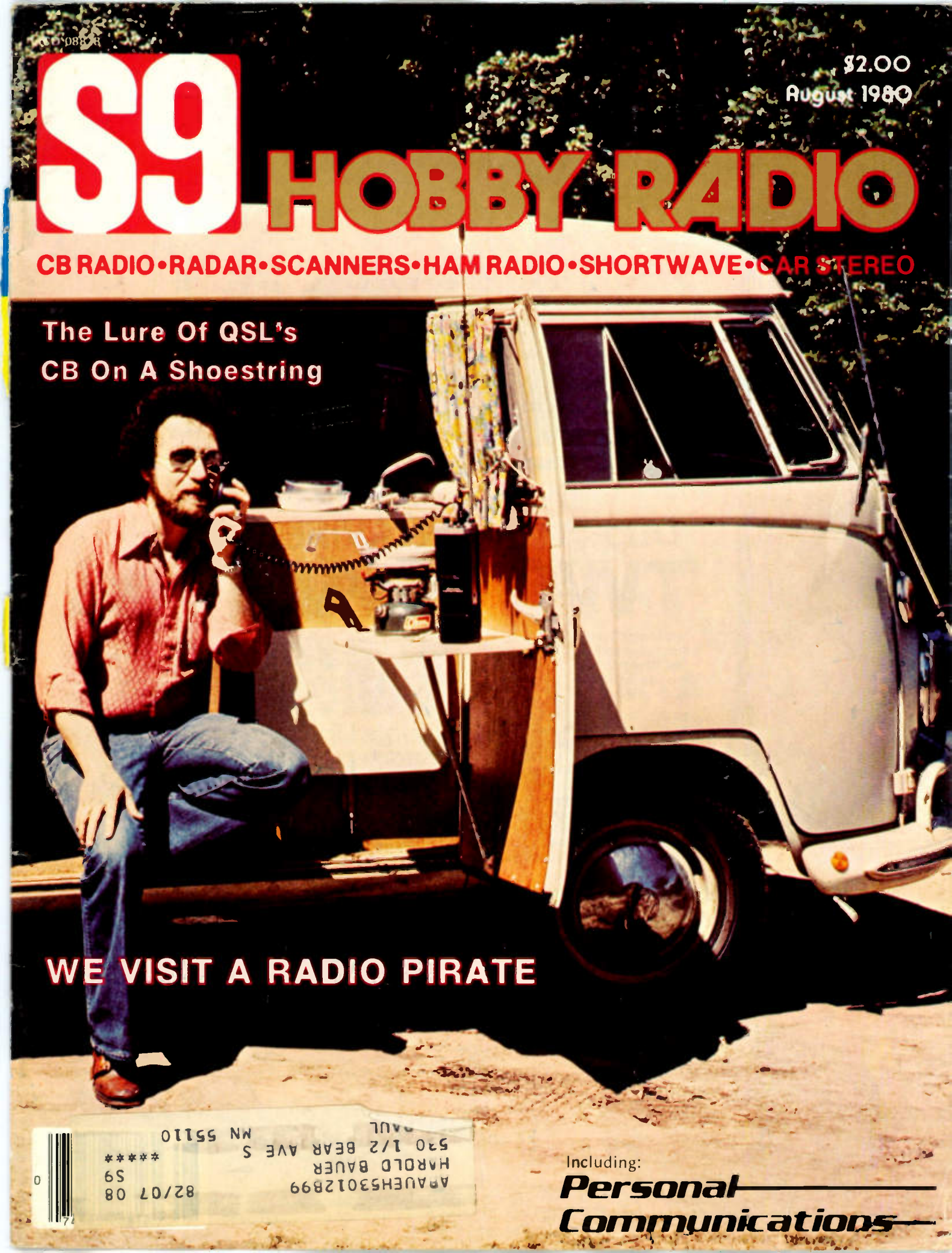

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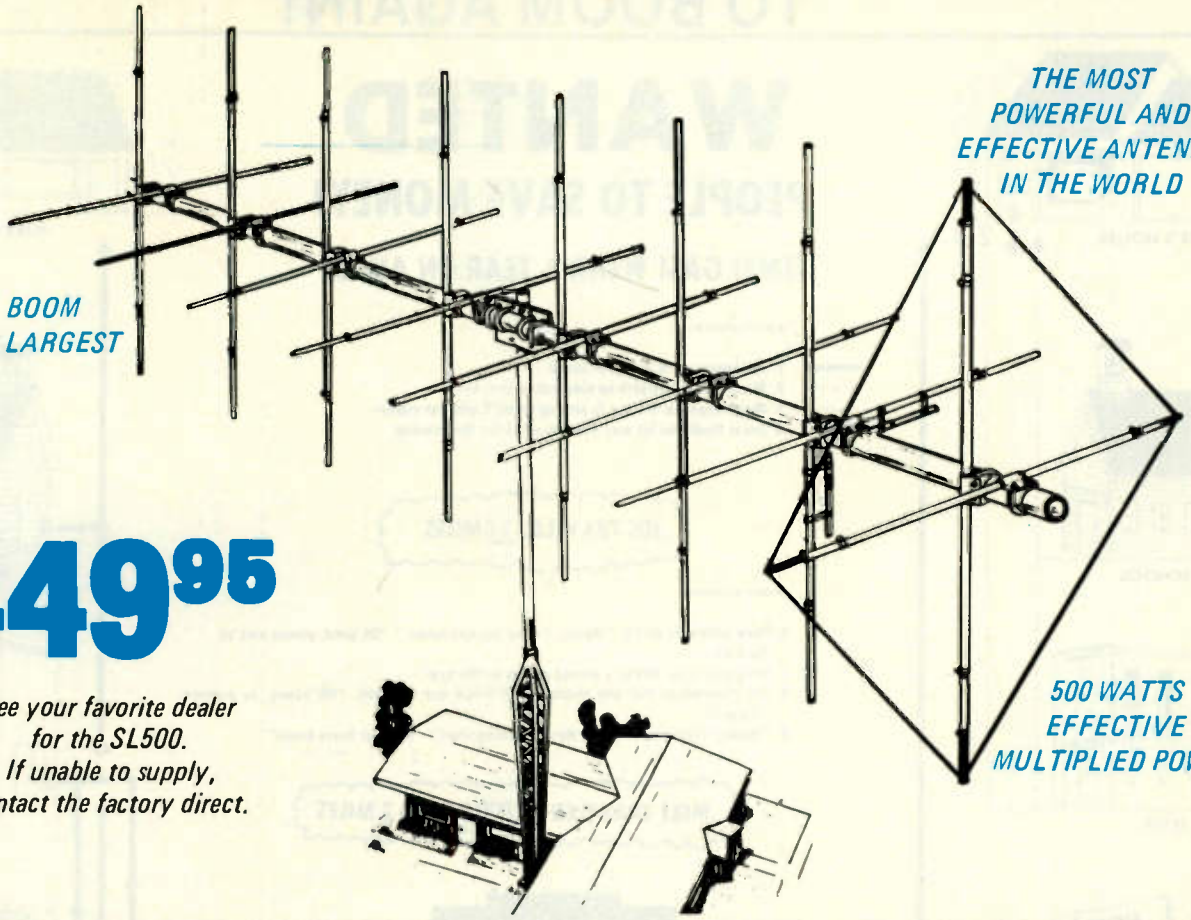

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New Fiberglass Spreaders	

Gain	18 dB
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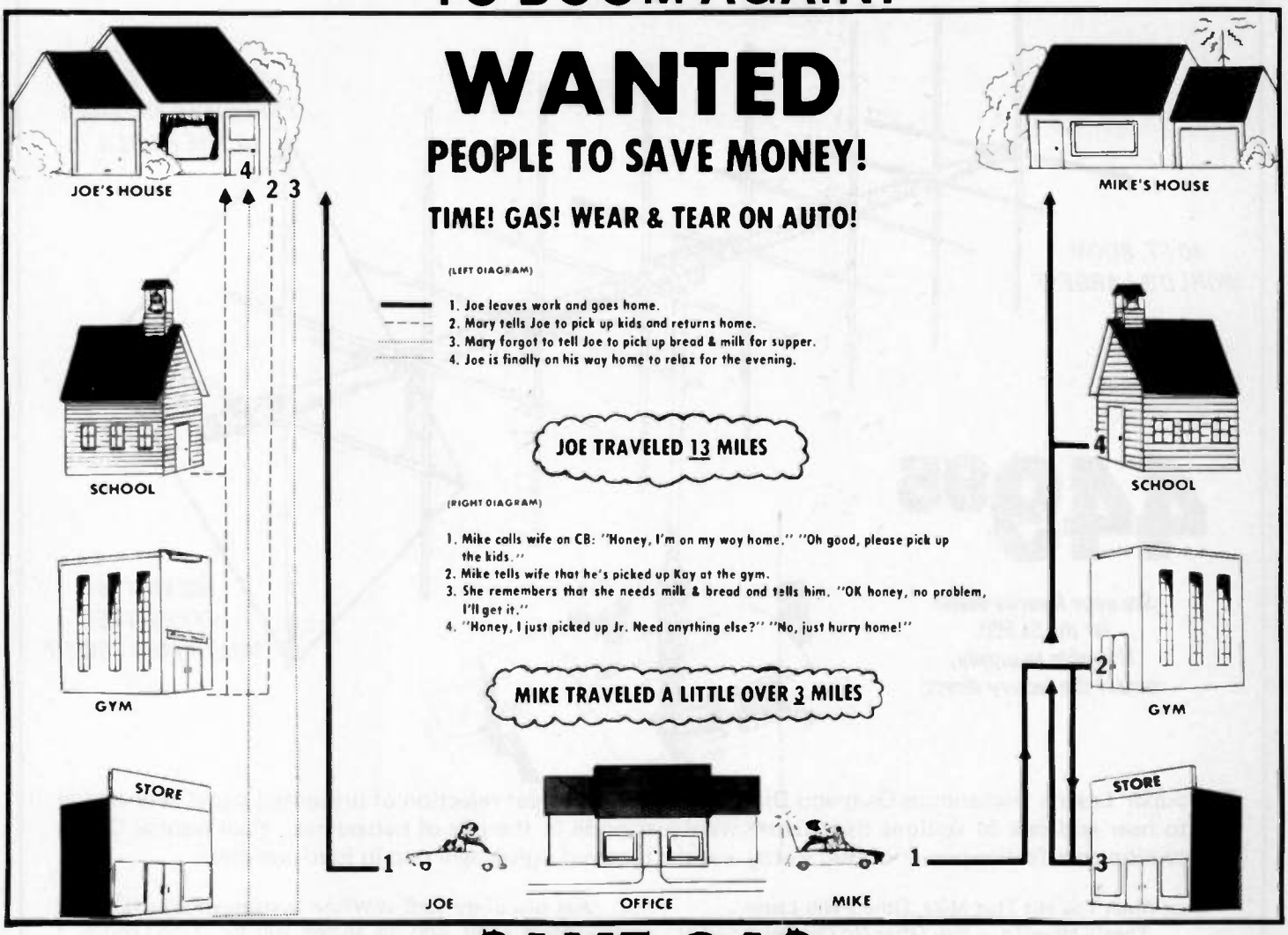

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AMERICA'S OLDEST AND LARGEST CB MAGAZINE

VOLUME 20 NUMBER 8 AUGUST 1980

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Special Features

Regular Monthly Features

Cover photo courtesy of Radio Shack

*Not included in the issue containing Personal Communications.

Personal Communications is a special supplement to S9 sent only to dealers and other members of the industry. This month it begins on page 27 of the special trade edition.

