



# TRAFFIC CALL

March - April 2008

No. 295

Newsletter of the Ben White (W4PL) Memorial Nets  
founded 1938 by W4PL

Hit and Bounce Net - 8:30 AM Eastern 7042 kHz

Hit and Bounce Slow Net - Daily 7:30 AM Eastern 3576 kHz (+ or -)

*In Loving Memory*  
Silent Keys  
WA2YL K2GCE W3OKN



*A Tribute to Jan Scheuerman*  
WA2YL  
1933-2007

Jan Scheuerman, WA2YL, became a Silent Key on December 24, 2007. One of her greatest interests was ham radio. Her CW (Morse Code) was a familiar sound to Southcar and Eastcar hams all along the highways as she drove often between her home in Cape Coral, Florida, and her family in New Jersey.

Jan was licensed as WN2JCE in 1963, followed by WB2JCE, KJ4N, and finally WA2YL as an indication of her great interest in and work with the YLRL (Young Ladies' Radio League). The YLRL group supports female participation in ham radio by sponsoring contests, encouraging public service, and awarding annual scholarships to upcoming YLs. She was part of the first all-female DXpedition to Niue Island in 1988. Jan was also very active in the QCWA (Quarter Century Wireless Association) and a good recruiter for both organizations. As a member of the International Administration Committee, her opinions were highly respected. She held office as secretary in the local chapter and was an active supporter of the QCWA national scholarship program. She was a member of the ARRL (American Radio Relay League/The National Association for Amateur Radio) for many years. She served several years as Second Traffic Manager in Southern Florida. A very sociable

YL, Jan enjoyed attending "hamfests." She was well known even at the large Dayton hamfest. Her local activities included participation in the Fort Myers Amateur Radio Club and an assignment as hospital communicator with ARES in Lee County.

Jan operated at the message booth near the entrance to the Miss America Pageant for thirty consecutive years sending NTS (National Traffic System) messages back home for the contestants and pageant visitors. She had fun getting to know the girls.

Her non-ham accolades include being honored by the ABWA (American Business Women's Association) as "Woman of the Year" before she moved to Florida. As a member of First Baptist Church in Cape Coral, her musical talents were greatly appreciated as she played in the Praise Band. She was not afraid to witness for our Lord and enjoyed many Christian friends.

Jan battled cancer for 14 years, beginning with thyroid cancer. She founded the Suncoast Chapter of THYCA (Thyroid Cancer Survivors Association), a support group for thyroid cancer survivors and their families. She is survived by a son, two daughters, two stepsons, two sisters and six grandchildren. She will be missed by many."

--Phyllisan West KA4FZI, via N4AF and W2RU

**K2GCE, William Miller of Freeport, NY, became a silent key on February 12, 2008 at age 87 . No other information submitted by Muriel Miller.**

### IMPORTANT !

Beginning May 3, 2008, all Saturday and Sunday nets will be on our **alternate** frequency of **7114 khz**. 7042 has become very busy on weekends with contests, digital stations, QRP folk, etc. This often makes it difficult for the NCS to run the net and to move stations off to other frequencies to pass traffic. Several net members have asked for some type of change on weekends. We will try 7114 khz for a while and see how it works. **Your comments will be appreciated.** A reminder: the NCS may choose to move the net to the alternate frequency on **any** day there is a problem on 7042 khz. This has happened several times recently. Bob K3RC/NM.

**A note from the HBN manager:**

1. It is a real honor to be invited to be NM of HBN! Please send me your suggestions via traffic or by email: [johnson@wcnet.org](mailto:johnson@wcnet.org). It would be helpful if all of you who use email would send me a message with your email address. I would also like to have your telephone numbers. My phone number is 419-837-5980.

2. Sis, we all want you to know how much we appreciate to job you did both as net manager and TC editor! Sis WD8DIN graciously picked up these tasks after the death of Gale NJ4L in July of 1998. She was also often the NCS on nets and picked up the net when the regular NCS stations were gone. She now serves, with Ole N4ABM, as the editor of TC. We look forward to hearing her fine signal and fine fist on our nets! **Thanks Sis!**

3. Our current NCS listing is as follows:

**Monday – Bill W2MTA**

**Tuesday – Mark W2EAG**

**Wednesday – Ole N4ABM**

**Thursday - Jack N1OTC**

**Friday – Glenn VE3GNA and Mike KA5NNG**

**Saturday - Jerry K8GA**

**Sunday – Jack KA8WNO**

Also, Marcia KW1U has agreed to be a sub-NCS when needed. We could use several more stations to be subs. If you are interested, **please** let me know.

