this is the best part of Field Day...eating! No matter the size of your Field Day operation it's important to "fuel" the operators!

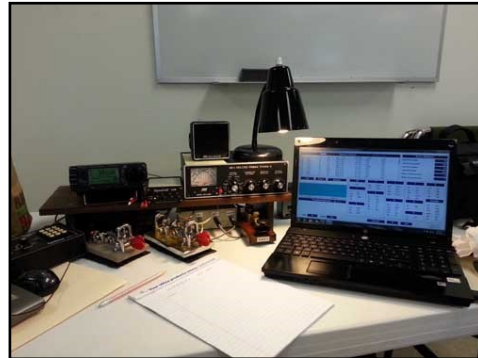
FD With the Platte County Amateur Radio Group By Rick, K0KEX 5220S

The PCARG held FD operations at the NRAD (Northland Regional Ambulance District) training center. We operated as 4F, two voice stations, one digital PSK31 station and the CW operation. The CW operation sole operator was K0KEX Rick SKCC 5220S.

The PCARG was formed in the fall of 2004 and the first FD operation was 2005. In 2011 PCARG joined in partnership with NRAD which gave the group access to a meeting place and training facility. PCARG offers VE exams, monthly meetings with programs in digital operations, antenna construction, and of course, CW operation.



Keith WA0TJT SKCC 7967, is running the digital station, Keith is also involved in the Boy Scouts annual Jamboree On The Air JOTA.



Rick K0KEX, CW operation using a Vibroplex Presentation along with a memory keyer to save the wrist of an old guy.



The tower and beam was a donation to the PCARG from Everett, AA0DV SKCC 11379



The American Red Cross ECRV is from 2011 & 2012. I am a member of the ARC Disaster Response Team which allowed the use of the communications vehicle for public displays. Sadly the ECRV vehicles were de-commissioned. In 2011 the Kansas City ECRV 4706 had just returned from an operation in Joplin, Mo. You will recall the EF5 tornado that devastated the Joplin area. PCARG web site is: www.pcarg.org

Field Day N3JJT Style

Well, here we are and another Field Day has passed. For those of you in this part of the country, (Great Lakes Area), we were just hammered with rain FD weekend. I run class 1B1 from my camper at one of my favorite state parks here in NE Ohio.

I started the weekend on Thursday with some camping with my friend Chris and my son Ryan. They all left by noon on Saturday.

With antenna up, and radio in place, I was ready by 2 pm on Saturday. I run a simple set up with a G5RV and a Ten Tec Eagle. I ran all S & P for the duration of FD. Took a break here and there, laid down for awhile during the night.

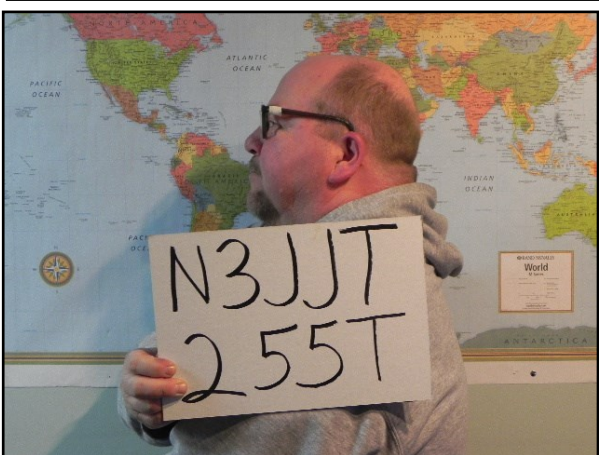
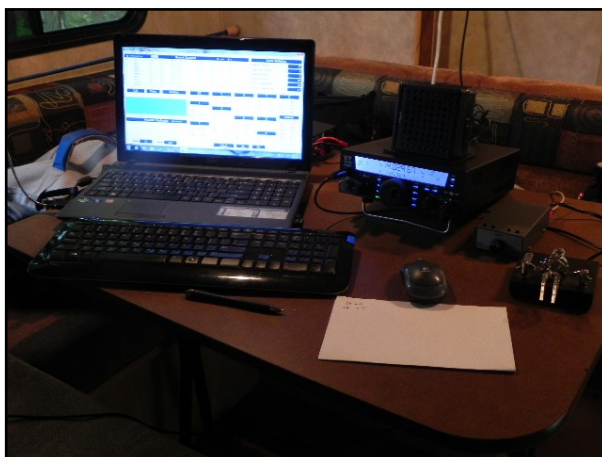
We lost power for 2 hours Saturday afternoon, which worked out for a good time to grab something to eat.

After all said and done I had 257 CW contacts. Claimed the Public Place bonus, info table and guest sign in log bonus too. I usually take the 5 QRP contacts with the solar panel, but this year it was so dismal outside I decided to skip this one.

I will do the same thing next year, but might call CQ also to see how that goes. 257 is my personal best, so I want to beat that next year. I hope all that did FD had a good time!

73,

Scott N3JJT 255T



The Los Vegas ARC, K7UGE FD



Field Day for the Las Vegas Radio Amateurs Club started at 0800 and it was close to 100°. By noon it was well above that temperature. A good time was had by all. Two HF stations were set up and many contacts were made in CW and SSB. Jerry Sobel was once again the chef and served up some mighty hamburgers and hot dogs. For most of the afternoon the temperatures ranged from 110° to 112°. The only thing that saved us was a huge chest full of ice and bottles of water!
Jerry, KG7NOR #14178

The W8TQE (#2944T) FD story.....

Well, in southern Michigan and northwest Ohio we really got to experience FD setup under crazy conditions! It rained all night Friday and all day Saturday. It was quite an experience to put up two towers and yagis plus another tower for vhf/uhf gear all in a driving rain that was pouring down parallel to the ground! First time I ever experienced rain coming through a plastic-covered coat...then I realized it was rain running down my neck so hard and soaking through all the way into my shoes!

We worked KH6RS (Maui, HI) on 15m with a "crappie yagi" (see next article) and later saw this picture of their Field Day operating site...UNFAIR!

Ted, K8AQM #1629S

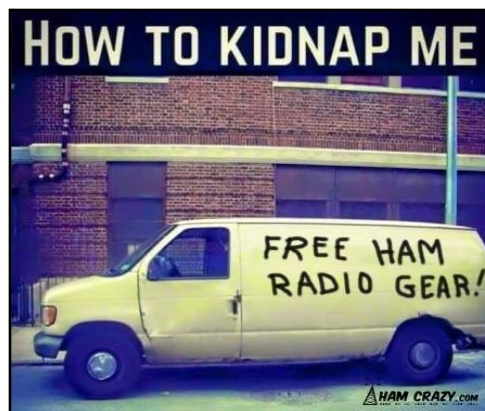


Internet Humor

It's amazing what you can find on the Internet. Bill KD8TTM (#11614) found these:



It's obvious some people have too much time on their hands!



20m 2L Light-weight Crappie Yagi...And More! De K8AQM

Being involved with DXpeditions and Museum Ships, the need for a light-weight effective 20m yagi became obvious. Internet to the rescue! After searching for an answer to our needs an article was found written by members of The Bavarian Contest Club. Our antenna is basically of their design but modified for our needs (see http://5tx.de/load/ham_radio/20m_2ele.nec scroll down to this antenna)

Basically the antenna uses four "crappie poles" for element supports, an aluminum boom, schedule 40 PVC and wire, of course a few u-bolt clamps and tie-wraps are also needed. The actual elements are #18 insulated wire cut to 20m dipole length (driven) and 5% longer for the reflector. The following is the "technical data" for construction:

Boom length: 1.75 aluminum tubing 11.75 feet

Four fiberglass crappie poles 16.5 each

1 piece 10 ft x 1.75 schedule 40 gray PVC pipe (later to be cut in-half (4ft) and then sliced on a band saw, now it's 4 half pipes 5 ft long)

2 u-bolts to fasten elements to the boom

1:1 balun to feed the driven element

SWR: 1.25-1.8 across the 20m band (driven maybe cut for lowest SWR at desired frequency)

Gain: 9.35dbi at centered frequency, 30 ft height (according to EZNEC)

Power handling: KW easy (the DLs used an Alpha at 1.5 KW!)