CB S9 NEWSWIRE

YOUR CB NEWSPAPER AUGUST 1980

Florida 'Mayday' message skips its way to Indiana!

Although he was more than 1,300 miles away, a Fort Wayne man and his citizens band radio were credited with saving the lives of two men whose ship had foundered off the coast of Miami, Fla.

David Rodebaugh picked up a distress signal from the two sailors and relayed it to Indiana State Police who, in turn, contacted the U.S. Coast Guard in Miami. A Coast Guard cruiser was chugging toward the disabled vessel.

Rodebaugh, a truck driver, said he was listening to his CB at 11:40 a.m. when he began picking up a "Mayday" distress signal from the small vessel.

"I listened for a while to see if anybody else was picking it up, but I didn't hear anything, so I got on my radio and tried to get back to them and I made contact," Rodebaugh said.

The two sailors told Rodebaugh they had departed Miami at 5 p.m. and were 35 miles northwest of Biscayne Bay when the ship engine stopped working.

"They said they were in 6- to 7-foot swells," said Rodebaugh, a four-year veteran of the U.S. Navy. "That is rather rough seas in a small craft."

Rodebaugh was able to learn that one of the men was Orlando Bollado, 40, and the other was a 24-year-old man whose last name was Yuque.

The two men pinpointed their location for Rodebaugh and he called city police, who referred him to state police. Officers at the Fort Wayne State Police Post contacted the Coast Guard and, about 3 p.m., a Coast Guard plane dropped the two men emergency supplies and a radio system with a beeper so that the rescue craft could follow the craft's location as it drifted.

A spokesman for the Coast Guard in Miami said the location of the craft was being closely monitored and a cruiser was expected to rescue the two men.

As for Rodebaugh, he was tired and relieved after a long day of monitoring his radio for further details of the sailors' plight.

"When things come up as quickly as that did, you don't always think as clearly as you could, but we did get the important things taken care of," Rodebaugh said.

"I'm thrilled to death that these fellows have been contacted and that they'll be brought in safely," he said. "Being out to sea, I know how lonely it gets out there."

Mich. CB'ers Sing About The 'Crafty Lady'

You can catch "Crafty Lady" on the radio.

That's not unusual for a CBer, except you can also catch her on your ordinary ol' broadcast radio—you know, the one you can't talk back on.

Crafty Lady is the handle of Jean Moberg and also the name of a recorded song about her which is getting some play on Michigan radio stations.

The upbeat country ballad tells the story (with some artistic license) of how she helps eighteen wheelers and other travelers around the I96-U.S. 23 interchange area as a member of the Brighton Community Watch (BCW) on channel 19.

The chorus goes:

"Breaker one-nine, shouting for the Crafty Lady.

"Here's a song for you from the boys on the road.

"On the lonely road, in the dead of night,

"Your Voice comes through like a guiding light.

"We're down, with the hammer down, going home."

The song was written by David "Frog" Tamulevich of Redford Township and Michael "Lonesome Polecat" Hough of Whitmore Lake and recorded as a single release and in an album for their singing group, "Mustard's Retreat."

The two heard Jean on the air while traveling home to Ann Arbor from a performance in Flint three years ago and were so impressed by her and how she was helping others that they composed the song.

Crafty Lady (who gets the handle her interest in crafts) is enjoying the record, but is a little embarrassed about it.

"It's a big honor, but I don't believe it all," she says. "It really is what CB radio is all about, helping others."

Much of the time Jean and other BCW monitors just chat with the likes of "Cobra," "Moon Shadow," "Cuddly Bear," "Pioneer," "Buster Brown," "Papa Duck," and other truckers and motorists who regularly travel the stretch.

But BCW has monitors in a wide area, including bases in Whitmore Lake, Hartland and Howell, who frequently pick up calls for directions, police, wreckers, medical aid and all the other situations where travelers need help.

"Don't just talk about me," she pleads. "Why, 'Morning Glory' monitors 14 to 16 hours a day on channel 9 and others put in many hours on 19, too."

By the way, her better half, Bob—"High Fire"—approves of her pasttime. He was the one who got her started listening on 19.

For Information About Our Advertisers...

Paducah (Ky.) REACT Puts Sheriff on CB

The Paducah REACT team dedicated a CB radio base station for use by the McCracken County sheriff's department and made Sheriff Ray Elliott and his deputies associate members of the organization—a move which the team hopes will not only deter crime but provide 24-hour emergency coverage and bolster declining REACT membership.

Mike Durr, president of REACT in McCracken County, said a story published on Elliott's CB idea convinced him the department was seriously interested in using CBs to deter criminal activity, and led to the two-part endeavor.

Because of a continuing drop in REACT membership, Durr said, his organization no longer is able to monitor the emergency frequency adequately, particularly at night —the time sheriff's deputies can best take part in the program.

In addition, the REACT organization has signed an agreement with the sheriff's department to provide its members to monitor the department's base CB full-time during any disaster. "That will give us hand-to-hand communication," he said.

Durr contacted several local businesses which sell CBs and received donations of various base station components which are now being used by the sheriff's department.

"We felt like this would give them a little more power and range and would be more effective than a mobile radio," he said. "The system is owned by REACT, but it is theirs as long as they want it. We installed it and will maintain it."

The base station replaces a small, mobile CB unit which Elliott had been using to monitor calls from local CB users. The sheriff initiated the idea, which he copied from a Michigan sheriff's department, to give residents the opportunity to quickly forward information about crime, emergencies, accidents and other happenings to the sheriff's office.

Durr said he is pleased and not at all surprised at the success the department has had in the short period of time it has used CB communication. Elliott initially said he expected some abuse of the system (through crank calls) and would discontinue it if the abuse became serious enough. "We haven't had one bad call," he said this week, adding that such things as wrecks, fires, prowlers, motorists' troubles and even a bomb threat have been received by his office via CB.

The REACT team, which monitors Channel 9, has experienced almost no abuse in the past couple of years, Durr noted. He said he has been involved in only three crank calls in two years and for that reason was confident the system would work for Elliott.

The base station gives the advantages of being more versatile and reliable than the previous mobile system, Durr explained. The new system provides a desk microphone and runs off normal 110-volt power lines rather than a battery, which powered the mobile unit, he said. Range and reception also should be improved with the base station, Durr noted.

Some of Elliott's deputies have CBs in their patrol cars and the REACT team continues to forward emergency and crime calls it receives to the department. Durr said having deputies as associate members will make REACT operate more efficiently, especially in light of its declining membership.

"One of our goals is 24-hour coverage, or at least to strive to provide it," Durr said. "This does give us that ability."

Effective monitoring of the emergency frequency is becoming more difficult since fewer and fewer CBers wish to devote the minimum three hours of listening time per week. Gloria Pittman, secretary-treasurer of REACT who spends eight to 10 hours daily monitoring Channel 9, said Paducah REACT needs 42 members and currently has only 12 active participants. To make matters worse, she said, membership is expected to decline to eight in early 1980. "The monitors we have now are very good but a lot of people just don't want to give the time," she said.

REACT monitors Channel 9 from 7 a.m. until 9 p.m. each day and has been in existence for about five years. The organization handled 1,133 calls during the first six months of 1979 in 3,076 monitored hours. Mrs. Pittman said 98 percent of calls forwarded to the sheriff's department were legitimate and the remaining 2 percent usually turned out to be reports of stalled automobiles which had been moved by the time deputies got to the scene.

Ms. Pittman said any local residents interested in joining Paducah REACT should contact the organization at P.O. Box 1663, Paducah, Ky.

ARE YOU A GOOD OPERATOR? BE ONE— IT'S EASY!

Best communications practices dictate that, whenever possible, AM and SSB transmissions be isolated from one another on different frequencies. Sidebanders predominantly utilize the following channels (although there are local variations): 16, 17, 18 and 31 through 40.

AM operators are requested to avoid use of these channels, and, likewise, Sidebanders are requested to confine their operations to those frequencies which are normally used for Sideband operators. It is only through voluntary mutual cooperation in matters such as these, that maximum usefulness of both modes of operation, AM and SSB, can be achieved.

CB Plot Foils Wrong-Way Driver

Two tractor-trailer drivers in Arkansas, using their CB radios, ordered other motorists on Interstate 30 to follow them, forcing a wrong-way driver off the highway.

Hot Spring County deputy sheriff Jim Draper said the situation "could have been real messy" if the two truckers hadn't intervened.

The drivers spotted a motorist heading west in the eastbound lane and decided to stop him, Draper said.

"They got on their CB radios and told everybody to get behind them.

"Then they pulled up alongside each other and agreed to either take the hit or force the motorist off the road," Draper said.

When the driver of the wayward vehicle came over the crest of a hill about two miles east of Malvern, he had to choose between driving into the two trucks or into the median.

"He chose the median and skidded about 110 feet before coming to a stop," he said.

The truck drivers waited with the motorist until police arrived.

Jerry Alvin Parker, 30, of Benton, Arkansas, was charged with driving while intoxicated, Draper said.

Draper said he wanted to buy the men breakfast, but they disappeared down the road before he could issue the invitation.

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coming events

AUGUST

Medicine Hat, Alberta 13th Annual A.G.R.S.A. CB Camporee, August 1-4. Held at Woofrey's Coulee. To help celebrate the Province of Alberta's 75th anniversary. For more information and pre-registration forms, contact the Gas City CB Radio Club, P.O. Box 36, Medicine Hat, Alberta, Canada

Lake Selmac, Oregon I'll Drink To That Club Camp Out, August 1-3. Camping, food barrel, children's prizes, games, races, Sunday breakfast. For more information contact Big Foot, 135 Fern Valley Road No. 94, Medford, Oregon 97501

Kenova, West Virginia Citizen Band Amateur Radio Festival, August 2-3. Sponsored by the Valley Sideband Association; all proceeds go to the building fund of the co-sponsor, the Cabell-Wayne Association of the Blind, Inc. Trophies, prizes, card game, country & western and gospel music. For information about table set-up call William, 523-1079 or Charles, 886-5474

Lowman, New York 7th Annual CB Campout & Jamboree, August 16-17 at Gardener's Campgrounds. Eight hours of country music each day, prizes, food and beer on grounds, dance, QSL barrel, trophies. For advance tickets contact Betty Shaffer, R.D. No. 2, Athens PA 18810; phone (717) 882-9613

Ventura, California 4th Benefit Jamboree, August 22-24, Ventura County Fairgrounds. For Retarded Children Fund. Sponsored by the Oxnard-Port Hueneme CB Radio Club. For more information write Oxnard Port Hueneme CB Radio Club, P.O. Box 2386, Oxnard CA 93034

Auburn, Nebraska 3rd Annual MD Coffee Break—Safety Rest Area, 2 pm Saturday August 30 to 6 pm Monday

(continued on p. 69)

CB NEWSWIRE

CB to the Rescue!

Garry Throckmorton, his wife and two small sons left Cincinnati (Ohio) at 5 p.m. the Friday before Christmas. Their destination was Salem (Va.) where they would visit briefly with his parents before returning to Cincinnati for Christmas.

The Throckmortons' journey led them through Pearisburg (W. Va.) and on toward Blacksburg on US 460. It was a cold night, with few cars on the road. The Throckmortons were trying to travel as far as they could without having to stop for gas. Unknown to them as they traveled, a carburetor problem was draining their tank at a faster rate than normal.

They picked up a trucker as an informal escort on the highway and he assured them that gas would be available for them in the Blacksburg-Christiansburg area despite the fact that it was now approaching 2 a.m.