Mark W2EAG was very helpful in getting this NCS roster set up. Thanks Mark!

4. If any of you are coming to the Dayton Hamvention, let's plan to meet at 1 PM on Saturday at the FISTS table.

5. Will K4IWW is our Statistician and will be taking all NCS reports. Ole N4ABM has offered to continue to be our Assistant NM. We thank these gentlemen for their efforts.

6. We always welcome new QNI and are looking forward to hearing all of you on HBN.

73 Bob K3RC/NM



**Many thanks to Bob, K3RC,** for taking the Managership. Other votes of thanks to all of our NCS folks, and especially to our newest ones that are now filling the roster. They are Mike, KA5NNG, Jerry, K8GA, Jack, N1OTC, who has been doing it for a while, and

KW1U, Marcia, who has volunteered to be on the alternate list.

Band conditions have been worse than terrible. It is important that everyone to have a lot of patience on the net. The NCS do the best they can with relays etc..

-Mark W2EAG

**Silent Key Merle Glunt, W3OKN**

Merle Glunt, W3OKN, of Mount Union, Pennsylvania, passed away March 16. He was 90. Glunt served as the ARRL consultant to the World Administrative Radio Conference in 1979 (WARC-79), and through years of hard work, was instrumental in gaining the 12, 17 and 30 meter bands for the Amateur Service.

During World War II, Glunt was the senior radio intercept analyst in the Radio Intelligence Division of the Federal Communications Commission, specializing in worldwide German espionage radio communications and Philippine guerrilla radio circuits. He served as the FCC Radio Intelligence Division (RID) liaison with the Office of Strategic Services (now the CIA) and the British Security Coordination. After the war, he was in charge of US Naval communications security surveillance and traffic analysis. He was a member on the US Navy task force charged with the creation of the Armed Force Security Agency (now the National Security Agency).

Returning to the FCC during the Korean conflict, Glunt later held such positions as Chief of the Treaty Branch and Assistant Chief Engineer, responsible for the Frequency Allocation and Treaty Division and International and Operations Division.....

Richard L. Baldwin, W1RU, ARRL General Manager at the time of WARC-79, said, "Merle believed that there was no limit to what you could accomplish so long as you didn't worry about who got the credit for it and Merle lived that philosophy. As a member of the FCC staff, as a participant in many ITU meetings, as an advisor to ARRL and IARU, Merle was influential in organizing quiet and effective support for the Amateur Service. Those of us who worked with Merle know what a privilege it was to benefit from his expertise. Speaking personally, Merle was a good friend for many, many years and I shall miss him."

Glunt was a Life Member of the ARRL, the Quarter Century Wireless Association, the Radio Intelligence Division Association, the Old Old Timers Club, the Society of Wireless Pioneers and the Veterans Wireless Operators Association. He was also a member of the FISTS CW Club, the Association of Former Intelligence Officers, the US Naval





HBN	February		QNI	QTC
NG1A	Fred	MA	8	14
AB1AV	Bill	NH	6	2
W1KX	Bill	ME	7	0
N1OTC	Jack	MA	24	324
KW1U	Marcia	MA	15	63
W1WCG	Van	ME	24	8
W2EAG	Mark	MA	26	13
K2GWN	Jack	NY	1	0
W2MTA	Bill	NY	26	9
W2PL	Phil	NY	1	0
K2TV	Bob	NY	18	0
K2VX	David	VA	7	2
N3COR	Don	WPA	2	0
VE3DTR	John	ON	18	5
KK3F	Pat	MD	13	12
W3FAF	John	MN	13	1
VE3GNA	Glenn	ON	19	164
VE3GT	Larry	ON	2	0
K3IN	Pete	MD	4	1
WA3JXW	Dudley	EPA	3	0
K3MIY	Ron	WPA	20	2
N3ND	Dan	MD	1	0
K3RC	Bob	OH	20	5
N4ABM	Ole	VA	21	12
WB4FDT	Pip	MD	1	0
WX4H	Mort	FL	28	61
K4IWW	Will	NC	25	4
W4VFJ	Chas	NC	4	0
KA5NNG	Mike	AR	22	0
KX8B	Chuck	OH	17	0
WD8DHC	Mike	WV	4	2
WD8DIN	Sis	NC	8	0
K8GA	Jerry	GA	17	46
W8IM	Dean	FL	10	2
WB8KPE	Don	WV	11	0
K8KV	Ben	MI	20	8
K8LJG	John	MI	19	62
WD8PNL	Ron	FL	1	0
WD8Q	Henry	OH	12	19
WB8RFB	John	IL	13	18
W8RTN	Lee	MI	3	2
KA8WNO	Jack	WV	28	34
WB9JSR	John	MI	18	13
N9NY	Gregg	IL	3	4
K9PUI	Dick	IN	6	12