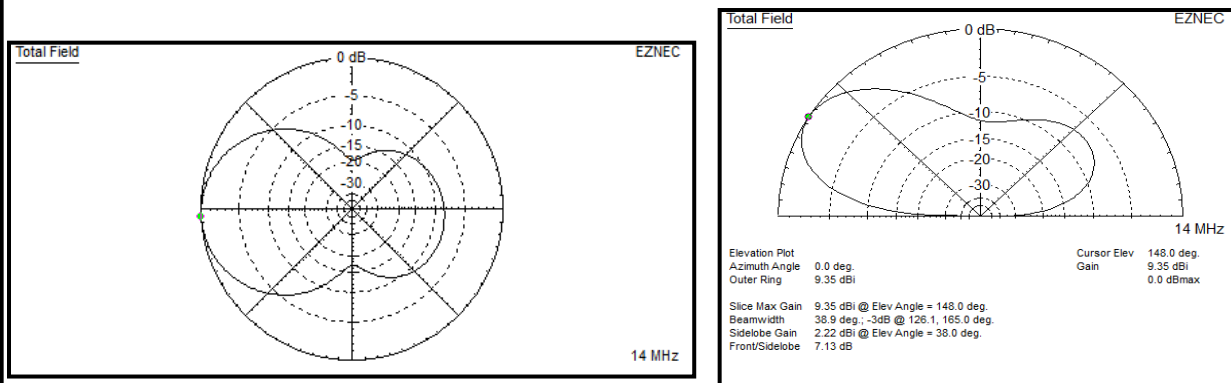
Weight: about 12 lbs. when assembled

Does this antenna work? Ask the operators at K8E (SS Schoonmaker) and K8O (LT-5 Tug) from this year's Museum Ships operating event! K8E claimed they "owned" 20m! The included pictures show the crappie poles were tie-wrapped to the pvc and the wire elements taped to the poles on the next page. I have also included the EZNEC print of the pattern for this antenna below.

Future Plans and Thoughts:

For Field Day a 15m version was used using the same poles, boom (both adjusted for 15m design) and new wire lengths for the antenna. Of course the same principles could be used to design a 17m (next year for Museum Ships) and any other higher HF band (10-12m).

It is "possible" to further reduce weight by using a "painter's pole" or "boat hook" for the boom. If it is strong enough then the same boom could be retracted/extended and used in other required boom/band relationships. See next page....





Mounting of the crappie poles to the pvc sections and the muf-fler clamp that will hold the elements to the boom. That pile is the entire antenna.



The entire 2L 20m yagi; balun, wire elements boom and crappie poles

2L 20m yagi mounted at the top deck at K8E. Note the small rotor they used....but really didn't need!



2L 20m yagi mounted on 28 ft tower at the K8O site. Antenna was fixed south-west



FD 2015...with SKCCers @ W8HHF

Field Day 2015... The most challenging, crazy, satisfying radio operation I have ever had. Set up tent/antenna Friday. Saturday 3+ inches of rain in 24 hours! The 7th most rain in 24 hours, in Toledo, in 100 years! I operated with Ernie K8EEE in his tent with steady winds 15 gusting to 25 mph and constant rain. We used my (KD8EVN's) homemade 15M Crappie Pole Dipole Antenna, up 20 feet on Army pole mast, fed with 75 feet of coax. We were on emergency generator power, totally off the grid and on our own. TMRA (Toledo Mobile Radio Association) club's 20M Yagi tower antenna and other wire antennas taken out by the wind. TMRA tent shelter almost destroyed, but saved with quick action by members after losing the 20M beam. This delayed our 1400 FD start. Standing water at the Wolcott Complex was 2-4 inches deep. Emergency conditions and the real bad weather was a true test of being able to respond to an emergency. The 18 contacts we made are very special. We were wet. Wind almost collapsing the tent with wind/rain on the tent so loud we could not hear the radio at full volume!

We switched to headsets and then from 20M voice (on 15M antenna!) back to 15M PSK31. From 1500 to 2000hrs, five hours to remember. 15 States, Brazil, Chile, Canada, Wow! 73, Dave KD8EVN

Below: Me (KD8EVN)taping on the 10'9" wire elements SWR 1.2 to 1.5 across the 15M band, and 20M USB with a tuner?.... Ernie (K8EEE # 13480) in the hat, best radio operator partner ever in a windy wet tent!

On Sunday in two hours, added 51 more stations to the log..... We gave the antenna A+ for strong/easy to put up. B for reception/transmission.



KD8EVN and K8EEE were part of the K8E Museum Ship team where they were introduced to the "crappie antenna construction."

Amateur Radio Newsline Co-Founder, Editor Bill Pasternak, WA6ITF, (SK)

from The ARRL Letter on June 18, 2015

Amateur Radio Newsline Co-Founder, Editor Bill Pasternak, WA6ITF, (SK):

A well-known voice in the Amateur Radio news media has gone silent. Bill Pasternak, WA6ITF, of Santa Clarita, California, died June 11 following a period of ill health. He was 73. Pasternak was co-founder (with Jim Hendershot, WA6VQP) of Amateur Radio Newsline (formerly The Westlink Report) ham radio news webcast and a frequent presence at Amateur Radio conventions. Pasternak served as Newsline's managing editor and as an occasional newscaster. ARRL Rocky Mountain Division Director Brian Milesosky, N5ZGT, became acquainted with Pasternak at the Albuquerque hamfest, and in 1997 was named Newsline's "Young Ham of the Year" (YHOTY).



"An incredible man, ham, and one of Amateur Radio's too-few giants, who woke up every day to make the hobby better for everyone, especially its legacy -- youth," Milesosky said of Pasternak. "I've enjoyed the energy he put into keeping hams informed via Newsline and have been honored to give back to his Newsline Young Ham of the Year Award program, since being asked by him to sit on its judging panel well over a decade ago."

A Brooklyn, New York, native, Pasternak became a radio amateur in 1959 as WA2HVK. "I love the hands-on approach to ham radio and built my very first transmitter using parts salvaged from an old Dumont television set," Pasternak recounted in an online biography <http://www.arnewsline.org/staffbios/bill-pasternak-wa6itf.html>. He eventually made his career in television engineering and production, retiring from KTTV in Los Angeles in 2012.

Pasternak was the spark plug behind the all-volunteer Amateur Radio Newsline bulletin -- which was relayed on repeaters around the US and elsewhere -- as well as the creator and administrator of the annual Young Ham of the Year Award. He was the author of three books and served as a writer/producer on several educational films and videos, including the award-winning "Amateur Radio Today." In earlier years, he wrote the "Looking West" column for 73 Amateur Radio Today Magazine and the "VHF, FM, and Repeater" column for WorldRadio.

http://arvideonews.com/hrn/HRN_Episode_0209.html Pasternak was the only person ever chosen to receive both the Dayton Hamvention Special Achievement (1981) and Radio Amateur of the Year (1989) awards. Survivors include his wife of 43 years, Sharon, KD6EPW.

ARRL Hudson Division Director Mike Lisenco, N2YBB, remarked, "Some would say that you measure an individual by the amount of wealth they've acquired. I would say that the true measure of value of an individual is by the amount of lives they've touched. If that is the case, then Bill died a very wealthy man." The future of the Amateur Radio Newsline broadcast, out of production since its May 22 edition, has not been determined. Ham Radio Now producer Gary Pearce, KN4AQ, has devoted his latest webcast episode.

Ed...Although very sad news, thanks to Cliff, KU4GW #652 for this update.

Promoting SKCC

Urb W1UL, sent an email as follows:



The **Straight Key Century Club (SKCC)** is the fastest growing group of mechanical-key CW operators in the world. First organized in January 2006, our club has grown rapidly to include thousands of members from all corners of the globe.

Here's how it works:

- Membership is **free**.
- Club website: www.skccgroup.com
- SKCC numbers are issued for life. Once you get it, it's yours.
- Exchange SKCC numbers using a straight key, bug, or cootie.
- Monthly operating events.
- Free QSL bureau for members
- Quarterly newsletter
- Live chat page for QSO scheduling:
<http://www.obriensweb.com/sked/index.php?page=skcc>
- Operating awards

"You had some QSL card sized SKCC promotional item at Dayton.

I brought back a bunch and have been sending them to non-skcc contacts. I've brought into the fold NM and WY and two new dxpeditors.

I thought it might be a good idea to make the cards available to the members. Send a SASE for X cards, etc. "

I also think this is a good idea. I have about 200 of these cards left and if you too would like to include one of these cards with your non-SKCC members QSLs just send me an SASE and I'll fill your envelope with these cards. My address on QRZ is good. It might be a good way to get others to join SKCC with hardly any effort on your part. Who knows, maybe we'll even have to order more of these great cards.

Good idea Urb, thanks for the tip!