On the bypass, on the outskirts of Blacksburg, the Throckmortons' car ran out of gas. The trucker they had been traveling with stopped and said he would call the police and then left.

When no help arrived from the police, Throckmorton began calling for help on his CB radio. "I tried to get help on Channel 9 and then I tried Channel 19," Throckmorton said. "Instead of getting offers for help, most everyone just rode me for running out of gas at that time of the night. I began going through all the channels."

Several miles farther on U.S. 160, Blacksburg resident Ray Jennelle was talking to a friend via radio. "It was a Friday night and I didn't have to work the next day," the Appalachian Power Company customer relations representative said.

"Throckmorton broke in and said he had run out of gas and wanted to know if anyone could help. We called the Blacksburg Police Department and waited a reasonable length of time, but they didn't come out. They said all their units were tied up."

Jennelle said he told Throckmorton he would bring him enough gas to get to a gas station. Fortunately, Jennelle had gas in a can to use around the house and he and his wife, Marie, were soon on their way to the Throckmortons on the bypass.

Before leaving, the Jennelles had called Throckmorton's parents in Salem to assure them their son and his family were safe and would soon be on their way.

After buying gas at a local station, the Throckmortons continued toward Salem. "I talked to him at different intervals on his way to Salem," Jennell said. "And I talked to a fellow in Roanoke, gave him Garry's mother's number and asked him to call her and tell her Garry was on his way and should be home within the hour. I talked to Garry until he pulled into his parent's driveway in Salem."

"I was impressed that the gentleman was interested enough to try to get other people to listen for us." Throckmorton said of Jennelle. "I'm originally from Virginia and I've always had the feeling that people down that way had a tendency to be more friendly," Throckmorton said from his office in Cincinnati.

"He had really done me a good deed and it actually made our Christmas. We could have been stranded until late Saturday and our trip could have been ruined. I certainly appreciate his taking the time and trouble to do that for us."

"We were just glad to help him out," Jennelle said. "We had a son and two nephews on the road at that time. We thought about them when we helped out Garry. I know how it is to be out on a strange highway at night. We were more than glad to give a helping hand, especially with those little children in the car."

The Jennelles actions would be commendable enough if their assistance to the Throckmorton family were an isolated incident. For them, however, it was merely the most recent opportunity they have had to be of service. "We've had the opportunity to help a lot of people out," Jennelle said.

On several occasions, Jennelle's sideband rig has enabled him to relay messages from stranded vehicles. One of the instances involved men stranded on Poor Mountain near Roanoke while another involved similar circumstances near Mountain Lake.

"We have relayed messages from as far as Ohio," Jennelle said. The relays often involve information about illnesses in travelers' families or road conditions. Most of the relays are from people they don't know and will probably never meet.

"It gives you a lot of satisfaction to help these people out," Jennelle's wife said. "It gives us such pleasure or more to know you are doing a good deed, even though you never see them or hear from them again. I'd say too that there are a lot of people who would have done the same thing we did."

Dims Battery Burglary

Some Southeast Hills residents in Huntington, (W. Va.) still have batteries in their vehicles, thanks to an alert off-duty police dispatcher.

Police recovered 12 batteries when they stopped a flatbed truck, said Sgt. John Noble, evening patrol shift supervisor.

Three persons, including a juvenile, were arrested in the incident, police said.

The episode began when police dispatcher Butch Peyton was driving near his home, Noble said.

"He noticed the hoods up on some cars and saw a truck take off," Noble explained. Peyton told his wife via CB radio to notify the police that someone was stealing batteries, and then he pursued the truck, the sergeant said.

With Peyton directing police on his radio, the truck was halted a few minutes later, Noble added.

"Without him, they would have gotten away with all the batteries," he said.

Charged with petty larceny were Danny Pinson, 32, Chester L. Burton, 21, and the juvenile.

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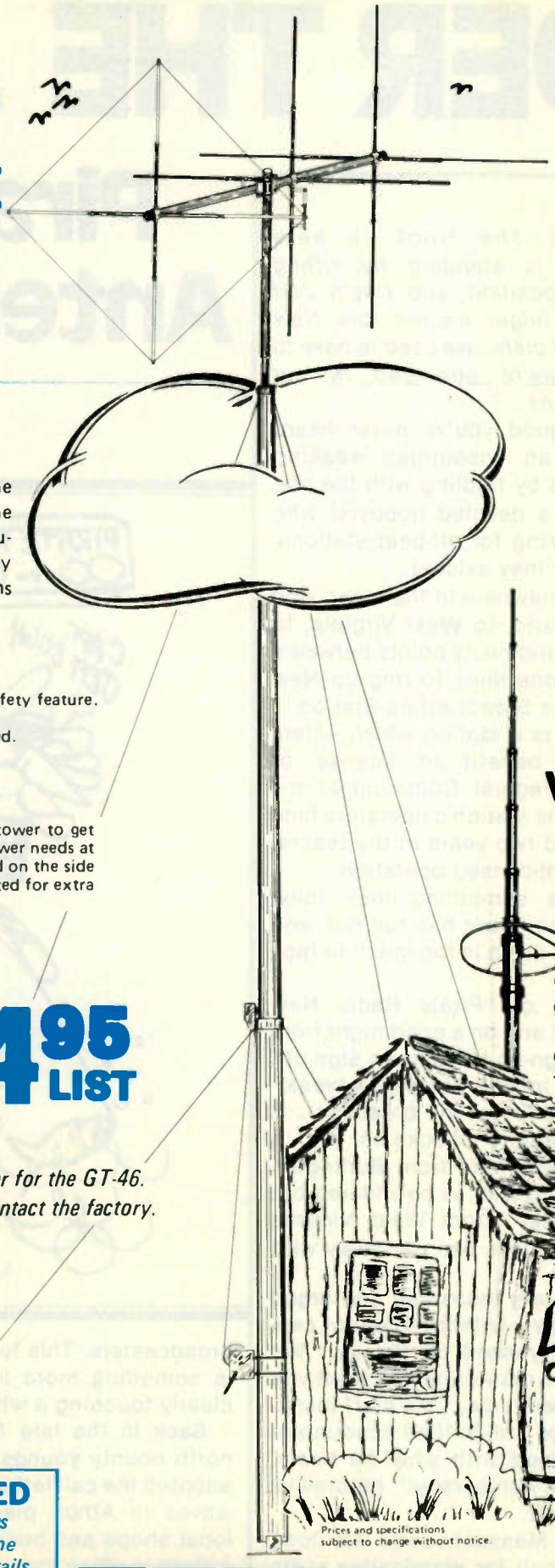

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UNDER THE JOLLY

Pirate Radio Antenna In M

by Dave Bea

"I'm The Meatball...The Hook is here tonight...Mr. Electricity is standing by...sitting by...well, in a relaxed position...and Cap'n Jeff Bligh is whippin' that finger around this New England dial! We just got dials...we used to have to crank 'em...but now we're advanced in our telephone communications..."

Chances are pretty good you've never heard them. Unless you're an insomniac seeking surcease from weariness by fiddling with the dial of your clock radio, or a devoted hobbyist who prowls the airwaves looking for off-beat stations, you probably never knew they existed.

But exist they do—somewhere in the night. And loyal listeners from Ontario, to West Virginia, to Ohio, to North Carolina, and many points between, regularly take to the phone lines to ring up New England's very own Pirate Broadcasting Station.

A "pirate," of course, is a station which enters the airwaves without benefit of license or authorizaton from the Federal Communications Commission. If caught, the station's operators face stiff fines of $10,000, and two years in the federal pen, for each count of unlicensed operation.

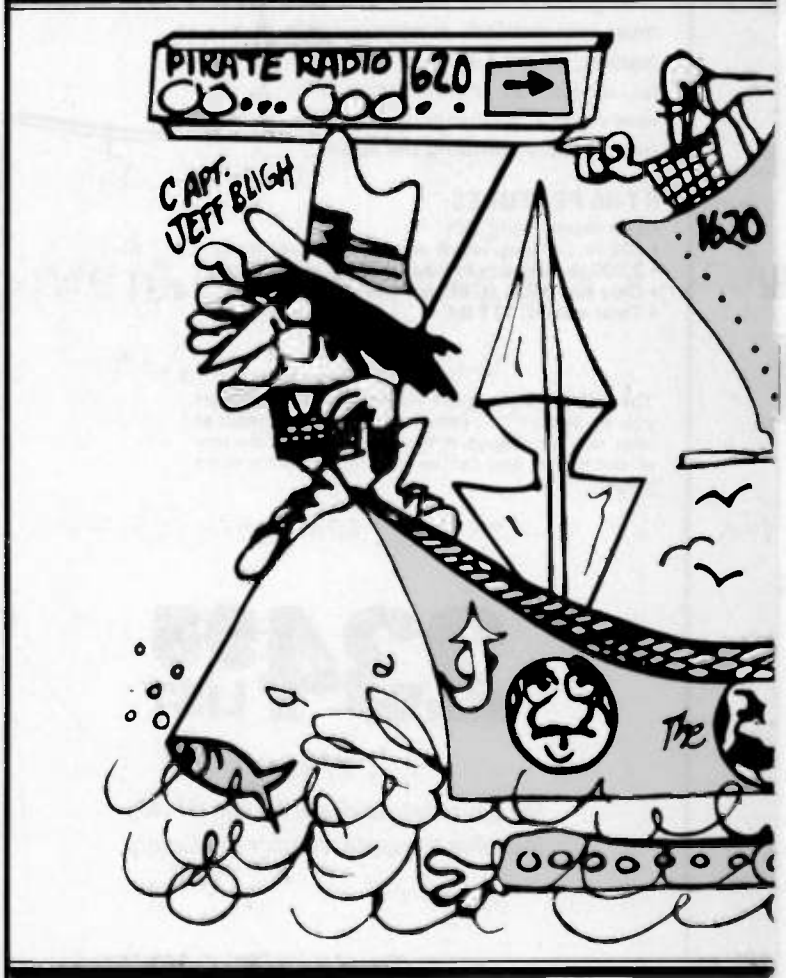
Yes, they admit, it's something they think about—but only when the liquor has run out, and the light of an impending dawn is too much to face on a queasy stomach.

"They" are the staff of "Pirate Radio New England" (PRN for short); and on a good night,from the station's midnight sign-on to its dawn sign-off, the telephone calls pour in with scarcely a break.

Consider the log of one recent broadcast. A faithful listener from Ontario checks in with a signal report. Another old friend from Burlington phones in his latest ethnic joke. A bewildered but delighted "first-time caller" from West Virginia wants to know "how you guys can get away with this!"

Reticent "first-timers" are reassured and urged to speak their minds freely—without threat of censorship or fear of being yanked off the air. "We have no tape delay and no restrictions on what you can say; this is totally free radio," the staff insist. Back in West Virginia, the still-baffled accountant seems increasingly pleased with what he hears. "I'd say that's a real true democracy!" he drawls. "You bet!" says Cap'n Jeff.

