

ACT

MAR 79

BROWN BAGGERS
WINTER 1979
MEETING PLACE -
COLLEGIAN COURT, CHICOPEE

THE HAMPDEN COUNTY RADIO ASS'N. Inc.

SPRINGFIELD, MASSACHUSETTS

31st year ARRL
Affiliated

ZERO BEAT

MARCH 1979

Winner, Certificate
of Merit, N.E. Newsletter
Competition, 1978

CLUB OFFICERS

President	Larry Soltz	WB1CJH	567-6707
Vice-president	Ron Beauchemin	WB1ETS	593-9852
Secretary	Frandy Johnson	N1FJ	584-9005
Treasurer	Steve Shore	W1LZEV	(203)243-3030

The Brown Bagger meetings every Friday noon have been growing in popularity since our move to the Collegian Court in Chicopee.

The steady increase in attendance and seeing the same faces week after week proves it must be a popular and fun luncheon to attend. Last Friday, February 2, 1979, we counted 25 people with a good participation by the "Gal" Hams, and that's good! It should happen more often.

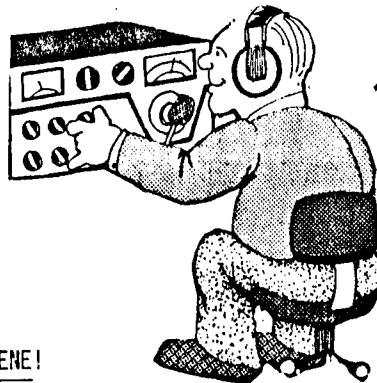
Congratulations were passed to Heather, WB1ABF for her new position as President of M.T.A.R.A.

After adding 2 more tables to accommodate the increasing attendance, stories and laughter were the rule of the day, and prevailed at this last meeting. Between seeing old friends, new jokes, good food, a bit of the "bubbly" and a warm fire in the fireplace, it had to be a pleasant way to end the week.

If my memory serves me right a few Ham-Shack problems were solved. And it was a tough day for our waitress friend, Helen, coming back to work after a long absence. She was a pretty sick gal for a while, but she stood up like the trooper she is and it was good seeing her again, along with very busy group of waitresses doing their darndest to feed everyone quickly.

So if you haven't attended a Brown Bagger's Meeting yet, try to make the next one!!!

See you there. 73, Joe WB1EMB



NEXT MEETING:

FRIDAY, MARCH 2ND, 1979

BRUCE JOHNSON OF THE ARRL

SPEAKING ON:

THE INTERNATIONAL HAM SCENE!

Will we lose our third party traffic privilage???
What frequencies are we going to gain/lose at WARC???

MR. JOHNSON IS ONE OF THE LEAGUE'S MOST SOUGHT-AFTER
GUEST SPEAKERS. HIS PRESENTATION WILL INCLUDE SLIDES.

ALSO: HCRA WAS CONTEST
ADVANCED/EXTRA COURSE SIGN UP
W1NY - SCIENCE HAPPENING!

FUTURE MEETINGS: April 6th- Tom McMullen of Ham Radio Horizons.
May 4th- Our annual Flea Market!
June 8th- Annual Banquet

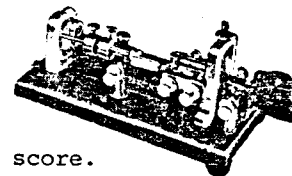
HCRA WORKED ALL STATES CONTEST!

This popular contest from the past is back! Everyone who enters will receive a certificate. The top scorer will be the recipient of a beautiful plaque with their name and call letters. It's an easy, fun contest. Here are the rules:

1. Open to all HCRA members.
2. Contacts on any band count one (1) point for each state.
3. Maximum number of points per band is 50. Mode doesn't matter.
4. Highest score wins. Contest runs from February first, (0000 Z) to March 31st. (0000 Z)
5. Submit logs or photostats with computed score. QSL cards not required.
6. Winner will be announced in the May ZB. Keep us informed of your progress.

Help Create Radio Activity!!!!

Multipliers:
Novices: Multiply total score by 2
Technicians: Multiply total score by 1.5
General/Advanced: ADD 10 points to your total score.
Amateur Extra: No multipliers!



COMMUNICATIONS DEPARTMENT

By Nels Anderson, KIUR

The Communications Department of ARRL is one of the busiest, but many hams are not too familiar with it. I often notice when I operate during the quarterly CD Parties (operating contests for CD members) that many people have no idea what the CD is, or that it exists even. During any given CD Party I end up spending several QSO's explaining what is going on and what the CD is, so an article with a fuller explanation seemed like a good idea.

The Communications Department is responsible for all operating activities. At ARRL headquarters, the person in overall charge is the communications manager. Under him are several assistants, and others. These people are responsible on the national level for operating activities such as the many ARRL contests, the National Traffic System, etc.

On the local level is the Section Communications Manager. He is the person responsible for all communications activities in that section, in our case, the Eastern Massachusetts section. Under him there are the section emergency coordinator who is responsible for emergency planning and training. Also there are net managers and the section traffic manager who are responsible for traffic handling in the section. The ability of an area to handle an emergency such as last February's blizzard is to a great extent dependent on what kind of organization these people have built under themselves, and the importance of having an active, interested person in each of these positions cannot be stressed enough.

In addition to these leadership positions, there are a number of CD appointments which are available for any League member, with enough variety that at least one should be suited to any active ham. The oldest of this group is the OTS or official traffic station, formerly known under two different appointments as ORS and OPS. This is for any traffic handler who is fairly active on a day-to-day basis. As with any CD position, he is expected to operate with the best possible

procedures and so to set an example for others, something that is greatly needed with the large influx of newcomers recently.

The OES or official emergency station appointment is for the person interested especially in emergency preparedness. To be eligible, it is necessary to be able to operate with emergency power and to prepare yourself for that emergency by regular practice.

The OVS or official VHF station is for the person who enjoys experimental work on the higher ham bands, such as work in repeaters, moon bounce, space communications, and any other form of activity above 50 MHz.

The OBS or official bulletin station is responsible for relaying the official bulletins that originate over WIAW to local hams. He is expected to copy these bulletins off the air and retransmit them as an aid in keeping other local hams informed of happenings in the world of Amateur radio.

The last and possibly the most important is the OO or official observer. There are three classes of this appointment depending on the capabilities of the operator. The intent of this appointment is to warn fellow hams of possible conditions that are in violation of the Amateur rules and could result in problems with the FCC. The emphasis is laid on friendly and helpful service to other Amateurs, in the long-lived spirit of Amateur radio in self-policing. So important is this position, that to be eligible one must be licensed at a class above Novice for at least four years to be eligible.

This is a basic outline of the positions and operations of the Communications Department. If you're interested in any of these positions, contact the SCM of Western Mass: Bill Lowe, W1TM; Commonwealth Ave; Great Barrington, Mass 01230

Auctions / Flea Markets

The Worcester Polytechnic Institute Wireless Association, W1YK, will sponsor a flea market on the campus of WPI March 31 from 9 am. Tables are \$5.00, reservations preferred via Box 2393 WPI Worcester, Mass. 01609. For further information locally, contact K1TK ☐

It Seems to Me...