73,

Ted K8AQM 1629S

Just Enjoying Making QSOs

While doing surfing on the SKCC Sked web page (URL <http://www.obriensweb.com/sked/index.php?board=skcc>) and running up the totals on the various SKCC awards, I sometimes find that I have long periods of no one to log to add to my totals. (I don't CQ much). I do play in the SKCC monthly BRAG, WES and SKS. All these SKCC awards/activities keep me at the key.

I have come across the NAQCC web page and in particular their monthly challenge. The idea is to spell out the challenge WORDs using the call signs you log during the month. The station you log DO NOT have to be NAQCC members. The URL link is <http://naqcc.info/challenges.html> and you will find the rules for playing there.

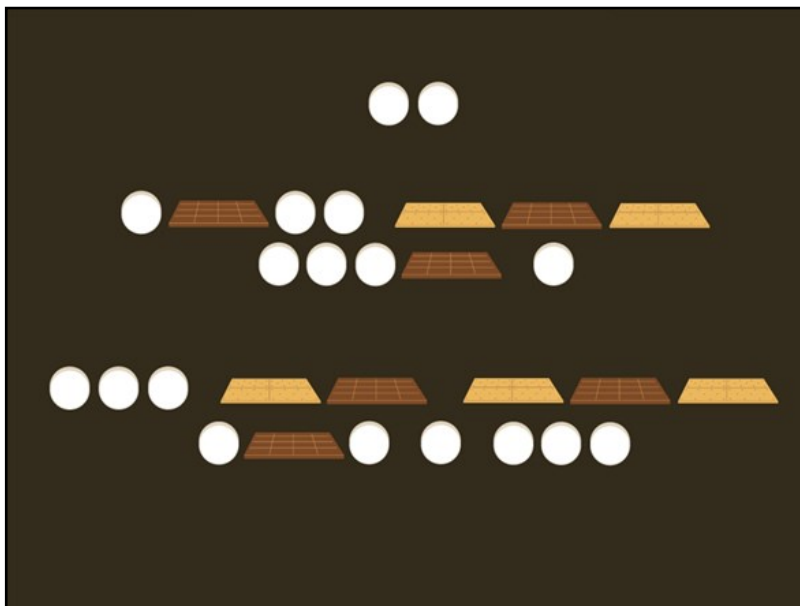
While these are QRP challenges, I have been working em QRO (100w) just for something to do. You do NOT have to be a NAQCC member to play with these challenges. I submit my results just for fun, even though I disqualify myself for doing it QRO (yes, I have done it QRP in the past). Perhaps other SKCC members find themselves in the same boat and would enjoy the challenges.

73 es see ya on the SKCC sked page.

de Jerry k6iii

Encrypted Code!

Jeremy KD8VSQ #13072, found this “encrypted coded” message on the internet. Using the summer time campfire clues in the photograph, Jeremy was able to “decode” the “encrypted coded” message on the right! Good work Jeremy!



Hopefully you too will “decode” the hidden message!

Radio Communication Story From WWII

The following pages were submitted by W7IZ Scott #7641. This is one of many wonderful articles written by Vic Seeburger. Vic is W7VSE in Medford, OR and is 93 years young!. There is a theme park there called “Railroad Park” and on Sundays he goes down there dressed up as an old time Telegrapher; they have a Telegrapher's Office and he generates a lot of NTS traffic this way, getting the tourists to fill out a message form. Great idea!! Here is an example below, very unusual traffic for sure!

Young lady sent the following to her boyfriend in Cheyenne, WY today, following ARL 51: “YES X I WILL BE YOUR WIFE X I LOVE YOU BT CHRISTINA”

Now, how cool is that? VERY COOL!!

The article is rather long but well worth the read and a peek into WWII for those of us too young to have the history so it is told here.

Now turn the page and be prepared to enjoy an exciting story from the China war theater during WWII.

73,

Ted K8AQM 1629S

Two years in China Burma India, WW2

In 1942, I had been in the U.S. Army Air Corps for about one year when I was selected to be a part of the newly formed, 10th Communications Squadron of the AACS (Army Airways Communications System). There were 60 enlisted men and 10 officers. Our mission was to install, maintain and operate a communications route for aircraft across India and China. We reported to Bolling Field, near Washington D.C. and had about 4 months of briefing for foreign tropical duty. Then they flew us overseas and said they would fly us back. We left Miami, FL and flew on a C-47 (DC-3) down across Mexico, Central America, and on through South America to Natal, Brazil. From there, we rode in a Pan American Boeing 314A (China Clipper) from Natal to the Gold Coast of Africa. It took 14 hours to cross the Atlantic. Then across Africa on a C-47 again, and arrived in Karachi, India (it's Pakistan now). This trip took about 5 days. There was a whole ship loaded with the equipment we needed to build about 10 AACS communications facilities. It was tied up in the harbor. Each facility had to have everything from the ground up, power generators to furnish the electricity, radio receivers, transmitters, electric wire, antenna wire, spare parts, tools, antenna towers, etc. Sorting this vast amount of equipment, so each station would have the correct materials, was a major task and required a few weeks of work for us to sort it all out and have the proper items ready to transport to the various locations across India and China. Then we rode on an Indian train from Karachi to Lahore, India. I was scheduled to go to Kunming, China, so I boarded another C-47 at Lahore and headed East for Chabua Army Air Base in the Province of Assam, India.

On this leg of our journey from Lahore to Chabua, we flew at about 5000 feet and we were flying parallel to the Himalayan Mountain Range that borders India and China. We could see the mountains several miles to our left and north of us. The Sergeant, Crew Chief of that C-47 had flown that route many times and he told us he would point out Mount Everest when we went by. I'm glad that he knew where Everest was, because all those mountains are very high and very similar in appearance. But when he pointed it out for us, we were able to say we had seen Mount Everest, the highest mountain in the world.

Later on, there were five Air Bases in Assam. They were the bases that supplied our troops over the "hump" in China. The air bases were: Chabua, Tezpur, Jorhat, Mohanberi, and Dinjan, (I think). It's difficult to remember some things after 70 years.. When we landed at the Chabua Army Air Base, we were in a war zone and they had just suffered a bomb attack by the Japanese. There was no one around when we landed, and there were a few bomb craters here and there. After a while, everyone came out of the brush. We stayed overnight and left early the next day. We flew over the hump at about 13 thousand feet, and landed at Kunming, (Yunnan Province) in western China. We were given some communications equipment from the AVG (American Volunteer Group), the guys that were ex-military who had gone over to help China in the war against Japan before the war. This group (AVG) was absorbed back into the military and became the 14th Air Force, the "Flying Tigers." We, in AACS, were attached to the 14th AF. I was Chief Operator at Kunming for a couple of months, then I was transferred to Yangkai Army Air Base, an alternate, approximately fifty air miles from Kunming.

While at Kunming, we were very busy with aircraft flying to and from India to China, and, at first, we used some of the radio equipment that the AVG had used, until we got our own radios ready, and we used their radio call signs. Kunming was Y9R and Chabua was F7Q.

Some of the equipment was made in China and had Chinese tubes and writing. This made it very difficult for our technicians to work on that equipment. I remember one Chinese transmitter we used on voice. It had a metal microphone (mic) and was not properly grounded. If you got your nose too close to that Microphone when you were transmitting, sometimes a RF (radio frequency) spark would jump from the mic to your nose. This caused us to say some horrible things on the air, but we had no FCC or anybody else to monitor us, so we were not punished for doing it.

We set up a basic Air Traffic Control system there at Kunming. In cloudy weather, the planes would come over from India “on top” of the clouds in the clear. The problem was how to get the planes to descend through the clouds without running into each other, or a mountain. The only navigation device we had was a radio beacon and the planes could use their homing device to guide them to that beacon. When they passed over the beacon, the direction finder needle would reverse and point behind them indicating that the beacon, and the airport, were directly beneath them. When given a clearance to commence their letdown procedure, they would start their descent through the clouds in a figure eight pattern, using the beacon as a reference, to keep them over the airport and away from the mountains, of which there were many, during their descent. We had to turn the radio beacon off if the Japanese were reported on their way to bomb us. But, we figured that the Japanese had broken our weather code, because they never came to bomb us when we had a cloud cover. So, this worked out great, for a basic Aircraft Approach Control. So, when the first plane reported by radio to us in the morning, we would clear it for an approach and write its identification as number one on a paper on a clipboard. The second aircraft that called in would have to maintain “on top” until the 1st aircraft reported in the clear, underneath the clouds, and was written in the number two spot for approach, and so on down the list of arriving airplanes. When the first plane reported below the clouds, we would clear the second aircraft for approach, and draw a line through the number one aircraft. As other aircraft showed up, they were put in the next numerical sequence and remained on top of the clouds, in the clear, until they were cleared for approach. Occasionally an aircraft would declare an emergency and the others would wait for his descent. It was Basic Air Traffic Control, but it was all we had, and it worked. Meanwhile, the CW (code) operator was very busy receiving flight plans, sending flight plans to Chabua, and other stations, getting position reports, etc. There was never a dull moment in the station. I think the Japanese Air Force used us as a bombing practice for their new aircrews. They bombed at us from a high altitude regularly if the weather was good. But they seldom hit their target. A few times, the bombs intended for the Air Base would hit a Chinese town nearby and kill a lot of civilians.