For obscure reasons, Massachusetts has long been a favorite port of call for clandestine radio



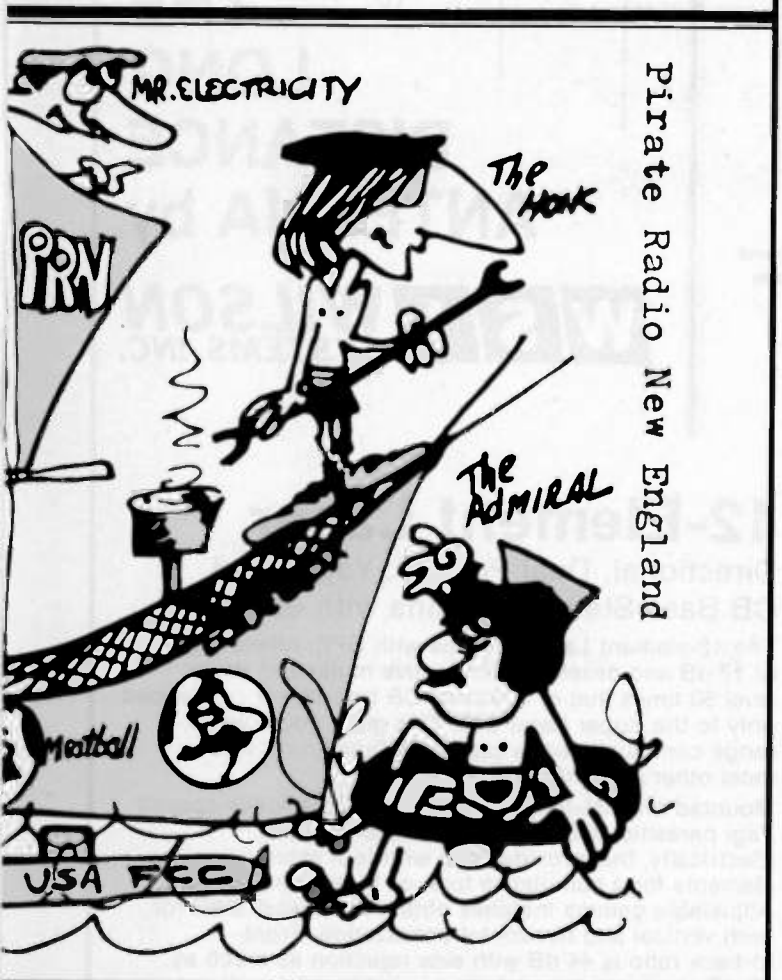
broadcasters. This latest incarnation of the breed is somethng more like a re-incarnation—though clearly touching a whole new order of magnitude.

Back in the late fifties, a pair of enterprising north county youngsters bult a radio transmitter, adopted the call letters "KMAJ" and took to the airwaves in Athol, playing phonograph records to local shops and businesses. By the time the feds arrived to close them down, almost a year later, the

"ROGER-ROGER"...

Ship Hoists lassachusetts

uvais, K1JPP



kids were actually airing commercials and turning a profit from their little bedroom station!

The cultural ferment of the sixties brought out a whole flotilla of pirates. The action began in force in 1966, when a teen-ager somehow acquired a military surplus transmitter, strung a wire out a bedroom window of his parent's home, and began broadcasting—live and uncensored—to greater Worcester.

Complaints from local licensed interests mounted when the young pirate literally began to pull their youthful audience away with his own special brand of ribald humor and psychedic rock. Those howls brought the FCC on the run from Boston—and yet another unlicensed station was plucked from the airwaves.

It was also during this period that two college stations—one of them across the street from the young pirate, the other across town at a famous technical institute—took to the public air by the simple device of attaching long-wire antennas to their closed-circuit, carrier-current transmitters. Signals which were meant to be confined to dormitory A.C. power lines were suddenly being beamed at least as far afield as Boston. No action was ever taken by the FCC, due to the infrequent nature of those college capers.

And yet, with all due respect to the state's heroic pirate traditions, the 1980 version is something else again. PRN *is* different. It is powerful; the voices and equipment are professional; the telephone-line arrangements are particularly sophisticated; and the transmitter is moved with each broadcast (most likely by means of a camper or van) to evade capture.

Clearly, this is not your basic case of kids playing records over a modified walkie-talkie. The station boasts a heftier signal than many commercial broadcast stations can manage.

Telephone calls from mostly delighted and amused listeners bulk out much of the typical PRN broadcast—at least when the studio antics of the lunatic staff subside enough to permit some semblance of dialogue with the outside world. If spontaneity rules, chaos definitely reighs on "PRN Mountain" (the station's mythical and moveable transmitter site).

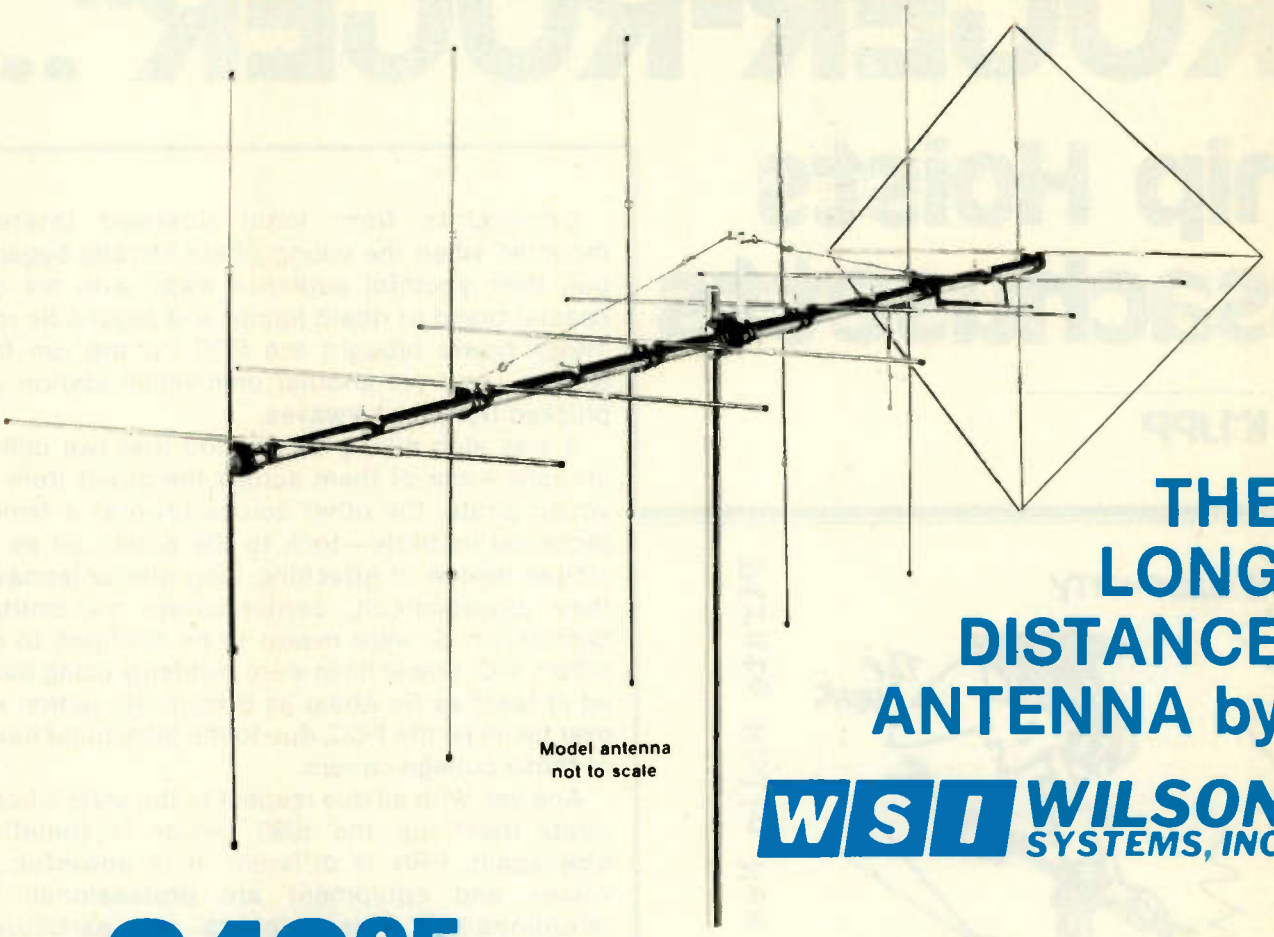
Mr. Electricity steps in the "sacred PRN popcorn bowl" and is banished to the wine cellar for punishment. Horrible churning and gurgling noises soon emanate from the dungeon.

It is discovered that one of the space transmitting tubes has mysteriously filled up with water, and now resembles a humpbacked goldfish bowl.

A listener phones in with a "fun number" for the staff to call. They dial it up, and find themselves in touch with a thoroughly bored operator, who reads them a prepared text on how to obtain a monthly listing of "hundreds of hot and horny women in

...Use S9 READER SERVICE

WILSON SYSTEMS, INC.



Model antenna not to scale

THE LONG DISTANCE ANTENNA by

WSI WILSON SYSTEMS, INC.

249.95 LIST

12-Element Laser

Directional, Dual Polarity, Yagi-Quad CB Base Station Antenna with DPE*

The 12-element Laser antenna with DPE, offers a gain of 17 dB and develops an effective multiplied power level 50 times that of a normal CB transmitter . . . second only to the Super Laser 500. This gives you a wider range communications capability than found with most other antennas.

Mounted on a 31-foot boom are 10 scientifically-spaced Yagi parasitic elements, and a Quad reflector. Electrically, this provides you with four more parasitic elements for a cumulative total of 14 elements! Adjustable gamma matches obtain the lowest SWR for both vertical and horizontal polarization. Front-to-back ratio is 44 dB with side rejection as much as 45 dB.

Aircraft quality aluminum is used, and Wilson engineering gives you an unparalleled safety factor — a 400 times safety factor — since as much as 2 kW of power can be handled without burnout. You get long lasting dependability and top performance.

Specifications

Gain: 17 dB over isotropic
Front-to-Back Separation: Up to 44 dB
VSWR: 1.1 to 1, SWR adjustable
Vertical-to-Horizontal Separation: 20/25 dB
Power Handling Capability: 2 kW
Power Multiplication: 50 times
Bandwidth: Less than 1.5 to 1 over all 40 channels
Windload Area: 10.5 square feet
Boom Length: 31 feet
Longest Element: 18 feet
Weight: 43 pounds
Quad Element: Fiberglass insulation

Prices and specifications subject to change without notice.

DEALERS WANTED

Wilson Systems has openings in all areas for dealers. Call the factory direct for complete details.
(702) 739-7401
Toll Free #800-634-6898

WSI WILSON SYSTEMS, INC.

4286 S. Polaris Avenue
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(702) 739-7401
Toll-Free Order Number 800-634-6898

your area!" Barely controlling their hysteria, the staff finally inform her that she's on the air live to North America. The poor operator very nearly croaks on live radio—whether from rage or from sheer terror is not clear.

Indeed, if PRN's programming depends heavily on this sort of telephone input, the pirates' ability to pull it off without detection remains one of their more professional achievements. PRN's changeable telephone number is always in the New York City exchange (area code 212); and is part of a "loop line pair," a set of telephone company test numbers in which all callers are able to communicate with each other over an open circuit. How the pirates manage to bypass billing for such long stretches of interstate telephone traffic is not clear. The staff deny that they are using illegal "blue-box" equipment.

Another caller. This one is a British musician from a New Wave group (The Specials), sitting in his New York City hotel room after a gig. Fiddling with his radio, he has found the station by chance at the top of his dial. He chats with Cap'n Jeff about pirate broadcasting in England, and about the current state of rock revival. He says he'd very much like to visit the station, maybe do a live broadcast when he plays upcoming gigs in Worcester and Boston. Wild laughter fills the PRN studio-trailer.

With its philosophical commitment to free, uncensored and unregulated radio broadcasting, PRN may in fact be just a bit ahead of its time. The FCC is currently pondering a sweeping deregulation of the radio industry—specifically, a removal of all government restrictions on the *content* of broadcast communications, even though technical control over frequency allocations will be kept to avoid ruinous co-channel interference.