To the average ham, the world of amateur radio is a wonderful one, with the possibility of worldwide communications at the flick of a switch, plus the good provided by Amateur radio in the various emergencies that arise during the year. But to become too complacent about the good in Amateur radio can be dangerous to our future. Just in the past year or so there have been a number of threats to the future of Amateur radio (and I'm not talking about WARC either). Do you remember Rick Cooper who claimed to be the leader of a large group of CB'ers, who under the guise of the "Communications Attorney Service" claimed to be circulating a petition with millions of signatures proposing that all CB'ers be given the privileges of an Amateur General license. That these claims soon died out in a tangle of falsehoods should not lessen the potential danger there. Or how about the Jack Anderson column that was printed in newspapers all over the U.S. Sure much of the information in it about Amateur radio was wrong, but unless another source is readily available, who in the general public is going to know?

Right in our own ranks, there have been people who certainly have not helped the good name of Amateur radio any. Several months ago, two hams in 5-land were convicted of malicious interference to repeaters, and within the last few weeks a similar case has come out of California, with the person who operated as "W6JAM" pleading guilty to a number of charges brought on him. Isolated cases, you say? Well unfortunately it is this type of bad news that makes the media and so is too often what the public sees.

It doesn't take too many of the above types of things to hurt the image of Amateur radio. Thus it is the responsibility of each and every ham to make sure that he is not the cause of any bad publicity. It is too easy for bad operating to be heard over the air, not only from those licensed but also from anyone who manages to pick up an Amateur rig. Any obvious bootleggers should be ignored as any response to their antics will probably encourage them. But to a lesser extent legitimate hams can cause problems, maybe not serious enough for them to be brought to trial, but bad enough for some outsider listening in to question the opinion we give about Amateur radio.

The bottom line to all this is that each one of us must make public relations start at home, first by cleaning up any possible irregularities in his own operating procedures, and then by participating in public service activities, which membership in WARS gives ample opportunity to do. ☐

Wellesley Amateur Radio Society

Dear Editor,
Glad you liked some of the articles in the January issue of "Spark Gap". I like all of the "old time" articles in ZB and plan to run some when space permits.

73,
Nels KIUR

Nels,
Many thanks for sending me a reciprocal issue of your newsletter every month. The two articles we are using this month are super. What happened to K1FB this month? I enjoy his stuff!
73, Jeff K1BE

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|----------|---|
| April 1 | Framingham, Mass. Radio Club - Electronics Flea Market Rear of Framingham Police Station. Set-up 9:00 a.m. to 10:00 a.m., Open 10:00 a.m. Talk-In 52 + 15/75, Food Available \$5. for Tables in Advance, If Any Tables Available at Door They will be \$7.50. More Info via P.O. Box 3005 Framingham, Mass. 01701 |
| April 7 | Wellesley Amateur Radio Auction Check-In 10:00 a.m., Auction Starts 11:00 a.m. Wellesley High School, 50 Rice St. Wellesley, Mass. Talk-In 96/36 04/64 63/03 Plus 52 Direct |
| April 22 | P.V.R.A. 2nd Flea-Market and Auction 10:00 a.m. to 5:00 p.m. Newington High School, Newington, Conn. Further Info via Arnie K1NFE 203-589-3333 |
| April 27 | Central Mass. Radio Club Auction 7:00 p.m. American Legion Post 1024 Main St. Worcester, Mass. |



W1NY/1; SPRINGFIELD SCIENCE MUSEUM

On Saturday and Sunday, March 24, 25, the HCRA will be part of a science happening at the Springfield Science Museum. Astronauts, and space oriented exhibits are coming in from all over the U.S. Over 5,000 people saw this show last year. It's a great chance to show off ham radio, and a cheap reason to have a special event station! Don't miss out on the fun.

Chairmen: Larry Soltz, WB1CJH 567-6707 Jeff, K1BE 569-6739

Old Time Radio Exhibit: Special effects to simulate the sound of spark gap, heard through Murdock earphones connected to a circa 1910 ham receiver! K1BE...Old time radio artifacts, W1MM, W1CJH tubes, etc, assorted goodies essential to a good ham shack in the '20s! (Should not include anything of value.)

ARRL Brochures: League literature, plus a special OSCAR 8 slide show, and actual prototypes of the early OSCARS. (on loan from the ARRL) K1ACHI, K1YQQ, K1WTA, W1ZKT

HF Station: Operating W1NY/1 from the Museum of Science! AC1T, WB1CAC, K1APR, W1ALCY, W1ALECR

OSCAR Station: Mode B that weekend should ensure an impressive demonstration. W1KK

Two Meter Station: WB1ETS, WB1FIP, WB1FIJ, WB1EMN - to demonstrate the versatility of VHF and repeaters. Traffic via local repeaters, too.)

OSL Card Exhibit: K1IJV, K1IJU

Electronic Goodies: Morse code Oscillators, etc that the public can play with. WB1BZW, W1ALPGT

ARRL Liason: WB1CJH

Publicity: WB1EMN, N1CQ

Photos: W1RBU, (K1ZQB)

Logistics: WB1CJH

NTS Liason: (W1BVR) (W1TM)

Future OST article: (K1BE)

Yeomen: Volunteers that don't have a specific area yet. W1LYK, N1CQ WB1AUV, K1ACHI, WB1GLZ, W1ARWU

We still need plenty of volunteers! Who can put together a professional quality poster/exhibit on ham public service? Any other ideas? Contact WB1CJH. This will be discussed at the March meeting. Have any goodies ready by March 15th please. AC1T suggests we set up the Friday before the show. If you've volunteered and you're not listed, ZB is typed very early in the month, sorry.

Next MTARA meeting is February 26th, K1QRZ will speak on antennas.

THE AMERICAN RADIO RELAY LEAGUE, INC.

