

TRAFFIC CALL

SEPTEMBER 2001

*Newsletter of the
Ben White Memorial Nets founded 1938
Hit and Bounce Net ~ Hit and Bounce Slow Net*

Deepest sympathies to those who are suffering the loss of loved ones and to people worldwide who have been affected by the vicious attack in New York City. This day of tragedy will not soon be forgotten. Neither will we forget the courageous action of the emergency rescue teams- the firefighters, the police officers, the medical teams, and our fellow Amateur operators who are assisting.

ZCZC AG41 QST de W1AW ARRL Bulletin 41 ARLB041
From ARRL Headquarters Newington CT September 18, 2001

To all radio amateurs

SB QST ARL ARLB041
ARLB041 Amateur Radio volunteer information is on line

Amateur Radio volunteers continue to be needed to assist with disaster relief communication in New York City and in Washington, DC. Operators willing able to volunteer for communications duty to support the Amateur Radio Emergency Service relief and recovery effort at the World Trade Center in New York City may register at the World Trade Center Disaster Relief Communications Web site, <http://wtc.ab2m.net>.

When logging onto the site, Amateur Radio operators first will be quizzed against a checklist, then asked to complete and submit an on-line form.

New York City Amateur Radio volunteers must have a VHF (2-meter) or, preferably, a VHF/UHF (2-meter/70-cm) mobile radio, power supply and cables, and mobile/portable mag-mounted gain antenna. This duty requires a serious commitment and could involve working in a possibly hazardous area in war zone-like conditions. Volunteers will need to supply some items of protective clothing.

Amateurs from outside the Greater New York City area who are asked to report for duty are requested to alert their section managers. A list of SMs is available on the ARRL Web site, <http://www.arrl.org/FandES/field/org/smlist.html>.

Amateur Radio operators within 50 miles of Washington, DC, are being sought to assist the ARES relief and recovery effort for the Pentagon attack site. Those available to help should first visit the Virginia ARES Web site, <http://www.aresva.org/help.htm>. Those willing and able to assist should then contact Virginia

Section Emergency Coordinator Tom Gregory, N4NW, n4nw@arrl.net. The subject line of your e-mail should read "Salvation Army Support".

Volunteers need a 2-meter hand-held or portable with CTCSS capability plus at least two batteries and a charger. Current shifts are 4 AM to noon, noon to 8 PM and 8 PM to 4 AM, Gregory said. ARES volunteers are staffing three sites in Washington, DC, primarily supporting the Salvation Army relief and recovery efforts. The need is for three operators per shift.

Amateurs from sections other than Virginia or Maryland who are asked to report for duty are requested to alert their section managers. A list of SMS is available on the ARRL Web site, <http://www.arrl.org/FandES/field/org/smlist.html>.

A NOTE OF THANKS TO THE AWARD COMMITTEE

From Tom, WA2CUW

Sorry for taken so long to acknowledge the [Larry Frazer] award but due to Mother-in-law taken ill and finally passing on, have been busy taken care of her affairs.

I don't know why they picked me for this award as I could never fill Larry's shoes as far as operating. I received the key but I have never opened it up. It will remain sealed and repackage for the next recipient. The reason for not opening it, is that I do not use a bug or a keyer all my cw work is by straight key....I appreciate the thought of being in a class with Larry.

[And what a beautiful straight-key fist, Tom. -Ed.]

HBN MANAGER'S REPORT

Sis WD8DIN

I have not received HBN QNS of Saturday August 25. I was informed that NCS was Ole, N4ABM, but he was called out of town on an emergency family matter. The 30 day HBN report shows QNI 592, 350 listed and 340 cleared, with average time per session 36.03 minutes.

Special thanks to Bill, W2MTA, who has volunteered as Sunday NCS for HBN. Obie graciously agreed to take the Saturday slot once again. Thank you all. Two changes for HBSN; Gail, K2BCL is now NCS on Fridays and N3COR Saturdays. HBN still needs a volunteer for Thursdays.