If deregulation comes to pass, the only limits on a broadcaster's freedom to air anything and everything that the pirates *already* air will be the pressures of the commercial marketplace. A self-financed broadcaster (which is just what any pirate has to be) would not be subject even to those pressures.

For all the potential for zaniness and mad capers, deregulation may well set us on the verge of a noble experiment in "real true democracy," as PRN's West Virginia listener aptly termed it. Broadcasters would remain subject to the libel laws which also govern media, but would finally share with newspapers and magazines a totally unrestricted range of permissible content, language and political expression. Considering the spectrum of expression which lies between the *London Times* on one extreme, and *High Society* magazine on the other, that would be some freedom indeed.

Refreshingly outrageous, human-sized and spunky, the station quickly becomes a pleasant addiction. But their always-random schedule, usually totalling no more than one or two broadcasts per week, suddenly appears to have suffered further cutbacks.

What happened? Did one very angry, pajama-clad FCC official, (whom they had "playfully" routed out of bed at 1 a.m. during a broadcast), finally descend on PRN Mountain, kick in the door, and commence horrible acts of dismemberment on our sotted band of brigands?

Well, not quite. But close. As this article was being prepared for press, we magically received a telephone call from the very pirates themselves—the whole damned Davey Jones Quadrivium in a single conference call.

Authorizing us to disclose that they indeed have a transmitter base in Massachusetts, the PRN staff insisted that their primary mission is national rather than local. They want to do their part to "wake people up" to the true extent and value of America's freedom of expression; and they want to share with their far-flung listeners some of the intrigue and fun that *they* experience in putting these peripatetic radio road shows together. "If you only knew how much we all have to drink to get ourselves up for doing this..." confides Cap'n Jeff. (Well, mate, who ever heard of a dry pirate?)

Still, the break in transmissions did have a basis in prudence. Feeling some heat from investigations inside and outside government offices, the PRN staff decided to "take a bath" for a bit.

But with so much invested in time, energy, equipment and "networking," it seems barely likely that PRN has been laid to its final watery grave (drowned transmitter tubes notwithstanding). In the immortal words of Cap'n Jeff, "When you've got pirate radio in your blood, anything can happen...."

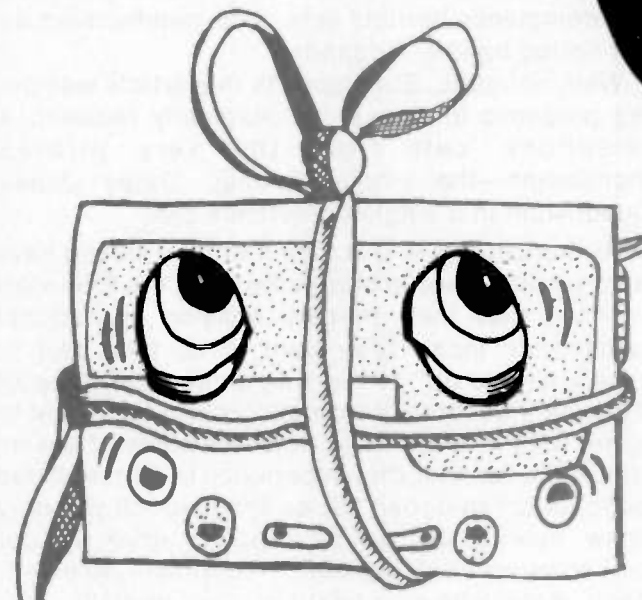
And probably will. For at dawn, at the conclusion of each broadcast, with strains of Barry Manilow swelling beneath their sign-off tape, the staff of Pirate Radio New England swore a solemn oath to their far-flung North American audience:

"PRN is owned by no one, and operated by no one. And if you ask, we'll deny our very existence. But we'll be back. Just tune in. We'll be back...somewhere...in the night..."

In rural Ontario, in the mountains of West Virginia, on the flatlands of Ohio, this very midnight, dozens of radios are tuned to the quiet static of clear channel 1620, their loop antennas pointed expectantly toward New England; their listeners, a growing network of mutual friends,waiting, waiting patiently, for the inevitable.

Eat your heart out, Abbie Hoffman—who said nothing interesting ever happens in your home town?

"CB" ON A shoestring



Limited Budget? Here Are Some Ideas On Getting On The Air With Relatively FEW GREENSTAMPS!

By Paul Vogt

Back in the pioneer days of CB it certainly seems that, with only a few exceptions, there was one basic type of CB transceiver. You could turn it on and off; it had a squelch, a volume control, a channel selector. You could talk on it; you could hear on it. Color it inexpensive.

Of course those were the days when CB operators were as scarce as Eskimos in Ecuador; nobody knew about state-of-the art refinements and that sort of thing. Actually, the majority of manufacturers were probably putting together limited production runs which were sufficient to meet the demand. I suppose that by now the awkward child has grown up. The humble and simple rigs of yesteryear have given way to specialized rigs designed for installations in trucks, vans, on motorcycles. To add spice to the market, you can go all out with things like single sideband, get rigs with built-in digital clocks, all sorts of fancy metering functions, PA systems, desk mikes, designer styling, and other really appealing features. Picking and selecting the right combination of these features in the rig you are buying is part of the enjoyment of CB radio. And every CB operator has that dream station, with the fancy antennas, in the forefront of his or her mind. Eventually most of us seem to be able to manage to put it all together, although at a price which can put a slight dent in the family budget.

And there are some people who just never seem to be able to put together enough additional money to get that mobile rig in the second car, or the base station at the summer cottage; and there's no doubt about the fact that some people are scrimping and saving nickels and dimes just to get that first base or mobile station—firmly convinced that until they can plunk out $600 or more then there's no point in bothering with getting on the air at all. How wrong this is! Let's not forget that while the super-deluxe rigs and antenna systems are on the forefront of our minds, no-frills basic rigs are still being manufactured and can become the centerpiece of an excellent budget CB mobile or base station.

Let's not lose sight of the fact that while it's great to have all of the fancy trim and extras, the basic need is to be able to send and receive messages between one point and another. And that being the basic objective, you can do it very inexpensively without some of the more spectacular trimmings. And while you can invest $900 on a fantastic tower, beam and rotor, you can also send out a healthy signal in all directions for a fraction of that cost if you are willing to forego (even if temporarily) the notion of having the most withering signal in the country.

HERE'S HOW

Inexpensive gear doesn't receive the ballyhoo and promotion of the more exotic stuff, but it's there if you start looking for it. Let's see exactly how a fully operational CB statio might be

Check out CB coffee breaks and jamborees for really good deals on CB rigs. Many dealers appear to bring along lots of low priced new and used gear which they don't necessarily offer in their stores.

One possibility for CB'ing on a shoestring is by asking dealers if they have any discontinued models or brands which they are offering at "closeout" prices.

If you can bypass a dealer's installation charges you've immediately saved yourself some bucks!

assembled on a shoestring.

First, decide exactly what you expect of your CB installation; make a list. Which extra features does your rig really need? Like a clock; if it is to be a mobile unit only, then you can cut costs by shopping for one which doesn't offer a dual (12 VDC/117 VAC) power supply.

Right off the bat you can get a rig in the $80 price range from several leading manufacturers; it will be an AM-only rig; operate on all channels, run from your vehicle's power source put out a full 4 watts. If you are willing to settle for a rig which doesn't have a well known brand name you can probably find one for somewhat less—but take into account that you may (later) have problems getting an "orphan" CB rig serviced. Even on "name brand" rigs you can comparison shop, however, and you may find that there are price variances between different local dealers; and don't forget that sometimes dealers run money-saving sales that are worth wait ing for. Sometimes dealers who display CB gear at coffee breaks or jamborees offer them at lower prices on a cash-andcarry basis.

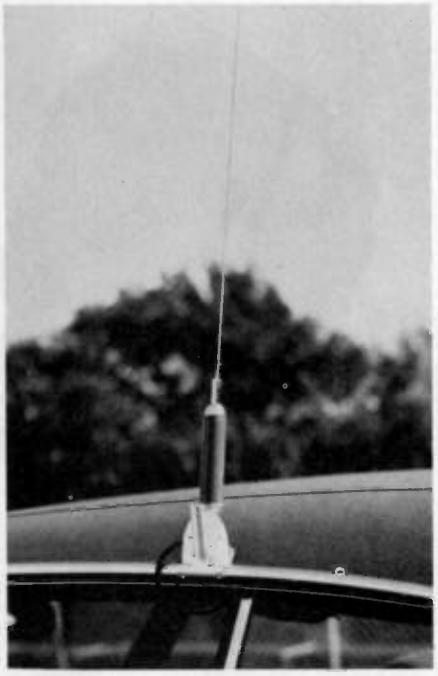
You can also consider the purchase of used or second-han gear, although don't forget that it's a bit on the risky side unless you're buying from a reliable dealer who is willing to offer some sort of guarantee on the unit. Sometimes dealers have left-over or discontinued models from various manufacturers; while the sets are unused they are frequently available at prices far below the prices asked while the units were in production.

If you're figuring to use the rig at a base installation only or can make it do double-duty for base and mobile uses, consider purchasing a rig designed for

The added safety and convenience of having a CB while you're boating doesn't necessarily mean a costly marine electronics installation. Take the CB rig right from the car and use it on the boat without installing it! A screw-on portable whip can connect right to the rear of the rig to offer you local communications coverage.

12 VDC operation and using it at a base station by powering it from a regulated DC power supply. A new one can be obtained for less than $30, but be certain that it's a regulated power supply or else you won't be able to hear any other stations on your receiver because of the hum from the power lines.

A CB rig on the seat of your car saves you installation costs and also makes it simple for you to remove the rig from the vehicle for security purposes or for use elsewhere. Just power the rig from the vehicle's cigar lighter plug. The Radio Shack TRC-420A is a "shoestring" priced rig.



A rain-gutter clip-on mobile whip offers portability, and suitable coverage for checking up on traffic and road conditions. You don't have to cut holes in your car to "install" it and, most importantly, these antennas are inexpensive.

ANTENNAS

A gutter mount mobile antenna these days is about $20 or less, and it comes with its own connecting cable. An inexpensive magnetic mount mobile antenna can be found for roughly $25.

For base station operation, you can get a ¼-wave ground plane for less than $20—it isn't anything fancy but it will put out an omnidirectional signal which should offer you respectable local coverage. If you've got a chimney to use as a mounting position, a heavy duty mount and a section of aluminum masting will run you maybe another $10 if you shop around. And you'll need coaxial cable; 50 feet of the stuff (with connectors) will run about $17, plus another $5 for a lightning arrestor.

Now, let's say that you don't have a chimney; why, you can really go all out and erect a mast. You can get a 19-foot heavy-duty telescoping mast for about $25, add another $5 for installation hardware (such as guy wire). Always be careful not to place any base station antenna where it could topple into utility lines during or after its installation.

DOUBLE DUTY

If you're planning on making your rig do double duty as a mobile and also a base station, you'll want to consider just letting it sit on the passenger seat in

Most CB shops have a rather wide selection of base and mobile antennas from which to select. Careful shopping can turn up both base and mobile antennas at low prices.