OFFICIAL BULLETIN NR 743 FROM ARRL HEADQUARTERS
NEWINGTON CT JANUARY 26, 1979 TO ALL RADIO AMATEURS BT

THE ARRL BOARD OF DIRECTORS MET IN MIAMI, FLORIDA, JANUARY 24 AND 25, 1979. CONTINUING PREPARATIONS FOR THIS YEAR'S WORLD ADMINISTRATIVE RADIO CONFERENCE AND PLANNING FOR THE YEARS AFTER WARC WERE GIVEN EXTENDED ATTENTION BY THE BOARD. RECOGNIZING THE HEAVY FINANCIAL COMMITMENTS ALREADY MADE TO THE WARC EFFORT AND THE NEED FOR A SOLID FINANCIAL BASE ON WHICH TO BUILD FOR THE FUTURE OF AMATEUR RADIO, THE BOARD VOTED AN INCREASE IN MEMBERSHIP DUES. EFFECTIVE APRIL 1, 1979, DUES WILL BE PAYABLE AT THE RATE OF EIGHTEEN DOLLARS PER YEAR WITH ADDITIONAL POSTAGE SURCHARGES FOR CANADIAN AND FOREIGN MEMBERS. BEFORE APRIL 1, MEMBERS MAY PAY AT PRESENT RATES FOR UP TO FIVE YEARS IN ADVANCE. AFTER A REVIEW OF U.S. WARC PROPOSALS AS THEY NOW STAND, THE BOARD EXPRESSED STRONG SUPPORT FOR RETENTION OF A MORSE CODE REQUIREMENT FOR AN AMATEUR LICENSE AND FOR RETENTION OF THE 220 MHZ BAND WITHOUT UNFAVORABLE SHARING ARRANGEMENTS. THE BOARD ALSO EXPRESSED DEEP APPRECIATION FOR THE WARC ASSISTANCE BEING PROVIDED BY MANY AMATEURS WITHOUT FANFARE OR PUBLICITY. LOOKING TO THE FUTURE, THE PRESIDENT OF ARRL WILL ESTABLISH A LONG-RANGE PLANNING COMMITTEE TO CONDUCT AN EXTENSIVE STUDY OF FUTURE PROGRAMS. AN ARRL INTERNATIONAL COUNCIL IS BEING FORMED TO PROVIDE EXPERTISE FROM BUSINESS, GOVERNMENT AND OTHER FIELDS. IN OTHER ACTIONS, THE BOARD ADOPTED REVISED CRITERIA FOR THE DXCC COUNTRIES LIST AS RECOMMENDED BY THE DX ADVISORY COMMITTEE. COUNTRIES NOW ON THE LIST WILL NOT BE AFFECTED. THE DX AWARDS PROGRAM WILL BE REVIEWED WITH THE OBJECTIVE OF MAINTAINING THE PRESENT LEVEL OF SERVICES. THE TECHNICAL EXCELLENCE AWARD FOR 1977 GOES TO WAYNE OVERBECK, N6NB FOR HIS QST ARTICLE ON THE QUAGI ANTENNA. MEMBERS WILL BE ENCOURAGED TO CONTRIBUTE ARTICLES TO THEIR JOURNAL, QST. DIRECTORS ANDERSON, ARNOLD, EGBERT AND PRICE WERE ELECTED TO THE EXECUTIVE COMMITTEE AND PAST DIRECTOR J.A. DOC GMELIN, W6ZRJ WAS ELECTED AN HONORARY VICE PRESIDENT IN RECOGNITION OF MANY YEARS OF VOLUNTEER SERVICE TO AMATEUR RADIO. STUDIES WERE ORDERED IN MANY AREAS INCLUDING THE FOLLOWING -- SPECIAL PROBLEMS IN THE CANADIAN DIVISION, WAYS TO ENCOURAGE GREATER MEMBERSHIP PARTICIPATION IN ARRL, FASTER WAYS TO DISTRIBUTE SOUND RECORDINGS OF QST TO THE BLIND, THE STRUCTURE OF THE VHF REPEATER AND VHF/UHF ADVISORY COMMITTEES AND AN AWARD TO HONOR VHF PIONEER SAM HARRIS, W1FZJ. DETAILED MINUTES AND A FULL REPORT ON THE BOARD MEETING WILL APPEAR IN MARCH QST AR

TIDBITS: WB1CAC has a collection of "W1ARWU VHF SS" slides to show us all soon...Fred, K1APR is trying to have his antenna book published... Special thanks to W1ZKT for helping collate/label ZB last month. Paul also made up the new address labels!

FOR SALE: ICOM IC-211 fully synthesized all mode 2 meter transceiver-negotiable mint condition. KLM PA-2-70B 2 meter amplifier 1-4 watts drive-70 watt output Negotiable-mint condition. SHURE 526-T desk microphone high impedance- negotiable call Ron WB1ETS 593-9852

FOR SALE: National NCX-500 transceiver. 80-10 meters, 500 watts SSB, 360 watts cw, 125 watts AM, AC-500 power supply, Astatic JT-30C Microphone, 80-10 meters Hi-gain vertical antenna...\$250.00 W1DGJ, Mike in Ludlow 583-6678

MARCH 1979 ZERO BEAT

ADVANCED/AMATEUR EXTRA LICENSING COURSE

Begins Thursday March 8th
7:00 to 9:30 pm
For Ten Weeks

Jewish Community Center, Dickinson St., Springfield

BASED ON THE NEW FCC EXAMS!

COURSE OUTLINE:

Elements E3A/E4, R&R	VHF/UHF/Microwave; Solid State Devices
Electrical Principles	OSCAR Satellites; Transmission Modes
Radio Phenomenon	Test Equipment/RFI
Transmitters/Amplifiers	Oscillator Circuits
Antennas/Feedlines	Operating Practices
	(Optional Practice Exam)

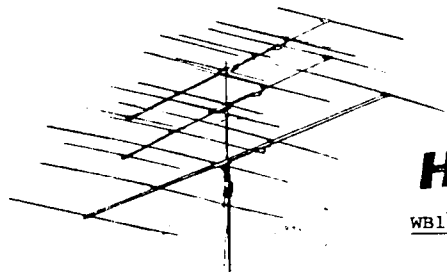
Anyone may attend, but it will be geared towards those who already have a general class of license. Cost is \$15.00 for ten weeks, payable in advance. We've gone to a lot of trouble to get the best instructors available. This program will not be offered again. To reserve your spot, mail a check or money order to: J. J. Duquette, K1BE; P.O. Box 346, Southwick, Mass 01077 Phone 569-6739

INSTRUCTORS:

K1BE	W1KUE	Enrollment is limited to 20 people. We have seven reservations as of 2/11/79. If we have a large over-enrollment, we'll try to find a bigger place.
W1QWJ	W1KUL	
N1PF	W1KK	
W1JP	W1EMN	
	K1BUB	

MISCELLANEOUS NOTES

Art, W1KK, will be the NCS for a slow-speed cw net Mondays at 7 pm on 28.150. Learn how the "big guns" do it...Barb, W1EHS, passed her advanced, congratulations! Jack, W1LAPD, has promised to visit the FCC during the next school vacation. If only they asked questions about the life cycle of tapeworms, Jack... Heather, W1LAFB is new MTARA president, John, W1ZI is VP...ARRL dues go up to \$18.00 on April First, renew through the HCRA and the club gets \$1.50, and you'll get the old rate up until April 1. (\$12.00)...Ron Joubert is now K1CHI, and will put his new FT-101 on the air as soon as someone helps him put up an antenna. Any volunteers to help this Handi-Ham? 739-9080...K1ZOC hopes you got in on the 10-10 contest, he sure did!...N1PF racked up a nice score in the IARU competition, FB, Norm...



How's DX

W1ETS (Ron) W1EMN (Al)

Once again the subject of DX emerges. The DX propagation is beginning to improve as summer draws closer. The following is a look at the DX calendar:

Gilbert Island - V1RAW (Phil) and Y1BD (Willy) are on 10 meters almost everyday at approximately 20:30 at 28.502. This is a list operation. The list is taken by W5RBO (Ray) and K5OUK (Mike). QSL V1AW5RBO (Ray) including S.A.S.E.

Fiji Islands - 3D2AR 3D2MD are also checking in 28.502 at 20:30. The operation is the same as the Gilbert Island operation above. QSL info is the same also.

Bouvet - 3Y1VC continues to operate on Bouvet. He is on CW only. He is usually on from 00:00 to 02:00 at 14.030 MHz. He plans to remain on Bouvet until mid March.