**HBN Totals FEBRUARY 2008**  
**QNI 588 -QTC 924-QSP 877 QND 1211**  
**Sessions 29**  
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February Top QTC		QNI	
N1OTC	324	N1OTC	324
VE3GNA	164	VE3GNA	164
KW1U	63	KW1U	63
K8LJG	62	K8LJG	62
WX4H	61	WX4H	61
K8GA	46	K8GA	46
KA8WNO	34	KA8WNO	34
WD8Q	19	WD8Q	19
WB8RFB	18	WB8RFB	18
NG1A	14	NG1A	14
W2EAG	13	W2EAG	13
WB9JSR	13	WB9JSR	13
N4ABM	12	N4ABM	12
KK3F	12	KK3F	12
K9PUI	12	K9PUI	12

**HBN MARCH TOTALS**  
**QNI 617-QTC 744-QSP 635 QND 1128**  
**Sessions 31**

HBN QNI MARCH				
NG1A	Fred	MA	17	38
AB1AV	Bill	NH	2	0
W1KX	Bill	ME	7	0
N1OTC	Jack	MA	29	197
KW1U	Marcia	MA	16	63
W1WCG	Van	ME	25	21
WA2CUW	Tom	NJ	2	0
W2EAG	Mark	MA	24	14
K2GWN	Jack	NY	1	0
W2MTA	Bill	NY	30	11
W2PL	Phil	NY	1	0
K2TV	Bob	NY	16	2
K2VX	David	VA	6	0
K3CHP	Joe	DE	1	0
N3COR	Don	WPA	1	0
VE3DTR	John	ON	19	2
KK3F	Pat	MD	20	1
W3FAF	John	MN	16	1
VE3GNA	Glenn	ON	18	48
VE3GT	Larry	ON	1	0
K3IN	Pete	MD	9	7
WA3JXW	Dudley	EPA	9	2
K3MIY	Ron	WPA	13	9
N3ND	Dan	FL	1	0
K3RC	Bob	OH	23	4
N3SW	Scott	EPA	1	1
N4ABM	Ole	VA	26	16
WB4FDT	Pip	MD	1	0
WX4H	Mort	FL	29	64
K4IWW	Will	NC	28	11

W4TY	Art	VA	2	0
W4VFJ	Chas	NC	2	0
KB5GXD	Angelo	MO	1	0
KA5NNG	Mike	AR	27	9
K6YR	Rob	CA	4	0
KX8B	Chuck	OH	9	2
WD8DHC	Mike	WV	1	1
WD8DIN	Sis	NC	17	1
K8GA	Jerry	GA	21	37
W8IM	Dean	FL	9	1
WB8KPE	Don	WV	26	0
K8KV	Ben	MI	17	3
K8LJG	John	MI	29	118
WD8Q	Henry	OH	8	9
WB8RFB	John	IL	1	0
W8RTN	Lee	MI	3	1
KA8WNO	Jack	WV	29	38
WB9JSR	John	MI	18	11
K9PUI	Dick	IN	3	0