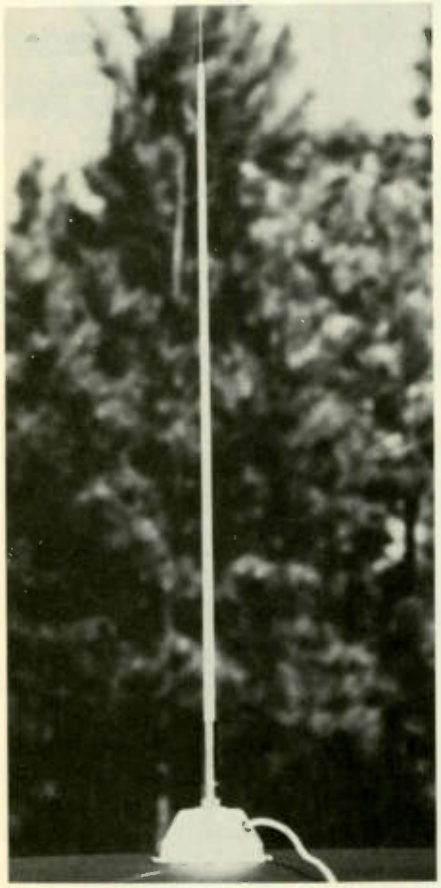
your vehicle while you're operating mobile. Power it from the vehicle's cigar lighter by means of a $1 plug designed for that purpose. It can then easily be yanked from the vehicle for placing in your base location.

So let's see, even without looking for cut rate sales or resorting to second-hand rigs we can get a mobile installation on the air for $100 or less. If necessary, by careful shopping around for sales or discontinued models, that price can possibly be reduced by another $20 or more!

Base station? Well, with the rig itself ($80), power supply ($30), cable ($17), antenna and hardware (altogether about $35), you can be on the air for less than $165 for the entire installation! And if you carefully shop around you might well be able to do it for somewhat less!

Will your $165 base station be as much fun or offer as many operating benefits as a deluxe SSB base with a Wilson Super Laser 500 or Avanti Moonraker atop a rotor perched on a 50 foot tower? Hell NO! But you've spent only about one-tenth of the cost of that kind of station in order to get on the air! And your $165 base station or $100 mobile installation will offer you good, solid, reliable communications—CB on a shoestring!

A base station without a roof-installed antenna can be accomplished by means of an indoor job like this one from Hustler.



Magnetic mount antennas are another highly-portable and reasonably priced way of going mobile without the bother and cost of an actual "installation."

CB on a shoestring? Sure, and with all of the greenstamps you save you can even afford to buy gas!

If you're really serious about CB, put your money where your mike is.

Serious CB operators who want to get the most from their transceivers have been setting aside the microphones that came with their radios and replacing them with Turner Microphones. In the United States, they've been doing this since the 1950's. Now they are doing it in 33 countries around the world.

Why?

Radio manufacturers, in order to keep the cost of radios competitive, have designed simple, inexpensive microphones that are just that and nothing more. Turner amplified mobile mikes, on the other hand, with 0 to 15 dB gain controls can supply the extra "talk power" that will fully modulate the radio. Noise cancelling Turner mikes eliminate the unwanted background noise in truck cabs and tractors while delivering clear modulation of the desired signal. Amplified Turner desk mikes with gain controls, push-to-talk switches and lock levers allow the base station operator ease of operation, flexibility and much more "talk power" than the original microphone.

So, if you want to improve your radio's performance quickly, inexpensively and effectively, then get serious and put your money where your mike is — on a Turner Microphone.

Super Sidekick

This is an outstanding base station mike for SINGLE SIDEBAND operations. The Super Sidekick power mike has two gain adjustments to match the sensitive input requirements of both high and low impedance transceivers. If you're a sidebander — you'll be QSA-5 with this mike.

+3B

The rugged die-cast case, temperature-stable silicon transistors and humidity-resistant ceramic element make this power mike practically indestructable. Maximum -23 dB output is easily adjusted by a gain control on the front panel for powerful audio - free of QRM.

RK 56

This is the "truckers' favorite" A combination of economy and exceptional noise cancelling, dynamic performance. In large truck cabs, an extra long rugged coil cord provides easy mike handling and the noise cancelling feature blocks out unwanted background noise for clearer transmissions.

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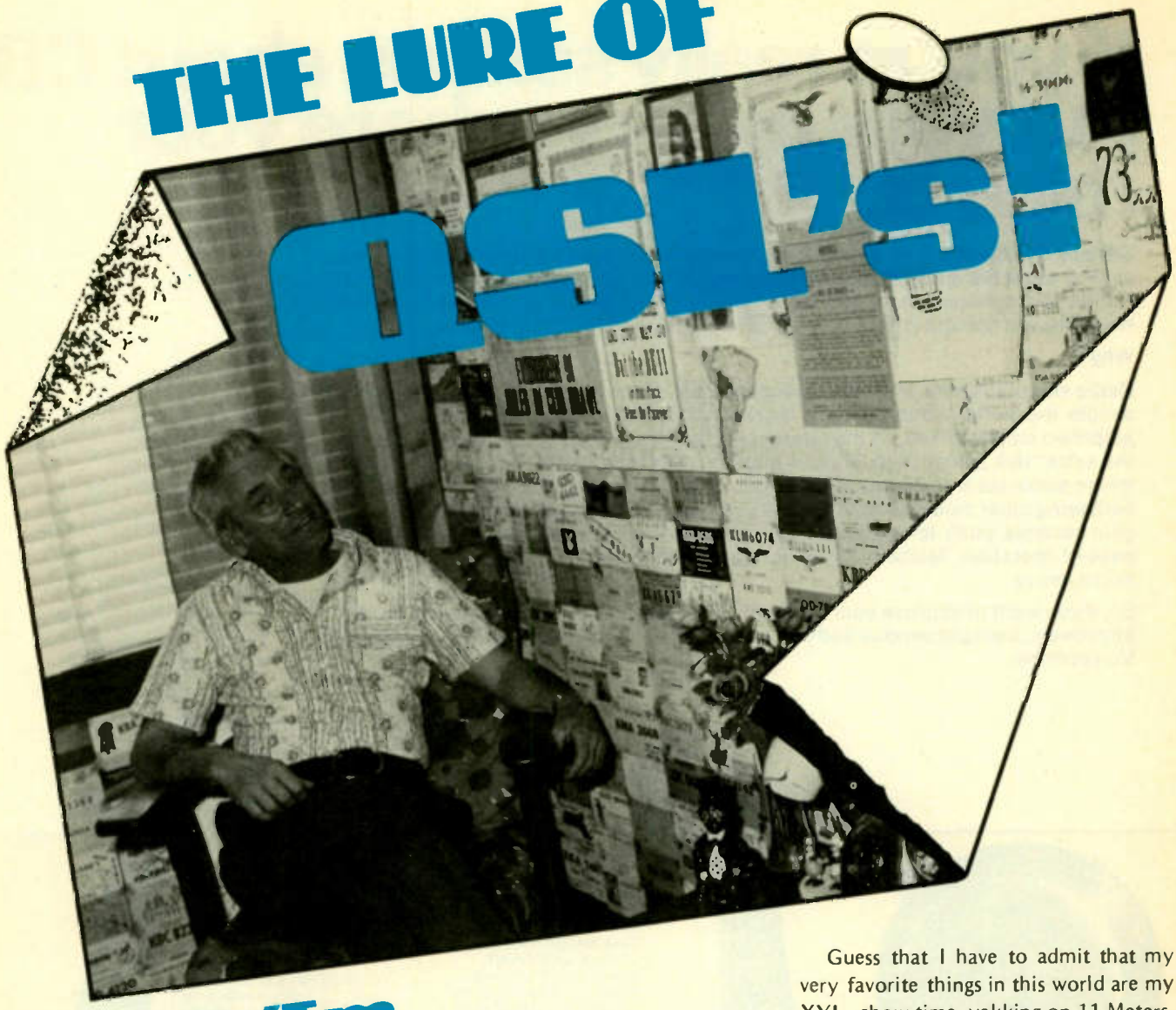
THE LURE OF QSL'S!



Call 'Em «Wallpaper,» «Pasteboards,» Or Just Plain «QSL Cards»

by Russ Walters, SSB-1

Guess that I have to admit that my very favorite things in this world are my XYL, chow time, yakking on 11 Meters, S.S.B. and QSL cards; not necessarily in that exact order, but if I really was hard pressed to put them in order of importance, QSL cards would show up quite respectably—probably ahead of chow time! That's because I'm a QSL card fanatic! I love to swap 'em, send em, receive 'em—I dream about them. If I went to Fantasy Island I'd ask Mr. Roarke to see that I received bushels of cards each day—at the very least enough to give that little feller who works for him a hernia as he dragged the mail-sacks up my walkway.

For the totally uninitiated (and I'm always surprised to learn that there really are people on CB who don't know what QSL's are), here's a quickie/capsulized description. QSL's are personalized cards made up for use by radio operators (CB'ers, ham's, even broadcast-

ers); although my primary interest is CB cards. What are they used for; like I said, swapping with other operators, either to commemorate and confirm an on-the-air contact, or just to exchange for the sheer enjoyment of building up a collection (even though you may not have actually "worked" all, or even any, of the stations whose cards you have).

Some cards are colorful, others are drab; some are funny while others seek to be attractive while mainly presenting basic data on the station or operator who designed the card. The cards usually contain information including things such as the operator's name and address (sometimes the names of several members in the operator's family are on the cards), the operator's handle and/or other identifying info such as callsign, unit number, Sideband numbers. Sometimes favorite frequencies or channels are included as is an illustration which usually relates to the operator's handle, job, or perhaps some hobby or interest of the op. Cartoons and photos are also quite popular.

While any neighborhood printer can usually run off a QSL card made up from your design, most of the QSL's circulating appear to have been produced by a number of companies which specialize in QSL's. A listing of some of these printers (made up from information taken from some of the QSL's I have received during the past year) is shown in Table I. The usual practice is to ask for samples and a price list (some send samples free of charge, others ask for anywhere from 25c to $1). At the very least I would suggest enclosing a self-addressed stamped return envelope (large one) if you intend writing "blind" to any of these printers for samples without knowing if they offer them free or for a service charge—you'll either get some samples back or else a letter telling you how much money to send!

Prices vary from printer-to-printer and will depend upon factors such as the quality of the card stock you want, the number of cards you are ordering, the number of colors you want, and sometimes the complexity of the design itself. While some QSL printers will only produce cards within a certain limited number of basic design formats, others are happy to let you design your own, or will design a card for you from your description of what you want.

Now that you've been brought up to date, we can get into making the most of these dadblasted little QSL's, or "wallpaper" as popularly known to the denizens of the 11 Meter band. Just some random thoughts on the topic based upon my experiences—and whether you're just getting started or are an old hand at the QSL game you can probably glean a couple of useful morsels out of what follows. What with *S9's* North American Counties' Award on the horizon, and QSL's needed to qualify, you'll want to get the highest return percentage possible!

If you can incorporate a photo of yourself into the design of the card it adds a worthwhile personal touch.

A custom-designed card is always an asset, although it costs more in virtually all of its production stages right from the original design to multi-color printing.

YOUR OWN CARD

Let's face it, some QSL's look so nifty that they just cry out for getting a response from the operators who receive them. Obviously, custom designed multi-colored cards (while the most expensive) are going to have a very strong appeal. But this isn't to say that you've got to lay out big bucks or else your card's a dud without any "pulling power". You'd be surprised at the really great looking cards that can be devised using only black ink on a plain white card stock, or possibly with only one additional ink color.