Sao Tome - Angelo (D4CBS) will be on Sao Tome for several months beginning with the last week in March. QSL direct to D4CBS - address in the callbook. According to Angelo he does not have a QSL manager, contrary to the info on some QSL manager lists. Let's face it, Angelo should know. Send self-addressed envelope IRC's. Angelo is excellent in returning QSL's.

Galapagos - CHOD Harris (W1SQB) from Bloomfield, Conn. will be operating from Galapagos probably using W1SQB/HC8 as the call. Send S.A.S.E. to W1SQB address in callbook. CHOD is excellent at returning QSL's quickly.

Falkland Islands - VP8QG (DEE), VP8NJ Gerald and VP8PU are generally on every Sunday at 02:00 on 14.250 MHz QSL via WA4JQS. They will also QSY to 40 meters upon request. Send S.A.S.E. with QSL.

Mongolia - JT1BG will be QRV for U.S. stations on 28.645 from 02:00 to 04:00. He will soon show on 21.270. QSL via I8YGZ.

Chad - F6FFQ/TT8 will be serving with the French army in Chad for the next 8 months. He plans to operate at 14.105 initially. After he builds up a little more confidence he may venture above 14.200 MHz. QSL via:

F6FFQ/TT8
Secteur Postal 85215-BM
France

Easter Island - CE AE (Father Dave) continues to operate from Easter Island. He operates between 14.210 - 14.270 at 15:00. He also operates at 23:00 on 21.335 MHz. QSL via Mary Ann Crider (W13HUP).

Spratly - 1S1B will be operating from Spratly starting March 29 or 30 until the log sheets are filled.

(We wish to acknowledge the West Coast DX Association)

FEBRUARY MEETING REPORT

Larry, WB1CJH, our esteemed president, had several pieces of news for us. The W1NY/1 operation at the Springfield Science Museum was explained and volunteers signed up. Sixty dollars to pay for miscellaneous expenses was donated by generous members. The HCRA Worked All States contest started February first and ends March 31st. The winner will be awarded a plaque at the June Banquet. (See article this issue) A note from Eleanore Gray was read, thanking us for the fruit basket and get-well cards.

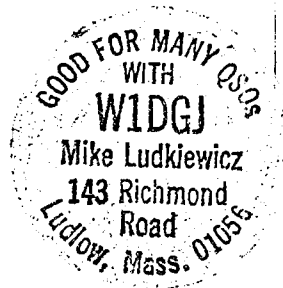
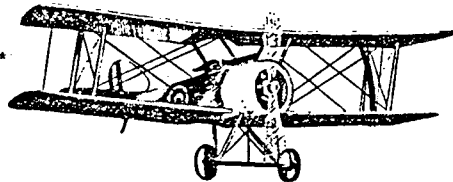
A discussion was held about "Zero Beat" and on the question of raising dues. Members proposed raising the dues to \$10.00, but this was rejected. It was felt that January, 1980 was too long to wait before raising the dues, and various other months were discussed. It was finally voted:

EFFECTIVE SEPTEMBER FIRST, 1979, MEMBERSHIP DUES SHALL BE \$7.00 FOR 12 MONTHS. (one vote opposed)

It was also decided not to cut back on "Zero Beat" and to continue the way it has been.

A special note: Any member who renews his membership prior to September first will pay the old rate. (\$5.00) The board felt that the generosity of the active club members towards the club raffles, coffee club, and other charities will continue. They carry the burden of members that never participate represent. Our present dues do not cover the cost of "Zero Beat", hall rental, etc.

Instructors for the Advanced/Extra class licensing course were signed up, and the course will begin Thursday March 8th. (See ad this issue) After all of this important business, the formal program began at 8:45. Two excellent films from the FAA were shown to ninety plus hams. Flying slides of K1BE, K1YQQ, and W1UPH were of antique and modern aircraft and scenes of flight over many parts of New England. Cal, W1MDM, shared some excellent slides of R/C sailplanes on Cape Cod. Beautiful pictures by his son, and very well done, Cal! It was a fun evening capped off by skydiving slides. WB1BZW's coffee was served up and many hams were seen gesturing with their hands like airplanes during eyeball QSO's!



FROM THE MAILBAG 

Dear Editor,

Thanks for your thoughtfulness and generosity in sending me a complimentary copy of January Zero Beat. I was much surprised that you had reprinted an article that I had presented at the "Past President's Dinner", February 5, 1965.

Before I moved off the Cape last summer I sent Al Hall a sheaf of antique "Zero Beats" in hopes he would get them to the present club historian or secretary. There might have been some issues there that could replenish the archives.

Old timer Bill Blankenship, then W1RDR, is active in Ohio traffic nets. Thomas Ferguson- W1WFL lives in Litchfield, Connecticut and still talks with some of the club members.

73, and best wishes for the club's continued success. Ed Tilton and the members of the old Hartford Radio Club couldn't understand how the Hampden County Hams continued so long and successfully!

Howard Cutting, W1JWV

— EMERGENCY TELEPHONE NUMBERS —			
TOWN	POLICE	FIRE	
AGAWAM	786-4767	786-1241	
CHICOPEE	594-4726	594-4631	
East LONG	525-6826	525-3333	
HAMPDEN	566-8011	566-3260	
HOLYOKE	536-6431	534-4511	
LONGMUD	567-3311	567-3357	
LUDLOW	583-8305	583-8332	
SOUTHWICK	569-5348	569-5348	
So. HAD. CTR.	538-8231	533-4010	
So. HAD. FALLS	538-8231	533-7111	
SPRINGFIELD	785-5841	733-5125	
WESTFIELD	562-5411	562-2329	
West SPFLD.	732-7423	732-4141	
WILBRAHAM	596-3837	596-9771	
TO REPORT WEATHER (Westover)	557-2935		
Mass. Turnpike (Westfield)	562-9986		
AAA Springfield	785-1381		
AAA Holyoke	539-9881		
ALA Springfield	737-5388		
Emergency Members — NOT through Autopatch			
State Police (Monson)	283-8711		
State Police (Northampton)	584-3000		
Weatherwatch (Boston)	617-223-3110		
ACCESS patch with "CLEAR patch with "			
Mt. Tom Amateur Repeater Association			
P.O. Box 3494 Springfield, Mass. 01101			
146.34/.94			Autopatch freq. 146.40/.00

HCRA 10 meter Net, Mondays, 28.650 mhz at 8 pm. USB
MTARA Info Net, Wednesday evenings at 7:30 on 34/94

WMEN Sunday morning at 8:30 on 3937 khz LSB

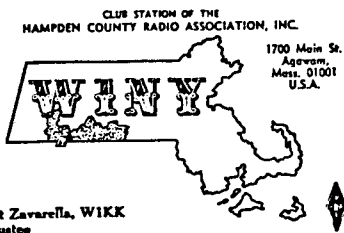
JOB OPPORTUNITY: Editor of "Zero Beat", beginning with September, 1979 issue. Typing fees of \$1.00/page. Contact Larry, WB1CJH at 567-6707

EDITOR'S CORNER

By Bill Hall K1RPB Re-printed from the February 1965 ZB!