Our radio station at Kunming was in an underground room, with a staggered sandbag entrance. This was designed to keep a bomb blast from coming through the front door.

The city of Kunming, China had been there for a long, long time. The Chinese had their own way of burying bodies. Instead of digging a grave, they placed the casket on the ground and covered it with a large mound of dirt. After burying people like this for hundreds (maybe thousands) of years just on the outskirts of town, there were hundreds, or thousands, of these small mounds, in all directions out of town. The roads, or trails through the mounds, were narrow and crooked. It was impossible to drive a vehicle through them.

The Army engineers would not tolerate this, so they drew up plans to make roads for traveling from the barracks to the radio station and the Air Base, etc. The road graders, that built the roads, went in a straight line through those grave mounds, moving dirt and skeletons, to make a road.

As the grader blade cut through those mounds, here and there, they would just scrape the side off of some caskets and human skeletons would be lying in those exposed graves in full view from the road as you passed by. And some of the skeletal bones were scattered in the ditches alongside the roads. I'm sure the Chinese people did not appreciate this. We had to walk down one of these roads when we went to work. It was really spooky to know and see those skeletons there when you were walking to work in the dark, at midnight, and it gave a new meaning to working midnight to 8AM, the GRAVEYARD SHIFT!

One sad event I remember. We rode on the back of a 6 by 6 truck to and from the barracks to the mess hall. One day we passed an elderly Chinese man on a grassy mound beside the road. He smiled and gave us a thumbs up sign for "Ding how" (Chinese for very good). We gave him the same sign in return. He was there for several days, and then one day when we passed by, he was dead and being torn apart by a wild dog pack. We all felt bad about this. The Chinese worshiped their elders, but apparently they only took care of their own family, and there was no Red Cross or other group like we have to take care of someone who was abandoned.

Later on, message traffic increased so, we set up a "Duplex" CW system between Kunming, WUTK and Chabua, WUTE. I had never heard of a Duplex CW circuit before. On a Simplex circuit, one operator sends to one receiving operator at the other station. If the receiving operator makes a mistake, he "breaks in" on the sender and tells him the last word he copied correctly, then the sender moves back to that word and resends from there. This way, there's no wasted time of going back and asking for "fill-ins," after the message is completed. With the Duplex circuit, you have 2 guys at each station. They use two different frequencies. There is a sender and a receiver at each station. They sit side by side and send and receive at the same time. If the receiving operator on either end misses a word and has to "break in," he taps the sending operator on the arm and it stops all four operators while the receiving operator orally talks to the sending operator, sitting by his side, and tells him, what he missed, and the sender tells the receiving operator (in code) at the other station what is needed, and then, after the correction is complete, they all four go back to work. Duplex was used at stations that had so much traffic that a simplex circuit could not handle it, and/or you didn't have enough operators and/or equipment to set up other operating positions. Sometimes, even the duplex system got way behind. It is very discouraging to send one message and have two messages dropped in the box to be sent. It will certainly help make a better operator out of you, or send you to the "funny farm."

After a few months at Kunming, WUTK, I was transferred to Yangkai China Airbase, Radio station WUTL. It was about 60 miles from Kunming and a secondary airport. I was promoted to Technical Sergeant, there, as I was Station Chief for a while. My training by Sgt Wogstadt, back at WYT, Tucson certainly paid off. Then they sent a 2nd Lieutenant, named Benjamin Leichner, to be Officer in Charge, and I became Chief Operator, although I still had some Station Chief duties; including helping the OIC (Officer in Charge) learn a few tricks of the trade. I believe Lt. Benjamin Leichner worked for Saks, 5th Avenue in NYC, before he entered the service.

I spent the entire year of 1943, and had my 21st birthday, at Yangkai Army Air Base. It was 5500 feet above sea level and an alternate Air Base for Kunming. We had the 373rd Bomb Squadron of the 308th Bomb group stationed at Yangkai. There were about 20 four-engine B-24s. They lost some of them. It was very sad when one or more of the aircraft did not return from a mission. Each aircraft had a crew of 10.

We had an Air Warning System that involved the Chinese. We would get reports via radio of incoming unknown aircraft. Locally, on the Air Base, the Chinese had a Jin Bao (Air Raid in Chinese) warning pole, similar to our telegraph poles, and they had three levels of warning. One huge paper covered ball raised on the pole, was a "One Ball" alert and meant the unknown incoming planes were within 150 Kilometers and headed our way. A "Two Ball" alert, on the same pole indicated the unknowns were 100 Kilometers away, and a "Three Ball" alert meant they were 50 kilometers away. The Jin Bao warning pole could be seen for miles away. Hardly anyone ever stuck around to see the 3-ball alert as they were already in the cave by that time, thanks to the air-warning system. Most of the US troops called an air raid a "Jing Bow" but it was a "Jin Bao" in Chinese. "Jin Bao" was Chinese for "Air Raid", and they made an alcoholic drink, similar to "Saki" and called it "Jin Bao Ju" We referred to that as "Jing Bow Juice." It was a horrible tasting drink, but had a very high alcohol content.

At Yangkai,, when the 2nd ball was raised on the pole, the entire population of the Air Base would go to a cave about 100 yards from our AACS radio station. The cave was large enough to hold everybody on the Air Base with room to spare. When two balls were up on the "Jing Bow" pole, the only two persons that were still outside of the cave, would be Major O'brian, and me. I would be in the radio station shakily holding the microphone, waiting for the 3-ball alert. Then I would quickly broadcast that the station would be off the air. Major O'brian would be holding the door open and waiting with me. When the report came, I would hurriedly sign off the air and make a run for the cave. Major O'brian would be a few yards ahead of me, when we started, but I always beat him to the entrance. I'm almost sure that the Major could have outran me, but he probably was not as scared as I was.

Later on, Fred Winters, our electronic technician, ran some control wires down into that cave, and we could operate the radio while down there, without signing off the air;

The 308th bomb group had squadrons at several locations in China.. On a day that a mission was scheduled, the squadrons would all take off from the various Air Bases at a prearranged time, and rendezvous at a designated area and get in one huge formation of aircraft for their bombing runs. They went on many missions down on the Indo China coast. I remember one of their missions very well. From what some of the men told me, Major O'brian, because of his rank and importance, usually remained at the Air Base when the squadron went on a mission. But this particular day he went along as top gunner on the lead B-24. One of the radio operators told me later, that they had met up with the other Squadrons and were approaching their target. The leading Bomber was the one that usually signaled the bomb release point. The group had just begun their bomb run, when a lone Japanese Zero came out of the sun, and riddled that lead B-24 with machinegun fire. It was such a surprise sneak attack they didn't even get a chance to fire back at the Zero. The Bomber started to lose altitude, and a little smoke was trailing from it. As it descended, one wing started to droop down. They thought the pilot had been wounded, or dead. When the plane got several thousand feet below, it looked like someone finally got to the controls and righted the plane to level flight. Just as everyone was breathing a sigh of relief, the B-24 disintegrated into thousands of pieces. There were 10 men on that plane and one of them was Major O'brian.

That was rugged mountainous terrain in China. And with radio silence in effect, it was difficult for the navigators to find their way back to home base. But we saved a lot of them by giving them the exact direction back to the Air Base. We did this with a Direction-Finding device. Fred Winters, our electronic technician, installed it, maintained it and taught us, how to use it. Fred was an amateur radio operator before the war. His call was W2PZF and his

hometown was Brant NY. Without guys like Fred, we communications men would not have been able to do our jobs.

In China and India, all of our message traffic for the USA had to be relayed through numerous stations in India, then more relay stations across Africa, and then across the Atlantic to a station in America. This was about an 12,000 mile, or more route., and the messages had to be relayed numerous times to get back to the USA.