But there's no doubt about the fact that some cards are your basic losers, regardless of the number of colors imprinted thereupon. Most operators to whom I've spoken say that cards have least appeal when they are decked out with crudely or childishly drawn illustrations and lettering, have an X-rated theme, are run off on a duplicating machine of any type, are "stock" pre-printed

types where the operator adds his/her name/address by hand, and cards done in ball point pen, pencil, crayon, or by means of a stencil set. "Cards" printed on cheap paper which advise that the operators "real" QSL will be sent only upon receipt of your card are beneath contempt—I toss them into *File 13* as soon as they arrive.

HOW TO SEND 'EM

QSL cards can be sent like postal cards and at the rates which apply to that class of mail; for a few cents more you can enclose the card in an envelope and send it via First Class Mail. While you may be able to have a post card arrive in reasonably good condition when it need only go to another North American operator, for anywhere else in the world I suggest enclosing your card in an envelope so it won't get there looking like Godzilla had tap danced on it with golf cleats.

With postage rates being on the high side you may find that operators in most of the nations having the fewest operators are not frothing at the mouth with joy at shelling out the postage to exchange QSL's with North American operators, chances are they've got American and Canadian QSL's coming out of their ears. If it's a country you really want then march on down to a post office and buy an IRC (International Reply Coupon). This coupon can be enclosed with your card and the other operator can exchange it (except in most Iron Curtain countries) for sufficient postage to send his card back to you in an envelope. This doesn't 100% guarantee you a card but it's a pretty good incentive if the fellow or gal is a decent sort. Whatever you do, *don't* enclose cash in an envelope (American, Canadian, or even from the operator's own nation) to "pay for postage." It has a bad connotation—like a bribe, a purchase, or payoff—and a great many overseas operators say they resent the practice. One fellow I know in a Latin American nation tells me that he regularly receives QSL requests from the United States which are accompanied by a $1 bill! He sends them all back (minus his QSL) with a curtly polite letter explaining that his QSL "isn't for sale for American dollars." Hey look, some people are sensitive about things like that; although anybody who wants to send me one or more dollars is more than welcome to do so! I promise I will most graciously accept same.

Of course one nice thing about sending a QSL in an envelope is that the postage it takes to mail it allows you to enclose more than just a single QSL. You might want to enclose a short letter about yourself (a winning idea if you want to make a good impression), or a photo of yourself or station (also increases your chances of a reply). You could perhaps just send along several of your QSL cards and ask the other operator to pass them out to his or her friends; this could possibly (in return) get you some bonus cards you didn't even expect. Some operators send what they call a *buddy-pack;* that means instead of sending maybe 5 or 6 of their own QSL's, they send one of theirs plus 4 or 5 different cards from other operators in their home town. Operators who are into this practice supply other local operators with a supply of their own QSL's so their cards can be included in the other guy's *buddy-packs.* In fact, some QSL's even state "buddy-packs accepted." Some cards say "QSL 1-4-1," and that means that the operator will send you back as many of his own or cards from other stations as you send him. And a card that says "QSL 100%" (or even, as I've seen "QSL 99-44/100%") means that he's looking for swaps or he guarantees that he'll respond to any QSL requests for on-the-air contacts.

TABLE I— These names of QSL printers appear regularly on recently received QSL's, so if you're looking for someone to print some cards for you this listing should come in handy. "Runnin Bare" and "CBC Club" do a large percentage of the CB QSL's in current circulation.

Nob Hill Printers, P.O. Box 4131, Albuquerque N.M. 87106.
Pend Oreille Printers, Inc., Box 570, Sandpoint Id. 83864.
Runnin Bare QSL Cards, Room 14, Masonic Bldg., McMinnville, Ore. 97128.
King QSl Cards, Box 606, McMinnville, Ore 97128.
T-Bird, 223 N. Wall, Joplin, Mo. 64801.
CBC Club, Box 703, Lexington, N.C.27292.
L Guill, Rustburg, Va. 24588.
Cascade QSL Cards, Box 213, Cascade, Mont. 59421.
Denver Dr. Pepper, P.O. Box 16541, Denver, Col. 80216.
Dodge-Cosgrove Printing, 5 Oathout La., Latham, N.Y. 12110.
Green Tee, 210 N. Francis, Pt. Angeles, Wash. 98362.
Pressman, P.O. Box 11094, Denver, Co. 80211
A Jiffy Blueprint, 2922 Weslayan, Houston, Tex. 77027.
Texas Consumer Publishing, Box 1021, Clarksville, Tex. 75426.
Lijon Graphic QSL Cards, P.O. Box 48, E. Longmeadow, Mass. 01028.
Phil-Jac- Press, 3405 Cedar Hill Rd., Canal Winchester, Ohio 43110.
Printing Services Inc., 1907 E. Charleston Blvd., Las Vegas, Nev.
Artline Press, 729 7th St., Rockford, IL. 61104.
Everett Photoengraving, 1910½ Hewitt Ave., Everett, Wash. 98201.
Hustler, 607 19th Ave., Nampa, Idaho 83651.
Chester QSL Cards, 402 Merchant Emporia, Kans. 66801.
QSL Card Printers, P.O. Box 2642, Monroe, La. 71201.
Spot Printing, R. 4, Box 168, Chanute, Kans. 66720.
Camelot QSL Cards, P.O. Box 107, Veneta, Ore., 97487.
M&M Distributing, 21310 Covina Blvd., Sp.5, Covina, Calif. 91724.
The Irishman, 7227 S. Springfield, Chicago, IL.
QSL Card Printers, 3501 N. Frazier, Conroe, Tex 77301.
Printers Devil, P.O. Box D, La Grange, IL. 60525.
FBCO, 2928 14th St N.W., New Brighton, Minn. 55112.
Desouza Crafts, P.O. Box 16375, San Francisco, Cal. 94116.
Erich Greibling, 448 Talbot St. West, Aylmer, Ont. Canada.
Back Acre QSL's, Box 18608, Milwaukee, WI 53218.
Sterling Graphics, P.O. Box 3891, N. Providence, RI 02911
J. P. Printing, P.O. Box 126, Hoquiam, WA 98550.
April Products, 56290 Van Dyke, Washington MI 48094.

QSL SWAP CLUBS

One of the aspects of swapping that many people find useful and fun is by means of joining one or more QSL swapping clubs—yes, there are actually clubs which cater to swappers and encourage the hobby. At any given time there are several hundred such groups in operation—swappers should recall seeing the names of some of these clubs rubber stamped on QSL's, or even printed into the design of the card; groups such as the Muzzle Loader QSL Club, the Garden State QSL Club, Canadian Pink

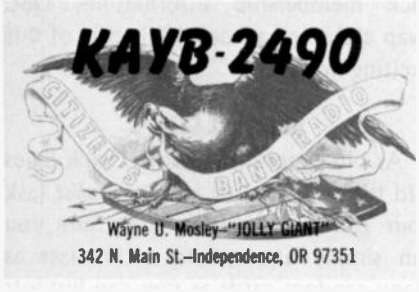
Panther QSL Club, Caribbean Skippers Swap Club, etc.

According to a survey of the cards I have received of late it would appear that the more popular QSL swap clubs include:

Sandcastle QSL Swap Club, Box 167, Pacific Beach, WA 98571

The Little Devil's QSL Swap Club of Winnipeg, 1560 Roy Ave., Winnipeg, Manitoba R3E 1E8 Canada

QSL's showing state outlines are attractive and are popular with a great many swappers, especially those who specialize in such QSL's.



This is the type of attractive and neat looking QSL which can be made up from a "stock design" format offered by a number of QSL printers. Such QSL's are appealing, yet available at a relatively low cost.

CB QSL Club Super Stinky, c/o SSB-69B, Postbox 2664, 6750 Kaiserslautern, W. Germany

United States of Texas QSL Swap Club, P.O. Box 183, Henderson, TX 75652

Southeastern Swingers QSL of USA, c/o Bob, SSB-7086, 9561 Lake Marion Creek Rd. Haines City, FL 33844

Outcast QSL Swap Club, P.O. Box 575, Surrey BC Canada V3T 5B7

The Crumb Snatcher's QSL Club of Conn., P.O. Box 8062, E. Hartford CT 06108

Bubby's QSL Club of New Zealand, P.O. Box 36-212, Aukland, New Zealand

While a club emblem rubber stamped on a QSL card is a definite plus and adds the operator's own "customizing" touch, QSL's made up totally from rubber stamps often look too thrifty to offer much incentive to bring a response.

New Zealand & Worldwide QSL Swap Card Club, P.O. Box 41128, St. Lukes, Aukland, New Zealand

Red Devil QSL Club, P.O. Box 418, Hanover IL 61041

Bulk QSL Swappers, St. Paul's Stn., Ont. Canada NOK 1VO

Deix le Gaulois QSL Club, c/o Patrick, SSB-074, P.O. Box 714, 26007 Valence, France.

As a general rule, QSL swap clubs accept members from all nations and folks who swap invariably belong to many clubs. I'd like to point out that I have listed just a few of the better known and most active QSL swap clubs of recent note, but since there are so many QSL swap clubs one must take into account that some don't seem to have drawn consistently high ratings from swappers. This could be for any number of reasons, including slowness in sending the materials offered, for sending poor quality items, or perhaps sending nothing at all in response to membership fees. Some of the groups which seem to have caused at least some swappers to have second thoughts are American based groups including: The Colburns, West Pac Rats, Oil Capital, CB World, Bedrock Club, Puppy Dog, Alabama Wabbit, Sabrina's, Hoosier State, Conch Shell Operators, and the Oklahoma Good Guys. This would also include the following Canadian groups: Scotch on the Rocks, Continental SSB, Canadian Bandits, 7-56 Club, Santa's, Busy Beaver, Presidential SSB, Big Al's, and Bambi.

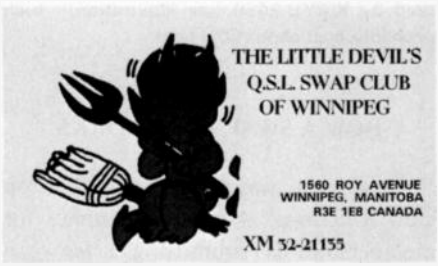
Our suggestion is that before you send off membership fees to some of the lesser known groups that you try to check with other swappers to see what results they report in connection with sending membership and other fees.

Hand-written QSL's, especially via the ballpoint pen on a file card route, are inexpensive (it's true) but also are among the least appealing to operators who receive them.

This operator appears to have hand-designed this card and then sent it off for commercial multi-color printing. His intentions were good and the card probably was far from inexpensive. However, the end result is a hodgepodge and far less attractive than the type of QSL used by KAYB-2490 (see illustration) hich probably cost about 50% less!

HOW A SWAP CLUB WORKS

Here's the way a typical QSL swap club functions: A swapper applies for membership by submitting a fee (can be anywhere from about $2 to as much as $10) accompanied by a specified number of his/her own QSL cards (usually a minimum number from 15 to 25, but you can send more if you wish to do so). In return you may receive, depending on the individual club's offerings, a membership number, a certificate, a membership roster, and a buddy-pack of QSL's from other club members. Most clubs offer a rubber stamp as an optional extra. The membership fee and what you will receive in return varies widely, and you will have to check with individual clubs to see exactly what they



Most QSL "swap clubs" have their own distinctive cards, and these are highly collectable. Joining a QSL swap club is one way of obtaining the group's QSL for your collection.

have to offer. Most of these clubs also have their own "official club QSL" and, as a rule, they are quite attractive.

Members can pick through the rosters (which contain mailing addresses) and find a ready source of fellow club members who invite swaps. The Sandcastle Club, for instance, has hundreds of members throughout the world! Super Stinky, Crumb Snatcher's, and Red Devil are other top notch groups which seem especially popular with swappers.