On several occasions, we've all heard somebody say, "This is a one-man club- a clique runs everything- It's undemocratic- The members don't get their say----etc". Well, there's a bit of truth in every statement. There's no doubt that the HCRA is being operated by an apparently small group that makes all of the decision for the rest of us. These men appropriate the funds in the treasury, decide on programs, and plan activities. They meet once a month for this purpose. There's another seperate clique who make sure Zero Beat gets into your mailbox every month on time. The third bunch exercises complete control over buying and brewing up refreshments, washing the dishes and staying behind to sweep the floor at the meeting place. Collectively these people spend 114 hours per month minding other people's business for them. It's an honor and a privilege to serve with these people.

People belong to groups for different reasons. Some of us like to be with old friends. Others like the programs; find them exciting. Thank goodness it is like that--we're all different and that's what makes the world interesting. Since not everyone can participate in government we elect "representatives" who have our best interests at heart. These dedicated individuals get all the chores done, and love it! The success of the HCRA hinges on just this principle. The business is taken care of by the "dictators", leaving the general meetings for nothing but enjoyment. I like the setup, don't you? Nuff said.



HAVE YOU GOTTEN THE CLUB QSL CARD YET?
DON'T FORGET THE SASE!!!!



DON, WIRED HAD A GREAT TIME IN BARBADOS AS 8P6EZ! DID YOU WORK HIM?

March '64- WLMNG, Art spoke to a capacity crowd on "Electronics applied to Metallurgy". W1HDQ on hand to hear him...K1QMV accepted for membership. Red "sign in" book is missing. (It would be nice to use one of these again. Any donations?...editor) President of ARRL Hoover discusses reciprocal licensing advantages in a letter... March'65- Special tenth anniversary meeting took place in February. Guests were John Huntoon, W1LVQ, Ed Tilton, W1HDQ and eighteen past club presidents. Chet Kalis, K1LDT was MC. Howard Cutting presented a special club history. (This was re-printed in January '79 ZB) Scroll of Past Presidents is to be passed from each president to his successor. (Where is it now? ..editor) The club scrap book, history files, and ZB file are to be entrusted to whomever is ZB editor. (Where are they?...editor)..... May'65-Ed Tilton, W1HDQ talking on development of VHF. His new book on it will be published by the ARRL soon... W1DVU, Rod accepted for membership..K1RPB operated into the HCRA ten meter net from Tehran, Iran. Call used was E1RPB...Prize given to top club scorer in VHF Sweepstakes.... September, '65- President is Bill Hall, K1RPB, Treasurer Wes Thayer. Gent, W1LCQF won N.E. Division Novice Round Up with 10,850 points..Paul Caputo K1PKZ passed his extra...January '66- K1UOR, Doris is a new member..Norm, K1IJU is new Western Mass SEC..K1RPB has article in January QST, page 35.. March '66- W1PNY spoke on history of hams and maritime radio. Pete goes back to the days of the Springfield Radio Club (Our Predecessor!) and participated in first spark transmission between Worcester and Springfield..First national ARRL convention held in Boston, April 22-24. May '66- Doug DeMaw, W1CER of ARRL spoke to a big turnout. Nice article by K1IJU on DX and saving postage costs. Could you update it Norm?... September '66- Celebrating "Founder's Week" with talk by R.B. Bourne W1ANA of the ARRL museum. President is George Dougan, K1PMK, VP is W1ALL, Treas. is Wes Thayer...October '66- Junk is not being allowed at the annual auction...December '66- Gary Potts describes activity at his Agawam station. WWV moved to Denver, gold border "First Day" QSL's available for a report. (Anyone still have one?...editor) *****
Next month we will have tidbits from the years '67,68,69, then this series will end due to the fact that I have no other old "Zero Beats". Hope you've enjoyed it as much as I have!..Editor

ARTICLES

HOW THE "STANDARD" WENT DOWN

By: HOWARD COOKSON, W2GH/W8GJ

SO MANY OF OUR FRATERNITY HAVE BEEN SHIPWRECKED WITH EXPERIENCES FAR MORE HARROWING AND TERRIFYING THAN THE ONLY ONE IN WHICH I HAVE EVER PARTICIPATED, THAT I HESITATE IN WRITING OF IT. BUT I BELIEVE THAT THE CIRCUMSTANCES ARE A BIT UNUSUAL AND OF INTEREST TO OUR SEA-GOING CROWD. IT SHOULD BE CALLED THE STORY OF HOW DISTRESS SIGNALS WERE PUT OUT WITHOUT THE BENEFIT OF RADIO EQUIPMENT.

UP TO AROUND 1920, THE VARIOUS SALMON CANNING FIRMS ON THE WEST COAST, SENT A FLEET OF SQUARE-RIGGED SAILING SHIPS FROM SAN FRANCISCO AND SEATTLE TO THEIR CANNERIES IN ALASKA. THEY WERE A COLORFUL LOT OF BARKS AND BARKENTINES, BUT NO MORE SO THAN THEIR CREWS AND CANNERY HANDS. WHEN THE TIME CAME, EVERY SPRING, FOR THE "SALMON FLEET" TO HEAD NORTH, THE POLICE JUDGES USED TO LINE UP THE BUMS, DRUNKS AND DERELICTS BEFORE THEM AND SAY, "OKAY BOYS. SIX MONTHS IN THE COUNTY JAIL OR SHIP TO ALASKA. WHAT'LL IT BE?" AS THE SALMON SEASON WAS ONLY THREE MONTHS, MAYBE FOUR, AND THEY COULD MAKE A FEW BUCKS, WHAT COULD THEY LOSE? THEY WERE THEN LOADED ON LAUNCHES AND TAKEN, UNDER GUARD, TO THE VARIOUS SHIPS ANCHORED OUT IN THE MIDDLE OF SAN FRANCISCO BAY.

I SAILED FROM SAN FRANCISCO IN THE SPRING OF 1917, ABOARD THE THREE-MASTED BARKENTINE "STANDARD". COUNTING THE CREW AND CANNERY HANDS THERE WERE ABOUT TWO HUNDRED PEOPLE ABOARD. OH YES, AND ONE WOMAN, THE CANNERY SUPERINTENDENT'S WIFE. QUITE A PRIME COLLECTION.

THE SHIP HAD NO RADIO ABOARD, AND I WAS ON AS A PASSENGER, TO OPERATE THE CANNERY STATION (KMG) AT NUSHAGAK, ALASKA. SOME PREVIOUS PASSENGER HAD RUN A SINGLE WIRE PARTLY UP THE AFTER-MAST, OBVIOUSLY TO BE USED FOR A RECEIVER. SO I TOOK MY OWN LITTLE RECEIVER ALONG, A TWO TUBE DRY CELL BATTERY JOB. I TRIED TO GET SOME WEATHER FROM COAST NAVAL RADIO STATIONS EN ROUTE, BUT WASN'T VERY SUCCESSFUL.