One day, at Yangkai, we received a long coded message from AACS Headquarters in India. When the cryptographer deciphered it, he brought it to me. HQ had set up a schedule with an AACS station, WYVP, in Brisbane, Australia, and instructed us to be on a certain frequency at a certain time for a one-hour test to see if we could establish a usable communications connection. I don't remember the exact frequency, but it was in the 13000 Kilocycle range. I contacted Fred Winters, our maintenance technician, and gave him the information. In a day or so, he reported to me that it was all ready to go. (Again, without knowledgeable men like Fred Winters, we could not have accomplished our mission) So, I got on that frequency at the given time, and called WYVP. To my surprise, he came right back with a good strong signal. We exchanged signal reports and communicated for an hour, and we agreed to meet every day at that same time. I reported this to HQ and it wasn't long before message traffic addressed to WashDC started coming to WUTL at Yangkai. We had a daily schedule to clear whatever traffic we had received for the USA. One day, after clearing all the message traffic to WYVP, I stayed tuned to that frequency and heard him resending the messages to a station in California. I could not hear the California station, but the idea to shorten the route of message traffic to the USA worked out fine. That station in California probably put the messages on a landline teletype wire, direct to WashDC.

I loved operating CW (code), but hardly ever got to operate because I was in a supervisory position. I made up the work schedule and did other paper work and relieved the operators whenever necessary. But I didn't really like that. I would tune in on the Kunming, China, and Chabua, India frequency ever now and then and hear them handling many messages just as fast as they could. I was green with envy. Finally, one of the Officers from Headquarters came by that I knew. It was Jimmy Weeks, "JW", who had been at WYM, March Field Army Air Base in California, and he was one of the operators that had helped break me in on CW (code) traffic -handling back at WYT, Tucson, before the war. I told JW that I was very unhappy at Yangkai, I wanted to be where the CW action was, either Kunming or Chabua, and I'd be willing to leave my job as Chief Operator to be just an operator or a Supervisor. He said he would see what he could do. Lo and Behold, in a few weeks my orders came, transferring me to Chabua Air Base in India!

Now, I had been in China for 15 months and listened to a lot of transport planes being shot at, or shot down, on those routes over the hump. Seems the Japanese found out those transports did not have any guns on them, so they had a place to do target practice and shot down a bunch of them. If I returned to Chabua, I was going to have to fly that same route over the hump again. This worried me. And, by the way, anyone who says they are not scared when the bombs are falling, or they are being shot at, are either insane, or liars, or braver than I am, or all the above. I admit that I'm a coward and get scared easy. I won't mention any "unscheduled body functions," but I may have been there and done that. Ha!

So, when I got my orders, I said my goodbyes and checked out at Yangkai. I caught the truck to Kunming and checked into the transient barracks. I wanted to try and hitch a ride on an aircraft that at least had guns on it. Days went by, and I had no luck.

Finally, Colonel Guthrie, the Regional Communications Control Officer (RCCO), came to Kunming in his stripped-down B-25. (Same aircraft with which Doolittle's outfit bombed Tokyo from an aircraft carrier). Colonel Guthrie, the AACS RCCO, his pilot, and a crew chief were all that were on that plane. Col. Guthrie was the T/Sgt that interviewed me back in '41, when he was in OIC (Officer in Charge) of station WYG, Kelly Field, San Antonio, Texas, before the war. I asked if I could hitch a ride back to India with them, and he said OK. I was happy for a while. But this plane had been stripped of its guns and armament. Walking out to the plane that day, I told the pilot about hearing the planes being shot down on this route. He said not to worry, when they came over the Hump that morning, they were "on top" of the cloud cover, and he would probably do the same going back to Chabua. He said if the Japs made a pass at us, he would dive into the clouds and go IFR (Instrument Flight Rules) on in to Chabua. I briefly felt better, but then I thought, WHAT IF THEY GET US ON THAT FIRST PASS? Or what if we hit a mountain when we dive into the clouds over the Himalayas. So then I bit my fingernails, almost up to my elbow, worrying. We went over the Hump at about fifteen thousand feet and didn't have any problems. The only bad thing was that I didn't have any fleece-lined flying clothes, like the flight crews wore, and it was bitterly cold in the back of that B-25. The Crew Chief and I shared an oxygen tank, and we made it fine. This was in January, (I think,) 1944. I stayed in Chabua, until I got orders to go back to the USA in October.

At Chabua, (which I learned later was one of the busiest AACS stations in the world at that time), I was reduced to a watch Supervisor's job, but I got to work some Duplex CW circuits, and a Lt. Steinberg arrived and installed radio teletype to Kunming, while I was there, and I learned how to use it. We also had Kleinschmidt perforator CW tape machine, and the Boehme Teletype tape sending device and an Automatic Inked Tape code recorder, that I learned to use. My job, mainly, was to be sure six (or more sometimes) operators on my shift, got out of bed and caught the truck to the station on time, and I assigned them to their positions. I also filled in where needed if they had to go to relieve themselves, or were sick, or whatever. We had some new operators that had arrived some time after we did, and they didn't know where all the stations were, and other things, so they needed a lot of tutoring, until they learned where Air Bases, were and other things. I loved the work as there was plenty to do to keep you busy and your mind off the war going on, and other worries

Orders came for a few of us that had been overseas for 18 months, or more.. We were ordered to go to "rest camp" for a couple of weeks. And some of us needed that. I was beginning to have problems with my mind. (Post Traumatic Stress Disorder hadn't been invented yet). I didn't realize what was wrong, but sometimes I would wonder if there really was a United States, or did I just dream that I once lived there? So I can empathize with the troops returning from overseas today with their mental problems.

The "rest camp" we were sent to was named Kemi Nodi (pronounced Ko Bo) Hunting Lodge. We were taken by truck about 50 miles to a small dock on the Brahmaputra River. (We called it the Brahma-Putrid River) This river must have been a quarter mile wide at the spot where we were to cross. There were fairly large waves out in the middle of the river, indicating that the water was really moving along swiftly. We could just barely make out the small dock on the far bank that was our destination. There were no bridges. Our transportation awaited us at a small dock on this side of the river. It was two river boatmen and a flat-bottomed boat that had been hollowed out of half of a huge tree. I suppose it was hollowed out by hand.

These Indian boatmen spent their entire lives on the river, providing transport for people wanting to cross. Several of us got on the boat with our rifles and gear we had brought along. The two boatmen picked up two poles about 10 feet long and started poling the boat upstream, staying in close to the bank so they could reach bottom with the poles easily. We must have traveled about three city blocks, or more, upstream, when they put the poles in the boat and took some short, wide paddles and nosed the boat out towards the center of the river. They paddled furiously, trying to go further upstream, and angled the boat toward the other side of the river. It was rough going when we were midstream and the boat was bobbing up and down in the waves of that swift river. Even though the boatmen were paddling furiously, trying to go upstream, we were still moving downstream at an alarming rate with the flow of the river. I watched our destination dock go by when we were about a hundred feet from the far shore. The boatmen continued paddling until we arrived in the shallow water near the other bank of the river. But we were downstream quite a ways from the dock, so they put the paddles down, picked up the poles, and poled us in the shallow water all the way back to the dock. I've often thought about that river crossing and I thank the Lord that the boat did not capsize in the river. The way we were dressed and loaded down with our gear, it's doubtful we would have survived.

There was a small truck, similar to a weapon's carrier waiting for us, and I've always wondered how they got it over there. Perhaps drove it in from somewhere on the other side of the river. I know they couldn't have carried that vehicle across in that little riverboat.

Now it was only a few miles to our rest camp. "Ko Bo" Hunting Lodge was located on a smaller river, probably a tributary to the Brahmaputra. They had chosen this place, for the rest camp, on the outside bottom of a horseshoe bend in that river. Evidently there had been a forest fire and cleared most of the vegetation below the river. But inside the horseshoe on the other side of the river, the trees and brush were still there and very dense.. We had tents to live in and one large tent was a library full of books and reading material. There was a mess hall, and we had venison three times a day the entire time I was there. The river was nice and clear and they had constructed a diving board and a platform, for sun bathing, out in the middle of the stream. We had fun swimming and diving the first day. But as the sun went down that afternoon over the horseshoe, the shadows from the trees came slowly over the river and there were many snakes, or eels, or something wiggly, swimming in that water. The water seemed to be alive with the creatures. This greatly restricted our swimming for the remaining time we were there.

Next day, one of the men at the lodge asked who would like to go deer hunting. A few of us said we wanted to go. So, just about sundown, we all got in the weapons carrier and drove about a half mile down to a clearing. There was a path coming out of an opening in the trees and crossing a large clearing to another standing of trees. Just about dark, the driver turned a spot light on the opening in the trees. Soon a large deer walked out in the spotlight, stopped and stood still looking at us, and the driver shot it. We loaded it on the weapons carrier and drove back to the lodge. That deer would feed us for the next few days. That was our big deer hunting expedition. I never went again. Venison three times a day was great for a few days, but then we wished we could have had some beans or something. Too much of a good thing gets old after a while.