Three new stations, KB9IOT, David in OH, who is "listening and learning"; K1WU, Dale in MA and

N3AO, Carter in PA. Welcome to HBN. We're pleased to have you, as well as AC4CS, Chris in AL and AB4XK, Chet in FL and NR9K, Ad. Welcome back!

You may have noticed that our SC rep, Adam, AF4QZ is missing- he is commuting 40 miles a day (one way) to college.

Pennsylvania traffic: WPA zip codes 150xx through 160xx: (WA3UNX, WB8KPE, WA3QNT, N3COR) EPA all others plus some 160xx: (W3JKX, WA3JXW, K2BCL, N3AO).

My apologies for the delay in getting this issue out. It has been a horrendous month.

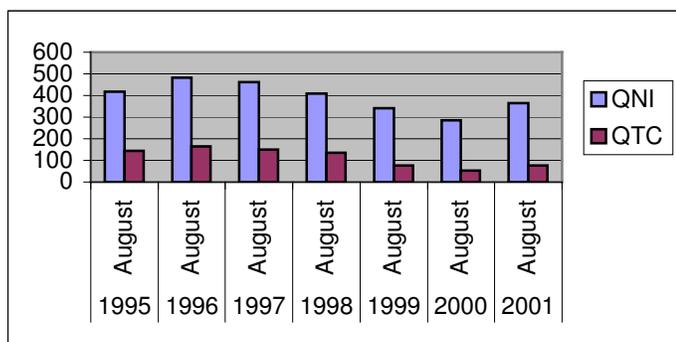
73, ARF Sis

HIT AND BOUNCE SLOW NET MANAGER'S COMMENTS

**C.M. (SAM) Shearer, WB5ZJN, Mgr.
Charles (Chuck) Punzell, N3ON, Asst. Mgr**

Twenty-eight hardy souls checked in this month. Most of our stalwarts were ever-present which helped us to generate a QNI of 365 and a QTC of 75. Perfect attendance this month goes to Gail, K2BCL and KG2GA, Don. Close behind were Ad, NR9K (30); Cid, W3QQ and Bill, W2MTA (29); Sam, WB5ZJN and Don, K2YAI (28); Chuck, N3ON (27); Jim, WA3DUH (26). As always, everyone's contribution is needed and greatly appreciated.

As can be seen in the graph below, our numbers are again up this month from last year. Keep up the good work, everyone.



I have experienced some major radio problems this month, and I want to thank Chuck, N3ON, our assistant net manager, for jumping in and covering for me. Also, to the NCS stations for their understanding and continued fine work. Our net has continued to function very well, as it should. Unfortunately, I have not had time to work on the problem. Hopefully, it can be resolve soon, because I miss my daily CW "fix" and my ham buddies.

As I mentioned last month, I am in the process of buying an airplane. Due to security purposes, and FAA's flight restrictions, no visual flight restricted airplanes were allowed to fly from September 11-21, so the final flight test of my airplane has had to be delayed until the 23rd. If all goes well, which I expect it to, the deal will be finalized that day. The plane is a 1946 Taylorcraft BC-12D. It is a monoplane, "tail dragger," with a Continental 65 hp engine. A docile, comfortable, and an extremely fine lightweight aircraft.

I'm sure that I express the thoughts of many when I say that words can not express the tremendous impact that the awful events of September 11 has had on us. Our thoughts and prayers continue for our friends in New York as you begin the arduous task of climbing out from under life's rubble. We went to bed September 10 and awoke to a different world on September 11; however, like the phoenix, we Americans will rise up from these physical and psychological ashes stronger, wiser, and an even greater nation. []