IT TOOK US THIRTY SIX DAYS TO COVER A DISTANCE OF A LITTLE OVER TWO THOUSAND MILES TO THE ENTRANCE OF THE NUSHAGAK RIVER, ON BRISTOL BAY, AND IN THE MIDDLE OF THAT PITCH-DARK NIGHT WE PILED UP ON CAPE

CONSTANTINE. THERE WAS QUITE A SEA RUNNING, AND THE SHIP WAS SOON IN A BAD WAY. THE WOODEN HULL CRACKED OPEN AND IT WAS OBVIOUS THAT SHE COULD NOT LAST LONG. WE NEEDED HELP, BUT QUICK.

ROCKETS OR LIGHTS WERE NO GOOD DUE TO THE FACT THAT THE COUNTRY WAS PRACTICALLY UNINHABITED. WHAT TO DO?

THEN I REMEMBERED I HAD SEEN A LITTLE SPARK COIL, WITH VIBRATOR, AMONG SOME DISCARDED JUNK IN ONE OF THE CABINS. I DIDN'T KNOW IF IT WOULD WORK, BUT BY THAT TIME I WOULD HAVE TRIED ANYTHING, EVEN A QUIJJI BOARD. I HAD A FEW EXTRA DRY CELLS WHICH I SOON RIGGED UP AS A POWER SUPPLY, AND WAS REWARDED BY A HEART WARMING BUZZ FROM THE VIBRATOR. FROM EACH SECONDARY POST OF THE COIL, I RAN A WIRE, MAKING A GAP OF ABOUT AN EIGHTH OF AN INCH FOR THE SPARK. FOR AN ANTENNA SWITCH I SIMPLY TOOK THE ANTENNA LEAD-IN WIRE AND CLIPPED IT TO THE RECEIVER IF I WANTED TO RECEIVE, OR TO ONE SIDE OF THE SPARK GAP IF I WANTED TO TRANSMIT.

ALL OF THIS TIME THE SHIP WAS POUNDING ON THE ROCKS. THE RUDDER HAD COME UP THROUGH THE DECK, AND THE PUMPS WERE USELESS. EVERYONE WAS CONSIDERABLY WORRIED, INCLUDING COOKSON.

I HAD HEARD THE KVITCHAK STATION THAT AFTERNOON AND KNEW HE WAS QUITE CLOSE. SO WITH A PRAYER TO ALLAH AND ALL HIS RELATIVES, I SAT ME DOWN ON AN UPENDED APPLE BOX AND SENT AN SOS ON MY MAKESHIFT KEY. AT FIRST NO LUCK, BUT AFTER THE THIRD TRY, ERNEST DANIELSON AT KVITCHAK, CAME BACK. I KNOW NOW HOW PEOPLE FEEL WHEN THEY WIN THE IRISH SWEEPSTAKES.

YES, THE "STANDARD" WENT DOWN, BUT NOT BEFORE EVERYONE GOT AWAY IN THE LIFEBOATS. THE TUGS SENT OUT FROM SHORE PICKED US UP AT SEA, FOUR DAYS LATER. DURING THOSE FOUR DAYS EACH PERSON WAS RATIONED A SARDINE A DAY, SOME CRACKERS, AND A DRINK OF WHISKEY IF HE CARED FOR IT. I STILL DON'T LIKE THE TASTE OF WHISKEY OR SARDINES. THE MEMORY OF THAT COMBINATION IN MY STOMACH, WHILE RIDING A TOSsing LIFE-BOAT, STILL LINGERS IN MY MEMORY ---AND THAT WAS FORTY-NINE YEARS AGO.

STORIES

A WREATH FOR THE "TITANIC"

By: EMILY ELLSWORTH

SATISFACTORY.

ON THE EVENING OF SEPTEMBER 2ND, 1927, THE MANAGER OF THE FLIGHT INFORMED THE CREW OF "OLD GLORY", THEY WOULD HAVE TO MOVE ALL OPERATIONS TO OLD ORCHARD BEACH, MAINE, FOR THE FINAL TAKE-OFF. EVERYONE AGREED THE BEACH AT OLD ORCHARD WOULD GIVE THEM A MUCH LONGER RUNWAY TO BECOME AIRBORNE. ARRANGEMENTS WERE MADE TO HAVE THE U.S. WEATHER BUREAU TRANSFER ALL WEATHER REPORTS FROM SHIPS AT SEA TO OLD ORCHARD, MAINE.

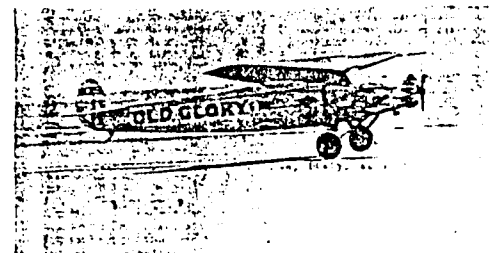
AFTER STUDYING THE WEATHER REPORTS FOR SEPTEMBER 6TH, BERTAUD DECIDED TO TAKE-OFF SOMETIME DURING THAT DAY. THE MANAGER OF THE FLIGHT WAS NOTIFIED OF THE SCHEDULED TAKE-OFF TIME AND SEEMED PLEASED THAT THE TIME HAD FINALLY ARRIVED FOR THE BIG SPLURGE.

THE FLIGHT MANAGER SHOWED MY HUSBAND A LARGE METAL WREATH HE PURCHASED TO PLACE ON HIS BROTHER'S GRAVE IN ROME. HE ALSO TOLD HIM HE WOULD BE IN THE RADIO-ROOM ON THE FLIGHT, WRITING THE STORY OF THE TRIP TO ROME. HE WAS INFORMED THAT THE SHIP WAS ALREADY OVERLOADED AND THAT THE PLANE COULD NOT TAKE-OFF WITH AN EXTRA PASSENGER ON BOARD.

AFTER A LENGTHY DISCUSSION BETWEEN THE PILOTS AND THE FLIGHT MANAGER, IT WAS DECIDED THAT THE SHIP WOULD BE OVERLOADED WITH A PASSENGER AND THE FLIGHT MANAGER WOULD HAVE TO REMAIN ASHORE. THE PILOTS AGREED IT WAS MORE IMPORTANT TO AIR SAFETY TO HAVE A FULL TIME RADIO OPERATOR ON BOARD THAN A PASSENGER WRITING THE STORY OF THE FLIGHT.

THE FLIGHT MANAGER SEEMED DISAPPOINTED ON THIS DECISION, AND ADVISED THE PILOTS UNLESS HE COULD JOIN THE CREW ON THE FLIGHT, HE WOULD HAVE THE PROGRAM CANCELLED. HE POINTED OUT THAT PILOT BERTAUD WAS A FAIR RADIO-OPERATOR AND COULD HANDLE THE RADIO IN AN EMERGENCY. MY HUSBAND AND THE TWO PILOTS DISCUSSED THE SITUATION AT ANOTHER LOCATION. AFTER ALL THE PUBLICITY THAT HAD BEEN GIVEN THE FLIGHT THEY DID NOT WANT THE MANAGER TO CANCEL THE TRIP. IT WAS AGREED THAT MY HUSBAND WOULD REMAIN ASHORE AND KEEP IN RADIO CONTACT WITH PILOT BERTAUD, THROUGH THE NAVAL RADIO STATION AT TWO-LIGHTS, CAPE ELIZABETH, MAINE. THE FLIGHT MANAGER WAS INFORMED OF THE PILOT'S DECISION

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Board Airplane, "Old-Glory" taking-off from Old Orchard Beach, Maine, on a non-stop flight to Rome, Italy, at 9:03 AM, on Sept. 6th, 1927.