The next day there was a tour to watch the elephants work with the timber in the forest. I think most everyone went on this tour. The site was a lumber camp located a few miles from the lodge at the end of a small gauge railroad track. There were several railroad flatcars on the

small gauge tracks, and a big pile of logs in the middle of the clearing. There were two elephants, each with their Sabu (elephant boy) sitting on his elephant's neck...Both of them had a small stick, a little larger than a music conductors' baton. This small stick was used to control the elephant. We learned that the elephant boys were paired with one elephant for life. These two elephants worked in the yard, and there were two others that brought the logs in from the forest. They were equipped with huge yokes around their necks connected to a large chain that they dragged behind them on the ground. They would leave the yard and come back later dragging a log about 16 feet long and 2 or 3 feet in diameter on that chain. I think some of the logs were mahogany or Teakwood, -very heavy hardwood logs. The loggers would remove the chain from the log and the elephant would go back into the woods for another. One of the elephants that worked in the yard was a huge bull with long tusks, and the other was a female elephant with a young calf. The little baby was only a day or so old and had short white hair over his pink-skinned body. (I finally got to see a pink elephant!) The Sabu on the bull elephant would steer him over to the pile of logs and then direct the elephant to kneel down with his tusks under, and his trunk over, a log and pick it up. If the log drooped on either side, he would put the log down and move over in that direction and pick it up again. He repeated this, until he located the center of the log. Then he would slowly pick up that log, which probably weighed several hundred pounds, and carry it carefully over to the side of one of the flatcars on the tracks. He would gently lay that log on the flatcar and release his hold on it. Then he would go get another log and do the same thing. Soon he would have the car full of logs. The Mama elephant's job was to stand by at the end of the car, that had the logs, and, as the bull elephant put them down, she would use her head to push each log until they were all even with each other. It was amazing to watch those elephants work.

During the break for lunch, the Sabu of the Mama elephant, finished his lunch and went to pick some tender bamboo shoots, or something green, and he teased the baby elephant with them until he finally coaxed him close enough to reach out and grab the baby by the ear. The little guy squealed and jumped up and down, but didn't pull away. His Mama trumpeted and looked to see what was wrong. When she saw it was her Sabu, she went back to eating her lunch. We all got to pet the baby elephant and he became quite docile for a few minutes. Then the Sabu asked if anyone wanted to ride an elephant? Some of us said we did. So he climbed aboard the Mama elephant and commanded her to get down on all fours. A couple of us climbed up on top of that elephant's back and tried to straddle her like you would ride a horse. It was very awkward. My legs were too short to get a grip around that huge body. There was no saddle or provision for passengers. Then the Sabu got the elephant on her feet. I almost fell off, as she stood first on her front feet and then her rear feet. Then she walked and jogged a short distance and returned, and knelt down again to let us get off. The only way I can describe this ride is, I felt like I had straddled the peak of a house that had been washed into a roaring stream and was bobbing up and down in the swift water as I rode. When I finally put my feet back on the ground, I felt like I had been rescued from some horrible adventure. Never again!

After the time spent at Ko Bo Hunting lodge, I was well rested, but I don't even remember the trip back to the Lodge, or the trip back to Chabua Air Base. I must have done both, because in October, 1944, after 25 months in the China-Burma-India theatre of war, I received my orders to fly back to the USA. But that's another story.

73, Ex-T/Sgt Vic Seeberger

On the Road Again 2015....W1FJI

KA1BOF and I hit the road again. This time we drove from Tallahassee Fl. to Dartmouth, Ma. Dartmouth, Ma is located just off of I-195 in Southeastern Massachusetts, approximately 30 miles east of Providence, RI. and some 50 miles south of Boston, right on the coast of Buzzards Bay.



On this trip we stayed with family in a section of Dartmouth called Smith Mills. The area sure has gone through some big changes over the years as well. Once you get out of the route 6 area, you will find quite two lane roads, and several large farms along the hilly landscape.

As always my collection of wire antennas, my new end fed antenna with a 9:1 un-un transformer as well as my 20 and 40 meter ham sticks, the HB1B, hand key, head phones and cables were all pressed into service for the trip.



Operating position in the van



Worked station in PA from this

Wednesday June 2nd, I had a really nice half-hour QSO with a station in Philly, Pa., running 3 watts and a 40 meter ham stick on the back of the van. I called just one CQ and got a contact right away while sitting in front of my sister in laws home in Smith Mills, Dartmouth Ma, so go figure. The second evening I tried 40, but nothing doing. The band sounded really bad. Tried 40 the next evening and was able to work a station in NY. The exchange for me was a 449 and I was able to give him a 559, respectable for 3 watts. The voltage indicator showed that the internal radio battery was down below 10 volts, likewise the power output had dropped down below 3 watts indicating it was time to put the internal battery on charge for a few hours.



Here is a photo of my operating position inside the house where we are staying. Here I have an end fed 9:1 un-un half wave antenna in the attic in an inverted "L" configuration. The coax lead comes down through the access stairway into the attic. The antenna loads great on 20, 30, and 40 meters. I'm also hearing station's, and if the bands hold up I hope to make some contacts.

It's always interesting operating from different parts of the country. When in Florida obviously I hear more stations from the southern and south western states depending on the

band. When up in Massachusetts, it's easier to hear and work stations from the New England States again depending upon the band and conditions.

It's a short drive to Ft. Rodman / Ft. Taber which is located at the southern tip of New Bedford, MA, and opens into Buzzards Bay, with a lighthouse on top of the old fort. There is lots of good information on both Ft. Phoenix and Ft. Taber on the Internet.

I was not able to set up on this day as the temperature at 11:30 am was 48 degrees with moderate to heavy rain with strong winds off of the water. Ok, so I'm a wimp.

I did return a few days later once the weather warmed up and decided to make a second attempt at working someone. Although the weather was warmer, there were white caps on the water and the single red flag was flying. 14.060 sounded good and it was time to see if I could work someone. Sure enough I worked a station in WI. I got a 599, I sent him a 559. On 6/12/15 NC, due to heavy QSB I received 439, the NC station was 599.



Our van at Ft. Rodman and the Ft. Rodman Light

This view is looking East towards Buzzards Bay.

On this day I drove across the Acushnet river to Fairhaven, MA and down to Fort Phoenix which is located at the southern tip of Fairhaven, MA. and opens into Buzzards Bay.



From N. Dartmouth we drove down to Padanaram which is approximately 15 miles from where we are staying. As you can see by the photo, there are many sail boats that put in here. To my left is a quiet and protected harbor, and to my right are the open waters into Buzzards Bay.

From this location I had a nice QSO from this location at the waters edge on 14.060 with a station from GA. My report to him was a 559, His report to me was 559.



Photo of van in Padanaram, looking east towards Buzzards Bay.



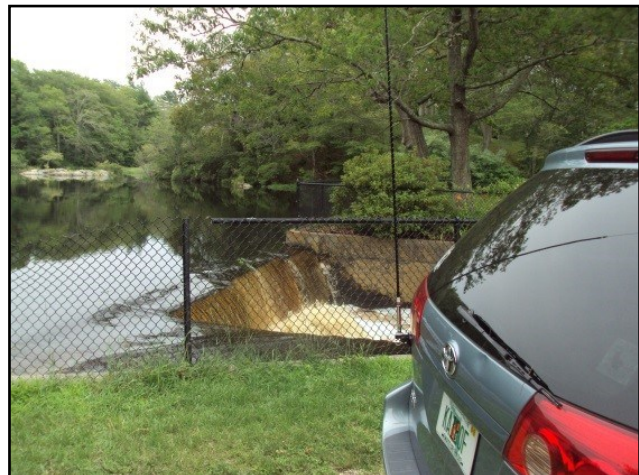
At Lee's Wharf I worked a station in PA

Paskamanset River and waterfall I worked a station in NY

One afternoon Janet and I drove from Dartmouth Ma down to the Bourne Park, Buzzards Bay, on the Cape Cod Canal, which is approximately 35 miles east of Dartmouth on route 6, mid way between the Bourne Bridge and the Sagamore Bridge. I was able to make a contact with a WV station while watching both sail and power boats going through the Canal. Ya just can't beat it with a stick.



Photo of Van at Cape Cod Canal Park



Below is a list of prefixes I was able to work. I received reports from 339 to 559 in QSB. I have only listed the prefixes and countries once even though I worked many of the prefixes more than once. Three (3) watts on CW comes through again.