HIT AND BOUNCE SLOW NET AUGUST REPORT

QNI 365	QTC 75	SESSIONS 31		
CALL	NAME	STATE	QNI	
NG1A	FRED	MA	6	
W1KX	BILL	ME	7	
K2BCL	GAIL	NY	31	
VE2ED	JEAN	QB	1	
KG2HA	SAM	NY	31	
W2MTA	BILL	NY	29	
WB2RPW	GARY	TN	1	
WA2RUE	PHIL	NY	4	
K2YAI	DON	NY	28	
N3COR	DON	WPA	8	
N3DE	HARRY	MD	21	
VE3DTR	JOHN	ON	19	
WA3DUH	JIM	DE	26	
KK3F	PAT	MD	2	
W3JKX	EARLE	EPA	8	
WA3JXW	DUDLEY	EPA	8	
N3ON	CHUCK	WPA	27	
WA3QNT	BOB	WPA	2	
W3QQ	CID	DE	29	
WA3YLO	TONY	MD	4	
W4VLL	VIC	VA	6	
WB5ZJN	SAM	OH	28	
WD8DHC	MIKE	WV	5	
KI8DU	ROGR	WV	1	
KA8WNO	JACK	WV	1	
NR9K	AD	EPA	30	
N9KHD	ANDY	WI	1	
K9PUI	DICK	IN	3	
<u>HBN AUGUST (30 SESSIONS)</u>				
NG1A	FRED	MA	11	59
N1DHT	GEORGE	VT	16	
W1KX	BILL	ME	5	

N1OTC	JACK	MA	6	
W1PEX	DAN	NH	10	
KW1U	MARCIA	MA	7	10
K1WU	DALE	MA	1	4
K2BCL	GAIL	PA	30	19
WA2CUW	TOM	NJ	5	
W2EAG	MARK	MA	4	1
W2MTA	BILL	NY	27	12
WA2RUE	PHIL	NY	14	
WA2YL	JAN	FL	2	
N3AO	CARTER	PA	1	
N3COR	DON	PA	12	1
N3DE	HARRY	MD	22	1
KK3F	PAT	MD	15	2
W3JKX	EARL	PA	20	
WA3JXW	DUDLEY	PA	4	1
K3NNI	JOHN	MD	4	
N3QA	CAL	MD	3	
W3QQ	CID	DE	1	
K3RC	BOB	OH	20	2
WA3UNX	DON	PA	17	8
N4ABM	OLE	VA	19	5
AA4AT	ART	VA	5	6
AC4CS	CHRIS	AL	6	
WA4DOX	OBIE	VA	2	
AC4DV	ROY	NC	11	
AB4E	AB	NC	28	5
W4FRR	CHAS	VA	2	2
WX4H	MORT	FL	29	30
AF4QZ	ADAM	SC	1	
W4VLL	VIC	VA	15	
AB4XK	CHET	FL	1	
KA5NNG	MIKE	AR	20	5
K5UPN	JOE	TX	10	
WD8DHC	MIKE	WV	3	2
WD8DIN	SIS	NC	12	4
K8GA	JERRY	MI	1	4
K8KV	BEN	MI	27	11
K8LJG	JOHN	MI	25	94
AA8PI	DON	MI	18	2
W8RTN	LEE	MI	10	18
KA8VWE	WALLY	OH	13	1
KA8WNO	JACK	WV	19	48
KB9IOT	DAVID	OH	1	
N9KHD	ANDY	WI	22	
K9PUI	DICK	IN	4	
WØGRW	GEB	MN	24	1

BIRTHDAY GREETINGS

OCTOBER: 5 K2YAI; 8 NR9K; 10 AC4DV;
11 K2GWN; 15 KA8VWE; 16 WA2CUW;
22 N3DE; 24 WB5ZJN; 25 K3RC

THANKS... FROM K3RC

I do want to thank all HBN and HBSN ops to helped to get the NTS traffic into and out of Fort A.P. Hill for K2BSA. You did a great job!

One interesting footnote: Some traffic ops around the country must not have believed that K2BSA was in Virginia and checked out the callbook or QRZ.com and sent our incoming messages to TEXAS (the home of the trustee for K2BSA)!!!! Many of the re-routed messages arrived in VA after the Scouts had departed for home.

A reminder for us all: TRUST the header on the message! NO exceptions.