"Spark Gap Times" is the journal of the
OLD, OLD TIMER'S CLUB!

Thanks to K1ZCC and W1ESG

A WREATH FOR THE "TITANIC"
By: EMILY ELLSWORTH

....CONTINUED....

AND HE WITHDREW HIS INTENTIONS TO CANCEL THE FLIGHT. HE TYPED OUT A MEMO FOR MY HUSBAND, STATING THAT HE WOULD RECEIVE HIS SHARE OF ANY PROFITS MADE ON THE FLIGHT, LIKE A MEMBER OF THE CREW.

ACCORDING TO THE WEATHER REPORTS FROM SHIPS AT SEA, THE TAKE-OFF LOOKED GOOD FOR THE MORNING OF SEPTEMBER 6TH, 1927. THE FLIGHT MANAGER PLACED HIS LARGE METAL WREATH IN THE RADIO-ROOM OF THE SHIP, WITH HIS PORTABLE TYPEWRITER. HE SEEMED EXTREMELY EXCITED THAT HE HAD WON A PASSAGE ON "OLD GLORY".

AT 9 AM. EST. ON SEPTEMBER 6TH, 1927, "OLD GLORY" WAS POISED ON OLD ORCHARD BEACH READY FOR THE FINAL TAKE-OFF TO ROME. TEN, STATE OF MAINE POLICE, MOTOR CYCLES WERE LINED UP IN FRONT OF "OLD GLORY" TO CLEAR THE BEACH AHEAD.

THE FLIGHT MANAGER CLIMBED ABOARD THE PLANE ONE HALF HOUR BEFORE TAKE-OFF TIME. HE HAD HIS WREATH AND PORTABLE TYPEWRITER WITH HIM. THE REAL REASON FOR HIS SUDDEN DECISION TO JOIN THE CREW OF "OLD GLORY" MAY NEVER BE KNOWN. HIS WIFE HANDED HIM A LETTER MOMENTS BEFORE TAKE-OFF TIME.

WITH PILOT BERTAUD AT THE CONTROLS, "OLD GLORY" WAS ON HER WAY DOWN THE BEACH, WITH THE STATE POLICE MOTOR-CYCLES LEADING AFTER NEARLY A MILE RUN ON THE BEACH "OLD GLORY" STAGGERED INTO THE AIR AND WAS NOW AIRBORNE FOR ROME, ITALY, WITH A HEAVY TAIL. THE SINGLE MOTORED SHIP TURNED OUT TO SEA AT A LOW ALTITUDE.

WE HAD ARRANGED WITH THE UNITED STATES NAVY TO USE THEIR RADIO FACILITIES AT THE CAPE ELIZABETH STATION TO KEEP IN RADIO CONTACT, WITH PILOT BERTAUD ON "OLD GLORY". WE INVITED MRS. BERTAUD, THE PILOT'S MOTHER AND HELEN BERTAUD, HIS WIFE, TO ACCOMPANY US TO THE NAVAL RADIO STATION. JUST BEFORE LEAVING OLD ORCHARD BEACH, WE WERE INFORMED THAT THE SPONSOR OF THE FLIGHT HAD REQUESTED A RADIO BE SENT TO "OLD GLORY" AND HAVE HER RETURN TO OLD ORCHARD. UPON OUR ARRIVAL AT NAVAL RADIO, CAPE ELIZABETH, WE IMMEDIATELY ESTABLISH A RADIO-WATCH ON "OLD GLORY'S" RADIO FREQUENCY.

THE NAVAL RADIO STATION AT CAPE ELIZABETH, WAS ONE OF THE FIRST NAVAL WIRELESS

STATIONS TO BE ESTABLISHED ON THE ATLANTIC COAST. MY HUSBAND HAD PREVIOUSLY SERVED ON THIS STATION AS RADIO OPERATOR IN THE NAVY, WITH LARRY PIEFFER, THE CHIEF IN CHARGE.

WE BEGAN CALLING, "WRHP", (WILLIAM RANDOLPH HEARST PLANE) THE "OLD GLORY" TO DELIVER THE SPONSOR'S MESSAGE, BUT WAS UNABLE TO CONTACT THE PLANE. WE KNEW THAT PILOT BERTAUD WAS BURDENED WITH NAVIGATING A OVERLOADED SINGLE-MOTOR AIRPLANE. WE KEPT BROADCASTING THE MESSAGE BLIND, SEVERAL TIMES, REQUESTING HIS RETURN TO "OLD ORCHARD BEACH" WITH NEGATIVE RESULTS.

AT 1800 GST PILOT BERTAUD BEGAN BROADCASTING IN RADIO-CODE AND SENT THE FOLLOWING SHORT MESSAGE. "QUOTE: WE ARE FLYING AT 400 FOOT ALTITUDE AT 60 MILES PER HOUR WITH A HEAVY TAIL. AFTER PILOT BERTAUD FINISHED TRANSMITTING HIS MESSAGE, WE CALLED HIS SEVERAL TIMES, BUT APPARENTLY HE DID NOT TURN ON HIS RECEIVER OR HAD RECEIVER FAILURE, HOWEVER, WE COULD NOT MAKE RADIO CONTACT.

AT 2200 EST. MY HUSBAND WAS ON WATCH AT NAVAL RADIO, CAPE ELIZABETH MAINE, WHEN A VERY LOUD SIGNAL BROKE THROUGH THE HEADPHONES CALLING "SOS", AND SIGNING "WRHP". PILOT KEPT REPEATING THE CALL, "SOS" BUT WITHOUT FURNISHING ANY ADDITIONAL INFORMATION. I KNOW THAT ALL MEMBERS OF OOTC WHO HAVE SERVED AT SEA, WILL UNDERSTAND THE WEIRD FEELING ONE HAS AT A TIME LIKE THIS, ESPECIALLY WHEN YOU CAN CUT THE FOG WITH A KNIFE. THE OLD FOG-HORN AT CAPE ELIZABETH WAS MOURNING IT'S WARNING TO SHIPS AT SEA, BLENDED IN WITH A 500 CYCLE STRONG SIGNAL CALLING "SOS", AND SIGNING "WRHP", "OLD GLORY". IT BROUGHT MY HUSBAND BACK TO THE NIGHT HE WAS INTERCEPTING THE DISTRESS CALLS OF THE RMS "TITANIC", ON THE COAST OF NEWFOUNDLAND ALONG WITH MANY OTHER WIRELESS OPERATORS WHO COPIED THE SAME CALL ALL OVER THE ATLANTIC COAST.

AFTER ABOUT FIVE MINUTES OF TRANSMITTING THE DISTRESS CALL "SOS", THE RADIO TRANSMITTER ON AIRPLANE "OLD GLORY" BECAME SILENT.

EVERYONE ASSUMED THAT "OLD GLORY" WAS DOWN ON THE OCEAN AND NEEDED ASSISTANCE. WE CONTINUED MONITORING THE AIRPLANE'S FREQUENCY.