**TOP QNI/QTC MARCH**

N1OTC	197	W2MTA	30
K8LJG	118	N1OTC	29
WX4H	64	K8LJG	29
KW1U	63	WX4H	29
VE3GNA	48	KA8WNO	29
KA8WNO	38	K4IWW	28
NG1A	38	KA5NNG	27
K8GA	37	N4ABM	26
W1WCG	21	WB8KPE	26
N4ABM	16	W1WCG	25
W2EAG	14	W2EAG	24
W2MTA	11	K3RC	23
K4IWW	11	K8GA	21
WB9JSR	11	KK3F	20
		VE3DTR	19
		VE3GNA	18
		WB9JSR	18
		NG1A	17
		K8KV	17
		WD8DIN	17
		KW1U	16
		K2TV	16
		W3FAF	16
		K3MIY	13

**Happy Birthday!**

**April:** 5 WA8GZL; 6 WA3UNX; 7 K8KFJ; 16 N1PVP; 25 W1KX; 26 WA4DOX; 29 WB4FDT  
**May:** 17 N3AO; 22 K8LJG; 23 AA4AT; 24 AA2YV; 26 WA4YLO; 28 KA8WNO; 31 W8RTN  
**June:** 5 KG2HA; 6 K8SIW; 8 KW1U; 8 KC1DI; 10 WB8SIW; 12 WØUCE; 18 WA4SRD

**Treasurer's Report  
Ole, N4ABM, Treasurer  
HBN 2008 ACCOUNT**

BALANCE 1 JAN 08 \$194.37  
W8CPG 1/6/08 \$10.00  
K2VX 2/6/08 \$25.00  
W8RTN 2/27/08 \$15.00  
Pd Print 2/19/08 (\$23.68)  
Pd Post 2/19/08 (\$41.00)  
KA5NNG 3/3/08 \$15.00  
VE3DTR 3/6/08 \$15.00  
BALANCE 4 APR 08 \$209.69

Bruce, Dave, Lee, Mike and John; thank you.  
To make a contribution, please make check payable to  
Merritt W Olson, 12106 Stirrup Rd., Reston, VA  
20191-2104

**Thank you, Bob, K3RC,** for accepting the manager's position. HBN is now in good hands. -Sis WD8DIN

**Remembering the Titanic Tragedy 96 years ago**

In the spring of 1912, at age 22, an Englishman named Harold Bride landed a job as assistant wireless operator aboard the passenger ship Titanic.

*[Mr. Bride, being the only surviving wireless man, on April 19, 1912, was interviewed at the dock by a reporter for the New York Times. The following are excerpts from the interview, published in Old News, Landisville PA.]*

The radiotelegraph was a novelty, and the passengers kept the wireless operators busy with an endless stream of trivial personal messages to be sent ashore from mid-Atlantic. There were only two wireless men aboard the Titanic, and to stay on top of their work they had to keep sending twenty-four hours a day.

On the afternoon of Sunday, April 14, the wireless apparatus broke down. Bride and his boss, First Wireless Operator George Phillips, worked seven hours to fix it, while a huge pile of unsent "wish-you-were-here" messages was delivered to their radio cabin. By the time the equipment was repaired, night had fallen—a dark, calm, moonless night.

Both wireless operators were exhausted, but there was much work to do. Turning to Harold Bride, Phillips told him, "You turn in, boy, and get some sleep." Bride gratefully retreated to the sleeping quarters of the wireless cabin, where he collapsed on a bed.

The weary Phillips kept tapping out messages to the receiving station at Cape Race, Newfoundland. At 11 p.m. he was suddenly interrupted by a message from the Leyland liner Californian, bound from London to Boston. The Californian's operator was broadcasting a warning that ice had drifted into the shipping lanes.

The Californian was only ten miles away from the Titanic, so the warning came in loud and clear. It came in

too loud for Phillips, who was wearing headphones with the volume turned up high. The code signals stunned his ears like exploding artillery shells. Infuriated by the racket, Phillips tapped out an angry reply on his key: "Shut up, shut up! I am busy; I am working Cape Race!"

Forty minutes later, the Titanic struck an iceberg. ....In the wireless cabin, Harold Bride woke up. He would later recall:

"I was conscious of waking up and hearing Phillips sending to Cape Race. I read what he was sending. It was a traffic matter.

I remembered how tired he was and got out of bed to relieve him. I didn't even feel the shock [as the Titanic struck the iceberg]. I hardly knew it had happened until after the captain had come to us. There was no jolt whatsoever.

I was standing by Phillips telling him to go to bed when the captain put his head into the cabin.