GA, WI, NC, NY, OH, FL, PA, VA, VO1, NJ, W.Va, F6, LZ2, SC

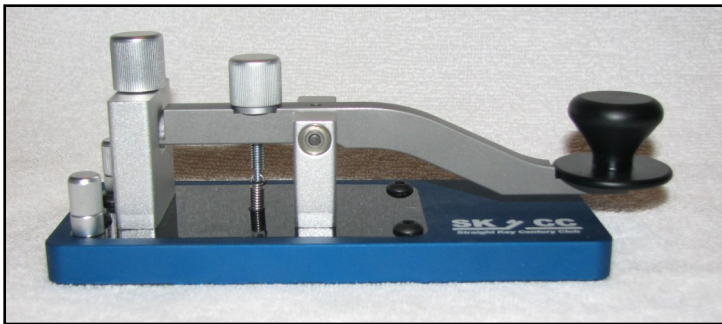
Over the past weeks, solar flares had really done a job on some of the HF bands. An X3 solar flare on Thursday 6/18/15 at approximately 1645z and peaked around 1730z, and 20 and 40 meters were broken. Another solar flare on 6/22/15 again destroyed the HF bands. On 6/23, 24, and 25, not much of a change on 20 meters in the afternoon and evenings. Some signals but mostly in the noise.

A third solar flare on June 29 again did a number on the HF bands. Poor conditions and QRP really doesn't mix too well. One evening through the noise on 40 meters, I did hear a station from 3 land and one from 8 land but I could not make a contact.

Well, there you have it. Another road trip in the books. There are lots of hams who operate in the field or on a mountain top in all kinds of weather.

73 until next time. B C N U de W1FJI/portable in MA

SKCC Club Key by LNR Precision Inc



The craftsmen at LNR Precision Inc., based in Randleman, North Carolina, have produced a version of their new Patriot straight key exclusively for the Straight Key Century Club. Both keys are a smaller-scale version of the company's highly regarded Pro Pump key, initially designed by SKCC member Bill Crosier, NT9K.

The key's arm pivots on a trunion that uses ball bearings to provide smooth, effortless sending. The skirted knob is versatile enough to accommodate either American or European sending styles. The key's gap can be set for spacings that range from fully closed to a quarter of an inch wide, while its tension can be adjusted over a wide range of settings. The key weighs 1.25 pounds. Its base and "uppers" are machined from 6061 aluminum (think aircraft parts) and are bead-blasted, then anodized for a long-lasting finish. The club logo and year are laser-etched. The key boasts the solid feel of a large pump key but takes up less real estate on your operating surface.

The new club key was a sell-out at the 2014 Dayton Hamvention, where it was introduced along with the Patriot key. The folks at LNR Precision say each new order should take three or four weeks to fulfill. If that key and its newer, standard version are any indication, this new club key will be an heirloom, as well as a reliable everyday key.

Ed...photos by AC2C and text from SKCC homepage.

K6KSG Richard, SKCC # 4057



In 1946 I saw my Uncle's ham station (W3NAP) in Baltimore, MD. It made such an impression that I decided one day I would like to become a Radio Ham. Uncle Parker worked for the U.S. Government and he built most all of his ham radio station. Later in 1957 I met a ham (Walt Shubin K6LQO now K6WAS) who taught me Morse Code. I then was first licensed in 1958 as KN6KSG in Bell/Maywood, California. I was a Radio Operator in the Navy aboard the USS Midway (CVA-41) Aircraft Carrier 1959 ~ 1961. I understand my name is in the book of the U.S.S. Midway. In the early 1960's the Midway caught on fire at Subic Bay, Philippines and the call was to abandon ship, except for the watch. I happen to be on watch at the time. The Navy was afraid the ship would explode for the fire was in an av-gas pump room next to the ammunition compartment. They finally got the fire extinguished before they used tugs to push the ship out to sea. Very scary time for a young radioman.

In the early 1970's I was breaking in at KOK CW shore station in Los Angeles when I first shipped. I was one of the Radio Officers on the Hughes Glomar Explorer/WCHG, the ship that picked up the Soviet submarine in the early 1970's. After that I was Radio Officer on tramp tanker's, the S/S Mount Explorer/KTSY. Later I then went to work for Exxon aboard their tankers as Radio Electronic Officer for 18 years. . Retired from Exxon in 1994. I hold a F.C.C. First Class Radiotelegraph License with Ship Radar Endorsement, , Six Month Sea Service

Endorsement and ICET Advanced Electronics and Communications option Electronic Technician Certificate. I also hold an Amateur Extra Class license with 20 WPM code test. I stay in contact with 30 of the RM's that I was on the U.S.S. Midway with. I found on the Internet 30 of the guys in our division and we had a 41 year reunion in Branson, MO. in 2001. First time we have seen each other in 41 years. San Diego, CA. bought the U.S.S. Midway CVA-41 and has it open to the public as a museum.

Over the years working CW for a living, I still enjoy working CW on the ham bands. I enjoy working on old equipment such as my old Central Electronics 100V, Gonset GSB-100, Johnson Viking Ranger, Johnson Viking Valiant, Johnson Viking II, B&W 5100B, B&W L-1000-A Linear, Heathkit SB230 Linear, Heathkit DX-60A & DX-40 & AT-1 transmitters. Tranceivers Yaesu FT-101B (2), Yaesu FT-736R, Kenwood TS520, Kenwood TS-430S, TenTec Omni 6 +, TenTec Orion, TenTec Titan III Linear, TenTec 238B Antenna Tuner. Currently I am restoring a 1950's Collins 20V-3 AM broadcast transmitter.

My receivers are a Collins 75A4, Hammarlund HQ-100, Hamarlund HQ-110, Hammarlund HQ-180, Hallicrafters SX-28A, Hallicrafters S-20-R, National HRO-60. I still use my first transceiver, a Kenwood TS-520 I bought in 1973. When the going gets rough I kick in my 30 year old Heathkit SB-230 linear that still has the original 8873 tube. My XYL decided that I should upgrade my 30 year old transceiver. So I did with the TEN-TEC gear. My XYL is a licensed Extra (KA7JCT). She used to work me on 15 meters CW when I was on the ships. She is a good CW operator. However due to her hearing loss, she can't work CW anymore.

When we lived in Las Vegas, NV. I had a secondary call of (WB7CPL). When the F.C.C. changed the rules of having a secondary call, I dropped the WB7CPL call and kept my original K6KSG call that I have had now for 56 years.

My antenna's are inverted Vee's for 40 and one for 80 meters, and a G5RV wire antenna. A Hustler 6-BTV Vertical with 60 radials. My towers are one Hy-gain 70 foot crank up with a 6-element 20 meter KLM mono-bander with a Prop Pitch Motor for a rotator. A 55 foot crank up with a KLM KT-34 Tribander, a 30 foot tower with two 2-meter home brew 5 element antenna's in phase.

Too bad the commercial CW stations are SK now, such as KPH, KLB, KFS, KOK, KLC, WPA, WPD, WOE, WLO, WNU, WMH, WCC, and WSL. I know I have forgotten a few but these were the real CW stations in the U.S., wonderful CW operators.

I belong to the Society of Wireless Pioneers (SOWP) #662, QCWA #28734, OOTC #3692, Fists #8589, Veteran Wirless Operators Association (VWOA), SKCC #4057 and no longer a ARRL member since they pushed to drop the code requirements, which will be the demise of CW one day. CW is and has been the back bone of Amateur Radio

Email: k6ksg@howard-co.us

Keep on dit-dahing and keep CW alive.

73 and thanks for stopping by.

Ed...I took this from QRZ; what a great shack and I thought you would enjoy seeing and reading about this member of SKCC. Richard has an interesting story and an absolutely fabulous shack.

W1UL Urb LeJeune, #6668S

I earned my ticket before the days of novice licensing when I took my Class B license exam (and the Second Class Radiotelephone exam) on the day after Thanksgiving in 1949 at age 14 and received W2DEC on January 3, 1950. I am now licensed 65 years. During June of 2012 I applied for W1UL (my initials) and won the lottery. It was a very difficult decision and I spent about 5 years looking for the right combination of a meaningful call that was also a good CW call. I was KA8SD in Japan in 1954 and also did some operating from KA2USA. I operated as KP2/W2DEC in 2010 and VP5/W1UL in 2013.