THE NAVAL RADIO OPERATORS AT CAPE ELIZABETH CALLED THE BOSTON NAVY YARD AND INFORMED THEM OF THE DISTRESS CALLS FROM "OLD GLORY". EVERYONE AGREED, "OLD GLORY" MUST BE DOWN ON THE OCEAN, SOMEWHERE ON THE EASTERN EDGE OF THE

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A WREATH FOR THE "TITANIC"
By: EMILY ELLSWORTH

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GRAND BANKS. WE MONITORED THE AIRPLANE'S RADIO FREQUENCY FOR ANOTHER TWENTY MINUTES AND WE HAD DECIDED WE SHOULD BOARD THE BAR HARBOR EXPRESS AND RETURN TO NEW YORK CITY, WHERE WE COULD PARTICIPATE IN POSSIBLE RESCUE OPERATIONS BY RADIO. A FEW MOMENTS BEFORE CLOSING DOWN OUR RADIO SURVEILLANCE ON "OLD GLORY" ANOTHER LOUD RADIO SIGNAL CAME THROUGH THE HEAD-TELEPHONE SET CALLING, "SOS" AND SIGNING, "WRHP". PILOT BERTAUD STARTED TRANSMITTING A MESSAGE AFTER SENDING A FEW CALLS OF "SOS"; QUOTE "WE ARE 4 HOURS EAST OF CAPE RACE, NEWFOUNDLAND, AND;" UNQUOTE" THE MESSAGE ENDED ON THE WORD "AND". APPARENTLY THE ANTENNA HAD STRUCK THE WATER AND ENDED THE TRANSMISSION.

WE MONITORED "OLD GLORY'S" RADIO FREQUENCY FOR ANOTHER 30 MINUTES BUT NOTHING MORE WAS HEARD FROM THE PLANE. WE WERE CERTAIN THAT THE SHIPS ON THE ATLANTIC HEARD THE CALLS OF DISTRESS FROM "OLD GLORY". IT WAS THEN DECIDED TO RETURN TO NEW YORK CITY.

ARRANGEMENTS WERE MADE WITH MAINE CENTRAL RAILROAD TO HAVE THE BAR HARBOR EXPRESS TRAIL STOP AT A SMALL CROSSING IN SOUTH PORTLAND AND PICK US UP FOR THE TRIP TO NEW YORK CITY. ON OUR ARRIVAL IN NEW YORK WE ESTABLISHED HEADQUARTERS AT THE OFFICES OF THE NEW YORK DAILY MIRROR. AFTER WAITING ALL DAY WITHOUT WORD FROM THE SHIPS AT SEA, OF "OLD GLORY" MY HUSBAND CONTACTED THE LATE ARTHUR BRISBANE OF THE NEW YORK JOURNAL AND REQUESTED HE CHARTER A FISHING STEAMER TO CONDUCT A SEARCH FOR "OLD GLORY".

MR. BRISBANE WAS SKEPTICAL OF SUCCESS IN LOCATING THE WRECKAGE OF "OLD GLORY" DOWN SOMEWHERE ON THE NORTHEAST ATLANTIC. HOWEVER, HE AGREED TO CHARTER A FISHING STEAMER TO MAKE THE SEARCH.

AS MY HUSBAND WAS FAMILIAR WITH FISHING OPERATIONS ON THE EAST COAST OF NEWFOUNDLAND, HE FURNISHED MR. BRISBANE WITH THE INFORMATION, WHERE HE COULD CHARTER A FISHING STEAMER. MR. BRISBANE SENT A CABLEGRAM TO ST. JOHNS, NEWFOUNDLAND, AND A TRAWLER WAS IMMEDIATELY ON IT'S WAY TO LOOK FOR "OLD GLORY".

AFTER STEAMING APPROXIMATELY 20 HOURS,

THE FISHING STEAMER, SIGHTED THE WRECKAGE OF "OLD GLORY" DEAD-AHEAD, SOME 230 MILES SOUTH SOUTHEAST OF ST. JOHNS, NEWFOUNDLAND. ONLY ONE HALF OF THE WING AND FUSELAGE WAS STILL AFLOAT, THERE WAS NO SIGNS OF THE CREW. THE MOTOR HAD APPARENTLY BROKEN-OFF WHEN THE SHIP STRUCK THE WATER AND SANK WITH ONE HALF OF THE FUSELAGE AND WING.

THE SKIPPER OF THE FISHING TRAWLER SENT A RADIOGRAM AND ACCORDING TO HIS CALCULATIONS ON THE GULF-STEAM CURRENT, THE AIRPLANE "OLD GLORY" STRUCK THE WATER IN LATITUDE 41;46 NORTH AND LONGITUDE 50;14 WEST, THE SAME POSITION THE RMS "TITANIC" WENT DOWN WITH THE LOSS OF 1500 PERSONS IN 1912. LOCATING LOST FISHING GEAR OFF THE COAST OF NEWFOUNDLAND MANY DAYS AFTER A BIG STORM, WAS ROUTINE BUSINESS FOR THESE FISHING TRAWLERS.

LOCATING THE WRECKAGE OF THE AIRPLANE "OLD GLORY" BY PRACTICAL NAVIGATION, OFF THE EAST COAST OF NEWFOUNDLAND, WAS MAILED BY ALL MARINERS AS A STUPENDOUS OPERATION.

MR. ARTHUR BRISBANE OF THE NEW YORK JOURNAL WAS NOTIFIED THAT PARTS OF THE WRECKAGE OF "OLD GLORY" HAD BEEN LOCATED AT SEA. HE IMMEDIATELY DISPATCHED THE CHARTERED STEAMER TO BRING THE WRECKAGE-PARTS ASHORE AND CRATE THEM FOR SHIPMENT TO THE AMERICAN LEGION HALL, IN NEWARK, NEW JERSEY, WHERE THEY ARE DISPLAYED IN THE LOBBY.

THE TRAGIC CONCLUSION TO THIS EPISODE IS BOTH UNIQUE AND LUGUBRIOUS. INSTEAD OF THE FLIGHT-MANAGER LAYING A METAL ARTIFICIAL-WREATH ON HIS BROTHER'S GRAVE IN ROME, ITALY, IT WENT DOWN WITH HIM OVER THE GRAVE OF THE WHITE-STAR, RMS "TITANIC" ON THE EASTERN EDGE OF THE GRAND BANKS. MY HUSBAND'S BROTHER, CAPTAIN CHARLEY ELLSWORTH HAD FISHED THESE BANKS OUT OF GLOUCESTER, MASS. FOR NEARLY FORTY YEARS. BEFORE HE PASSED AWAY, CAPTAIN ELLSWORTH ASSISTED THE UNITED STATES COAST GUARD, IN ESTABLISHING THE EXACT LOCATION OF THE "TITANIC".

WHEN MAKING FUTURE TAPE-RECORDINGS OF RADIO SIGNALS STORED IN OUTER-SPACE, SPACE ENGINEERS MAY BE ABLE TO RECORD THE ENTIRE DISTRESS CALLS OF BOTH THE RMS "TITANIC" AND THE AEROPLANE "OLD GLORY", BOTH BURIED IN THE SAME GRAVE