I even had a couple personal messages that I sent out (with K2BSA in the header) get delivered in great time; but, the responses were sent to TEXAS. Guess we need more TEXAS QNI every 4 years during the Jamboree hi hi The interesting part is that the folks in Ohio who sent me replies did in fact use the Fort A P Hill, VA address but the messages still got re-routed somewhere between Ohio and VA on NTS to TEXAS! It seems we can never out-guess those who don't believe the header that they in fact they acknowledged for; and, then send the reply to who-knows-where.

Wonder if Dan W1PEX has ever had this problem hi hi ... Bet he would if he moved to Arizona. hi hi

73 Bob K3RC

Restructuring Revisited

-KA5NNG

With regard to the article in July TC about ARRL and restructuring:

First, let me say that my opinion of the ARRL falls several rungs below those which were often expressed by Wayne Green. Just the same, I think that if an organization is going to be "bashed", it should be for things that it actually has said and/or done and not for imaginary projections of what it might do.

As to the ARLB024 bulletin referenced in that TC article, I arranged to get a printed copy of it from two

separate sources and find that there is virtually nothing in that bulletin resembling the things mentioned in the July TC. Specifically, the proposed change in the W1AW code practice involves only changing the character speed of those Farnsworth transmissions that are below 18 WPM from the present 18 WPM to 15 WPM. There would be NO change in the actual overall transmission speeds. Also, the change was NOT ARRL's idea, but was ARRL's attempt at bringing the W1AW code practice transmissions into conformance with a standard that had been adopted by the National Conference of VECs. Finally, there is NO mention in ARLB024 of any change in the speed of the ARRL CW Bulletins. I have no way of knowing if ARRL has any other plans for changing W1AW transmissions, and all of the above comments relate only to the TC article and ARRL ARLB024.

I'd like to add a few more thoughts on the subject of the restructuring. When I filed my own comments to FCC on the restructuring NPRM, I supported the complete elimination of the CW testing requirements as soon as our treaty obligations allowed. That position was also taken by a number of other "die-hard" CW enthusiasts like myself. Some of us suggested that what really needed to be done was to provide "protected" frequency allocations that would be exclusively CW. I still think that is what we CW advocates should strive for. The total elimination of telegraphy requirements would at least get those complainers off our backs permanently; and if we could get some protected band segments for CW-only, those who have an interest in the mode will always have a place to learn and use it. I don't believe that removing the telegraphy test requirements will have much effect on the CW community in any case. Those people who have an interest in the mode and sufficient motivation will learn and use the code. There will always be people with a desire to learn and use those sorts of skills, and it is exactly those types of self-motivated people that we want in the CW community, not folks that have had to be forced into using it to acquire a license. Consider the analogy in music: just because we now have radios, record and tape players,

and CD players doesn't mean that no-one will ever want to learn how to play a musical instrument for their own pleasure.

One final thought: it seems that as often as not, when you hear an individual griping about restructuring, and look on the list of those who filed comments with the FCC, they are not listed there. One does wonder.

TRIVIA OF THE PAST

-Jack KA8WNO

When I started in ham radio in the late 50s, there was a "Q" signal QRR. Think it meant something like "I need help." There was one designed for phone use, 'Mayday' that had about the same meaning. Never heard anyone use either one and wonder what happened to them?

Then there is 'SOS' that about everyone knows as a distress signal for a ship. The navy had a bunch of units made up for use, I think, on life rafts. They were roughly a six by six box with a handle on one side and a collapsible antenna. It was a transmitter tuned to 500KHz, the idea being that you could crank out an SOS if you became a victim of a ship that sank from under you. These little units still pop up at hamfests occasionally, though rarely.

Sometime during WW2 the SOS was dropped and SSS was substituted, or that seems to be what happened. Nazi subs sank a lot of ships in the Caribbean in the early 40s. I did hear one ship send out an SSS (ship sighted sinking).

NERK DE NSS – this was sent out as we send CQ CQ, but NERK meant 'all ships at sea', a general broadcast type of thing. Though I never cared for the practice, some hams tune up their rigs on frequency by sending a bunch of vees, or some such. I heard a station back about 1960 that was doing this, but was using NERK instead of vees. When I contacted him, he was surprised to know that NERK had a meaning, but he liked the way it sounded.