I got interested in DXing in the 1950s and made it to the DXCC honor roll in the early 1960s and was one country off the top of the honor roll in 1966. I was DX editor of CQ magazine for about 6 years in the mid 1960s. Back in the 60s the honor roll for mixed, for phone, for

new members and endorsement only took half a page in QST!

I am the founding member of the North Jersey DX Association back in 1957. The NJDXA is the ARRL incoming QSL bureau for the second call area. I am the webmaster of the NJDXA website at <http://njdxa.org>. I am also a member of the Old Barney Amateur Radio Club and manage <http://obar.org>. I have served as president of both clubs. I returned to DXing in 2009 after a long period of HF inactivity. My first rig upon returning was a Yaesu FT450. I am now learning to use a menu driven transceiver was like going back to school. I recently added an Elecraft K3 to the shack. The antenna is currently a G5RV in an inverted "V" configuration at 35 feet at the apex. A 40 foot tower with a 5 element 5 band beam is under construction. I do have a secret weapon; I have a salt water lagoon in my back yard, 200 yards to the bay and 3 miles to the ocean. This is great for DXing but not so good for hurricane Sandy!

Things are sure different than the old day when I had 700 watts and a 4 element 20 meter monobander with a 36 foot boom (Modified Telrex) at 75 feet above a hilltop in Holmdel, NJ. However, I'm enjoying the challenge of working DX with 100 watts and a my G5RV. Added an Ameritron AL-811H in 2011, but only use it for big pileups. Since coming back on the air at the end of October 2009 I have worked 321 countries.

My wife Pat is W2PKV. She was originally licensed as KC2VDJ. Her first question when she opened her license envelope was, "why can't I have a call like yours?" She subsequently applied for, and received, W2PKV which are her initials. She passed the general exam in July 2014. It only took 20 years to get Pat to take the Tech exam, maybe another 20 years and she will become an Extra.

I have two licensed grandsons. Will W3WKV was licensed as a Tech in 2013 at age 11 and passed his General in 2014 at age 12. Can an extra be far behind? David KB3SRZ was licensed as a Tech at age 13.

In 2009 I returned to operating with a straight key. Got interested in the [SKCC](#) group and have number 6668S. I started operating in 1949 with a straight key and I'm now back to operating with the same straight key which was a gift from my Elmer. In the late 1950s they sold for \$0.50 in a sealed box on Radio Row in New York City. I enjoy operating with a straight key and sometimes turning off my keyer off and sideswiping the paddles. It's a lot of fun and the

SKCC people are a great bunch. SKCC membership is free and they have a great award system. All awards are on the honor system so you don't have to spend a bunch of time and money chasing QSLs.

I was recently elected SKCC Vice President and appointed a Member of the Board of Directors. I am also the SKCC Award Administrator for WAS and the DX awards.

I currently have 335 current entities worked and on the DXCC honor roll. I have 376 all-time countries worked and confirmed.

In May of 2011 I was honored to be elected to the A-1 Operators Club. It only took me 63 years :-)

The toughest award I ever earned WAS-YL. Also have 5BDXCC and 5BWAS with only 50 1X2 call sign operators.



You can find Urb at Dayton either at the SKCC booth or checking out the displays!

Fair Trade!



How Much Performance Do You Really Need?

July 20, 2015 By **Dan KB6NU**

A reader recently e-mailed me:

“Just a quick question – Are you still in the thinking stage about getting a K3 series Elecraft? Great rigs, aren’t they?

How many QSO’s do you log in one year’s time? If you log 100 per year (check your log) then your cost will be \$50 per Q for that year. If you log 500, then your cost will be \$10 per Q.

I f you keep that rig for 3 years, and log 500 in 3 year’s time, then you will have spent \$10 per Q.

What will the rig be worth in 3 yrs? Will there be something come along that just blows the K3 away in terms of performance?

Are you compete seriously in contests? If so – please disregard the above.”

I replied:

“K3s are great radios. I’ve just purchased a used KX3, though, so I won’t be getting a K3. I have purchased a 50 W Hobby PCB amp to use with it.

I make a lot of QSOs/year. My average over the last 13 years is more than 3/day, and that doesn’t include QSOs made with other call signs, such as the club station or on Field Day. I’m sure that I’ll get my money out of the radio. :)

Rigs seem to keep their value pretty well. I’d guess that you can sell a three-year-old K3 for at least 80% of what you paid for it. I think that one of the reasons that an Elecraft K3 is worth the investment is that they support it so well, and that they are continually improving it. They just came out with a new synthesizer board, for example, with better RF specs.

I don’t see anyone coming out with a radio that blows the K3 away in terms of performance in the near future, although I might be wrong. Flex Radio has perhaps the best chance of doing that, but you’ll have to buy into the Flex user interface philosophy to take advantage of that. I think that Elecraft and Flex, plus the three Japanese manufacturers, will make incremental performance improvements over the coming years, leapfrogging one another as they bring out new models.

One thing to think about is how much performance is overkill? Just like you can now buy a computer that has way more computer power than the average user will ever need, I think that most of these high-end radios offer way more performance than the average ham will ever need. It’s cool to look at the Sherwood Engineering receiver tests and see that your rig is in the top ten, but will the average ham actually notice the difference? My guess is probably not.

So, that’s that. I’m not a serious contester at all. I do like to get on and beat out some QSOs during contests, but I’m definitely not competitive, especially in the big contests. I sometimes get a little more competitive in the smaller contests, such as the state QSO parties.”

Ed...taken from KB6NU, www.kb6nu.com

Possible First Mobile CW Rig?

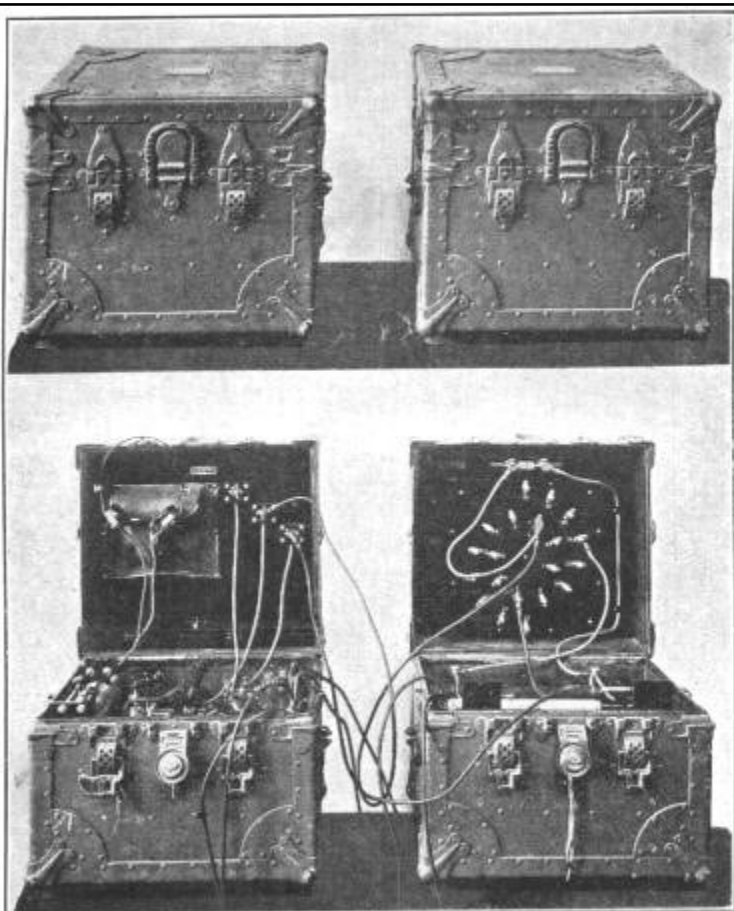


Fig. 108.—U. S. Signal Corps pack sets shown open and closed. Receiving apparatus on the left.

Rich K8UV #2250T does some serious internet surfing. Recently Rich passed this along to me and by the included description this just may have been the first mobile CW rig!

Instructions for WW I 1911 military Spark Gap transmitter. All designed to be carried on mules.

Key: Should be worked with a play of not less than three thirty-seconds inch. There is a tendency for it to stick, and this should be met by grasping the knob and working with an upward as well as downward stroke. When the interrupter sticks or flames badly the key should not be touched until interrupter is adjusted.

Thanks Rich, keep these “weird” pictures coming!.....Ed

Editor's New Computer



Some of you have asked, “how does the Rag Chew get put together?” It’s really quite simple! Here is a photo of my new desktop computer which makes it easy to put the newsletter together.

That’s a photo of the “salesman” operating the computer. My only complaint is the screen (shown in the middle as a square) is a bit small!.....Ha!

73,
K8AQM 1629S