"We've struck an iceberg," the captain said, "and I'm having an inspection made to tell what it has done for us. You better get ready to send out a call for assistance. But don't send it until I tell you."

The captain went away and in ten minutes, I should estimate the time, he came back. We could hear a terrible confusion outside, but there was not the least thing to indicate that there was any trouble. The wireless was working perfectly.

"Send the call for assistance," said the captain, barely putting his head in the door.

"What call should I send?" Phillips asked.

"The regulation international call for help. Just that."

Then the captain was gone. Phillips began to send "C.Q.D." He flashed away at it and we were joking while he did so. All of us made light of the disaster.

We joked that way while he flashed signals for about five minutes. Then the captain came back.

"What are you sending?" he asked.

"C.Q.D." Phillips replied.

The humor of the situation appealed to me. I cut in with a little remark that made us all laugh, including the captain. "Send S.O.S.," I said. "It's the new call, and it may be your last chance to send it." Phillips with a laugh changed the signal to S.O.S."

Phillips must have expected that he would quickly contact the Californian, whose wireless operator had so recently blasted his ears with code signals. But the operator of the Californian had just gone to bed for the night after switching off his equipment.

While he waited Phillips a reply to his S.O.S., he swapped jokes with Bride, who later recalled"

"We said lots of funny things to each other in the next few minutes. We "picked up" [contacted by wireless] first the steamship Frankfurt. We gave her our position and said we had struck an iceberg and needed assistance. The Frankfurt operator went away to tell his captain."

Bride and Phillips stopped telling jokes when they noticed that the Titanic was starting to sink. According to bride, "We could observe a distinct list forward."

Soon after he made this alarming observation, Bride was cheered by a lucky event: Phillips contacted a second

potential rescue ship, the White Star Liner Carpathia. Bride recalled:

"The Carpathia answered our signal. We told her our position and said we were sinking by the head. Her operator went to tell his captain, and in five minutes returned [to his radiotelegraph] and told us that the captain of the Carpathia was putting about and heading for us.

The captain had left us at this time and Phillips told me to run and tell him what the Carpathia had answered. I did so, and I went through an awful mass of people to his cabin. The decks were full of scrambling men and women. I saw no fighting, but I heard of it.

(Phillips continued giving the Carpathia fuller directions; Bride brought an overcoat to Phillips, slipped it on him while he [continued] to work. Bride noticed as he came back from a trip to the captain that they were putting off women and children in lifeboats and that the list forward was increasing. The water was close up to the boat deck.)

Bride: "He was a brave man. I learned to love him that night and I suddenly felt a great reverence to see him standing there sticking to his work while everybody else was raging about. I will never live to forget the work of Phillips during the last awful fifteen minutes." (Bride strapped a life belt to [Phillips'] back as Phillips was sending the message [to Carpathia] giving details of how they were doing.)

After giving a hand to twelve men, helping boost the last lifeboat down to the boat deck, he told Phillips that the last raft had gone.

Then came the captain's voice: "Men, you have done your full duty. You can do no more. Abandon your cabin. Now it's every man for himself. You look out for yourselves. I release you. That's the way of it at this kind of a time Every man for himself."

I looked out. The boat deck was awash. Phillips clung on sending and sending. He clung on for about ten minutes, or maybe fifteen minutes after the captain had released him. The water was then coming into our cabin.

From aft came the tunes of the band. It was a ragtime tune, I don't know what...Phillips ran aft and that was the last I ever saw of him alive. I went to the place I seen a collapsible boat on the boat deck, and to my surprise I saw the boat and the men still trying to push it off. I went up to them and was just lending a hand when a large wave came awash of the deck.

The big wave carried the boat off. I had hold of an oarlock and I went off with it. The next I knew I was in the boat. That was not all. I was in the boat and the boat was upside down and I was under it. I remember I realized I was wet through, and that whatever happened I must not breathe, for I was underwater. How I got out from under the boat I do not know, but I felt a breath of air at last.

[As the ship went down, the band was still playing.] Bride: "They were playing 'Autumn' then. I swam with all my might. I suppose I was a hundred and fifty feet away when the Titanic --on her nose, with her after-quarter sticking straight in the air -- began to settle, slowly.

Some splendid people saved us. They had a right-side-up boat, and it was full to its capacity. Yet they came to us