A properly tuned 'bug', used by an experienced CW person, is usually nice to listen to and pretty efficient at sending CW. Back in the 40s and maybe before, there

was a radio newscaster, something like the Paul Harvey type. His name was Walter Winchell. His spiel started something like, "Ladies and Gentlemen of America, let's go to press..." Before the spiel and after, for a few seconds, the radio listener heard a loud oscillator hooked to a "bug" that was sending at maybe 40WPM. Winchell was operating the thing with no idea of what he was sending.

I'm reminded of a story a radioman told while I was still on active duty. A movie was being shown at a local theatre and a savvy radioman decided to go see it. There was a wild scene where the ship was sinking or the enemy was about to attack. In the radio room was a radioman who had been hired to send an emergency message when signaled to do so. He sent a message, and the radioman in the theatre busted out laughing, with the audience wondering why. Seems that he had asked, "What do you want me to send?" The director replied, "Anything." So the message he sent was "this is a lousy movie." []

TIME CAPSULE

DINOSAUR LORE (Part II) -KA5NNG

**** ICW & CW ****

Early attempts at generating a continuous wave R.F. signal were prompted by the desire to transmit voice and music, which was not viable using the damped waves characteristic of spark transmitters (although it was attempted). Initially, high-speed alternators were built, and some of them were capable of generating continuous R.F. at frequencies well up into the hundreds of kilohertz. One such alternator was designed by Dr. Ernst Alexanderson of General Electric, and many of them saw use. The first practical transmission of voice and music, made by Reginald Fessenden used an Alexanderson alternator. (Historical note: According to an article in Morsum Magnificat for Christmas 1996, the very last Alexanderson alternator to see service was at the Swedish coastal station SAQ, shut down October 23, 1996.) The highest frequencies possible with even the fastest alternators were still much lower than desired. One approach to generating higher frequencies was to feed the outputs of the alternators into special "harmonic transformers" which had specially designed

magnetic cores so that they would reach the core saturation level on each cycle of the input wave, and thus generate harmonics. (The same sort of thing that happens to some poor hams when they over-drive their ferrite toroidal baluns, hi.). In practice two transformers would be connected in such manner as to cause the fundamental frequency to be cancelled and the desired harmonic frequency to be re-enforced on the secondary side of the transformers. Another approach to the generation of continuous wave R.F. was invented by Valdemar Poulsen. His invention utilized an arc which was burned in a hydrogen atmosphere and which generated useable continuous wave R.F. energy. The arc was operated inside a gas-tight chamber and the hydrogen atmosphere was formed by "dripping" alcohol or kerosene into the arc-chamber where the heat of the operating arc caused it to decompose, generating hydrogen and other products. The arc was powered by a D.C. source, and as well as I can understand the little material on hand here, it would extinguish and restrike on every cycle of the R.F. being generated. (If anyone has some good technical information on the theory-of-operation of this R.F. generation process, I'd sure be interested in hearing from you.)

My friend Jim (W4KFR) sent me a copy of a good description of arc transmitters which was based on the Federal models K and Q. These were CW transmitters rated at 2 KW and utilized some unusual and interesting keying arrangements. Since the arc itself could not be directly keyed, one of the keying arrangements used a heavy-duty relay to switch the R.F. output of the arc-converter between the antenna circuits and a "dummy" antenna. When the key was closed, the relay connected the R.F. to the antenna circuits and when it was open, the relay connected the R.F. to the dummy antenna. This was called the "back-shunt" method of keying. There were two other methods of keying which used a second hand-key and what they called a "coupled compensator loop". The loop was just a single turn coil coupled to the antenna loading coil, and which when shorted, caused the transmitted frequency to shift slightly higher in frequency. The loop was shorted or left open-circuited via that second hand-key. Effectively,

this resulted in F.S.K. (frequency-shift-keying) operation, and the receiving operator would tune his receiver so that he received only one of the two frequencies, using receiver selectivity to eliminate the "back-wave". If the receiving operator tuned in to the "wrong" frequency, he would be hearing the "back-wave" or key-up signal....which must have been interesting to hear. Hi. Lastly, the transmitters provided for generating an I.C.W. (interrupted continuous wave) signal so that the transmissions could be received on receivers not having an oscillating detector or a B.F.O. This was accomplished by using a motor-driven "chopper" to continuously short or open circuit the compensating loop. The keying could then be done by means of the second hand-key (in series with the chopper and coil). Or, the shorting switch on the second hand-key could be closed and then the chopped signal keyed using the main hand-key and the back-shunt method.

The development of vacuum tubes capable of generating substantial amounts of R.F. energy eliminated the need for transmitters using spark, arc, or electro-mechanical methods, but as has been true of most transitions in technology, the old technology continued to be used long after the introduction of its replacement. Those of us who are die-hard CW addicts can easily understand some of the reasons for that. Hi.

Criticism, comments, or questions on any of this material are welcome; and again, if anyone does have a good technical description of the exact mechanism for the Poulsen arc-converter, please pass it along. []



TRIBUTE TO THE UNITED STATES

(This, from a Canadian newspaper, is worth sharing.)

America: The Good Neighbor.

"Widespread but only partial news coverage was given recently to a remarkable editorial broadcast from Toronto by Gordon Sinclair, a Canadian television and radio Commentator. He can be heard daily on CJAD 800 AM radio. What follows is the full text of his trenchant remarks as printed in the Congressional Record:

"This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all the earth. Germany, Japan and, to a lesser extent, Britain and Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts. None of these countries is today paying even the interest on its remaining debts to the United States. When France was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled on the streets of Paris. I was there. I saw it.

When earthquakes hit distant cities, it is the United States that hurries in to help. This spring, 59 American communities were flattened by tornadoes. Nobody helped. The Marshall Plan and the Truman Policy pumped billions of dollars into discouraged countries. Now newspapers in those countries are writing about the decadent, warmongering Americans. I'd like to see just one of those countries that is gloating over the erosion of the United States dollar build its own airplane. Does any other country in the world have a plane to equal the Boeing Jumbo Jet, the Lockheed Tri-Star, or the Douglas DC10? If so, why don't they fly them? Why do all the International lines except Russia fly American Planes? Why does no other land on earth even consider putting a man or woman on the moon? You talk about Japanese technocracy, and you get radios. You talk about German technocracy, and you get automobiles. You talk about American technocracy, and you find men on the moon - not once, but several times - and safely home again.

You talk about scandals, and the Americans put theirs right in the store window for everybody to look at. Even their draft-dodgers are not pursued and hounded. They are here on our streets, and most of them, unless they are breaking Canadian laws, are getting American dollars from ma and pa at home to spend here.

When the railways of France, Germany and India were breaking down through age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them an old caboose. Both are still broke. I can name you 5000 times when the Americans raced to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble? I don't think there was outside help even during the San Francisco earthquake. Our neighbors have faced it alone, and I'm one Canadian who is damned tired of hearing them get kicked around. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their nose at the lands that are gloating over their present troubles. I hope Canada is not one of those."

Stand proud, America! Wear it proudly!!

HBSN 3714KHz 7:30 AM Daily

Sunday	VE3DTR	John
Monday	W2MTA	Bill
Tuesday	NR9K	Ad
Wednesday	WB5ZJN	Sam
Thursday	N3ON	Chuck
Friday	K2BCL	Gail
Saturday	N3COR	Don

HBN 7042 KHz 8:30 AM Daily (alt 7114 KHz)

Sunday	W2MTA	Bill
Monday	KA8WNO	Jack
Tuesday	WA3UNX	Don
Wednesday	N4ABM	Ole
Thursday	OPEN	
Friday	WD8DIN	Sis
Saturday	WA4DOX	Obie

TRAFFIC CALL

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