Our brief listing here is far from complete, obviously, but I did want to offer interested swappers who were unaware of the nature of these groups a chance to get started. If I've skipped over a particularly worthwhile group, it wasn't intentional and if readers wish to furnish additional QSL swap club names/addresses to *Tomcat* at *S9* he assures me that he will run the information in a future issue or issues of *S9*. My suggestion is to send a self-addressed stamped long envelope to several of the clubs I've listed and ask them to use it to send you back membership information. QSL swap clubs are a worthwhile part of this exciting hobby.

SPECIALIZING

As old timers will recall, Chick Sales said that you had to be a *specialist* (ask your grandpa about it, kid).,Sure you can simply attempt to accumulate as many random cards as you can but lots of swappers eventually realize that it adds a lot of additional challenge if to work towards building a specialized collection. Some specialty type collections I've seen include: QSL's showing state maps, QSL's from members of particular QSL or SSB organizations, cards from particular states, counties, artists or nations; or maybe cards showing photos of the operators, or cards depicting ships, cars, trains, or whatever.

One of the most difficult specialties I've seen anybody try is to see how many *consecutive* FCC callsigns or QSL or Sideband group membership numbers one can assemble. While Sideband and QSL club number consecutive runs get hairy after maybe 5 or 6 QSL's, the FCC consecutive callsign "run" is really a tough challenge; yet I've seen a run of 11 consecutive FCC callsigns in the col-

(continued on p. 59)

TOMCATTIN' WITH TOMCAT!

ACROSS THE CHANNELS WITH S9'S EDITOR TOM KNEITEL, TOMCAT/ SSB-13

What with the cost of driving around getting to the point where you really think twice about hopping into your wheels and taking in the sights, I'd like to remind you that via 11 Meter communications you can visit your friends far and near without plunking out for gasoline! Sitting at a well equipped base station, especially during the current sunspot peak, brings you a daily parade of international tidbits to hear right in the comfort of your home, and 2 hour's worth of electricity is still far fewer bucks than more than 100 miles of driving on a superslab! So, while it's true that CB is without equal as your ears while driving—your margin of safety—if you've been strictly a mobile-only type operator you might seriously check out the possibilities of getting a base station on the air. Most mobile rigs can be used as base stations if you run them from a proper power supply, and you can even shop around and see what's available in a base station rig; the sale of base station CB transceivers has not even come near the number of mobile units sold and this has resulted in some base stations being offered at considerably reduced prices by manufacturers and dealers who are trying to make them all the more appealing to the public.

If you've held off on buying a base station now is as good a time as any to see what's being offered—your chance to enjoy the unique benefits of base station operation during the most fantastic DX season which has popped up since 1970 and the best one we'll likely see again until the early 1990's! And, as I mentioned, ratchet jawing, or just sandbagging for a couple of hours costs far less than cruising around in your wheels. Also you'll find that once you get off of Channel 19 there's a whole new world of excitement opened up to you, both AM and Single Sideband!

ONE BIG HAPPY FAMILY? In my June issue I complained that the FCC had, in more ways than one, become like a government-within-a-government—it has its own court system to try its citizens (all FCC licensees become its citizens), it can levy fines and confiscate equipment, and FCC "engineers" can enter the homes of its citizens without a warrant. I also pointed out that the 7 (non-elected) Commissioners were the ruling junta, while the FCC division and department heads were the governors and mayors which comprise "leadership" of the mini-government. Its laws are the FCC's rules and regulations, all of which are passed without the public getting a chance to vote on them either directly, or indirectly by means of elected representatives. My main squawk was that all of this seemed to me to be bending the Constitution a bit insofar as this non-elected government which we have been subjected to join is perking away by means of dollars of millions of public funds. I griped that while the FCC expects the citizens of their "government" to operate "in the public interest, convenience and necessity," it certainly seemed that the public had little chance to demand or force the FCC to do likewise in its dealings with us.

A voice (and a hopeful one at that) has now been heard from the other side of the fence! Maybe the FCC itself has managed to take an objective peek at itself. FCC Chairman Charles Ferris now says that he endorses the principle that the best government governs least in respect to the regulation of private radio use as it expands to meet future needs.

Ferris said that the FCC is at a "regulatory crossroads" and in general should be moving away from detailed regulation of communications services, adding that, "I am uncomfortable with the extent to which the Commission now is involved in telling licensees what kind of business they may conduct over their assigned frequencies....We are too close to being a big brother listening in on transmissions to make sure they are in conformance with our rules."

In respect to the concept that the FCC has become much like a government-within-a-government, Ferris observes that allocation of parts of the radio frequency spectrum on a service-by-service basis led to a "20th century equivalent of the medieval feudal system of independent baronies operating under the noninterfering and benevolent protection of a nominal sovereign. I cannot see how these parochial arrangements serve the public interest in a modern democratic society."

What Chairman Ferris proposes are two new principles which the FCC could (or should) use to deal with private radio issues in the future. For one thing, he feels that the FCC should actively encourage and even stimulate efficient use of the radio spectrum. He said that better methods and developing technologies should be used so that there could be movement towards the objective of maximum use of radio channels consistent with accomplishing the functions of the users and the needs of the public. He commented that, "Instead of promoting efficient use of a relatively limited national resource, regulation has too frequently been subverted to promote inefficiency. For example, the designation of frequency bands or blocks for the exclusive use of a particular service has often resulted in the use of the protective regulatory umbrella to allow, if not encourage, inefficient and uneconomic use of this resource."

Ferris' second principle is that the FCC should conform its regulatory approach to "the ancient dictum that govenment is best which governs the least." In its application to the FCC's functions, Ferris said that the agency "should foster experimentation with the use of market forces to establish allocation priorities." What that possibly means is that the world's largest radio service (CB) might be best served with a more representative amount of frequency spectrum.

He listed six principles which have governed private radio regulation for the past 35 years and while not rejecting them he conceeded that where conflicts with those "traditional principles arise, my general approach is to give market forces preference."

Offering ideas such as band assignments that have worked on a limited basis to promote efficient spectrum use, Ferris admits that the FCC should be willing to test such approaches and broader application to prove their worth—although he did specify a reservation, that being that public safety radio services shouldn't be placed in "an open competitive market situation with business user groups," adding that, "in the long run we may all be better off by changing the rather arbitrary regulatory process with which we are all too familiar. Change is, I know, never easy. But sometimes it is essential."

Hallelujah and (maybe) *amen!* Can it be that years of continual grumbling by licensees, manufacturers, dealers, and the media have finally gotten the message through to the higher echelons of the FCC? Do Chairman Ferris' comments reflect a 180° change in FCC attitudes and operations? Do they herald a new era of enlightenment and a rapid advance into the 1980's—a double time trot away from the self-admitted "medieval feudal system" which is governed by principles set down in 1945?

I wouldn't get too carried away with hopes of any overnight changes; as Ferris himself was quick to admit, change is never easy even though it's essential. For one thing, even though Ferris sits at the helm of the FCC he is still only one man, and the ideas he has recently presented are merely his personal opinions and observations. There is no indication that anybody else at the FCC agrees with him, or that wheels are going to be placed in motion which may bring about any of the changes he proposes. Fact is that, at this point, there is no reason whatsoever to believe that Ferris' comments were anything more than balm to soothe an outraged public, the time-proven tactic used by many public officials of admitting to inefficiency (or worse) in order to appease the masses in the hope that they will then sit patiently by waiting for change for so long that they will eventually forget their complaints.

I'm not accusing Chairman Ferris of being insincere, but I am waiting to see if he intends giving more than lip-service to these matters. If this turns out to be no more than just another pie-in-the-sky hollow promise tossed out to raise up our hopes, I'll be sure to call it to your attention and also to ask Chairman Ferris about the matter. Too many of us have been waiting too long for the FCC to "see the light;" and playing games with our hopes would definitely be a no-no.

How 'bout it, Chairman Ferris? You've got some great ideas, now let's see those ideas turned into action—the kind of action which speaks ever so much louder than words and which is so very badly needed!

THE MONITOR POST

RICK MASLAU/KNY2GL SCANS THE CHANNELS

SECRECY OF COMMUNICATIONS

While CB operators are very much into the joys of sending and receiving QSL's, unfortunately all too few scanner fans realize that QSL's can be obtained from many communications stations. Gone are the days when public safety stations issued their own printed QSL cards (the N.Y. City Fire Department used to have one, for instance), but it's still possible to get that "wallpaper" anyway. There are several tricks to having the highest possible success rate.

Let's not overlook the all important Section 605 of the Communications Act; this law (more often encountered in wire-tapping escapades than in connection with scanners, but nevertheless it applies) basically says that the things you might overhear on your scanner "belong to" the persons who are speaking. In that sense, you can't benefit from any information you pick up, you can't sell it or tape it or rebroadcast it, or divulge its contents to anybody. The letter of the law says that you can't even make reference to the fact that there even was a message at all! For practical purposes, it is a law which doesn't come into use very often in relation to scanner users; it's difficult to detect violations of the law and chances are that somebody would have to file a formal complaint with the government to get a violation prosecuted, unless it caused actual harm and/or made the news headlines. I would caution you that there have been problems, however, in regard to pushing one's luck with information received over a scanner.

In one instance, a scanner user got in deep trouble by monitoring a frequency of the Treasury's Alcohol, Tobacco and Firearms Bureau—it wasn't that he was just listening (no law against that), but he was contacting suspects he realized (from his listening) were under surveillance and "warned them." For his neighborly deed he ended up in front of a federal judge! In another recent incident, the husband of a woman who had been kidnapped was suing a TV station's news bureau. He said that the news crew was monitoring the FBI's frequency and their camera people were in so many places where they shouldn't have been that the victim (his wife) was subjected to additional dangers and that recovery of her from the kidnapers was delayed.

For the general hobbyist who is monitoring for personal enjoyment and achievement, Section 605 should not become a threat; but all scanner users should be aware that it exists and how to "live with it." Living with it means keeping whatever you hear to yourself. The question is whether you are walking into the arms of trouble by seeking out a QSL, in view of this law.

All I can say is that I know of no scanner owners who have sent out reception reports to business/industrial, public safety, aero, maritime, land transportation, or most other categories of stations hearable on a scanner who have been hung with Section 605 based upon seeking the QSL. Even military stations have been known to QSL, although several other categories of federal communications stations would probably best not be sent a reception report with a request for a QSL (see Tom Kneitel's "Top Secret Registry of U.S. Government Radio Frequencies" for a lengthy and detailed discussion of this aspect of governmental communications monitoring).

Keeping these things in mind, when sending a reception report out to a communications station monitored via your scanner you would probably want to keep your description of what you heard somewhat vague and non-specific, yet sufficiently informative so as to be identifiable by the operator as coming from "his" station. This is no mean trick and you'll possibly have to experiment with where this line "falls."

My own opinion is that simply saying that "I heard your station on 152.695 MHz at 1332 CST on July 6th" is *too* vague and can't be checked against the station's log with any certainty. On the other hand, you would probably want to stay clear of a report which was as detailed as the following: "At 1332 CST on July 6th, 152.695 MHz, your dispatcher was on the air with your Unit 3. The dispatcher called Unit 3's driver (Mike) and he was really giving him hell for being so rude to Mr. Golockny over at the lumber yard and said that on his next delivery unless he got his act together and was pleasant to old lady Morgan at the hardware store he'd be looking for a new job." Somewhere between these extremes is the makings of what you'd want to include in your reception report!

You might say something such as: "Your station was monitored July 6th between 1330 and 1345 CST on 152.695 MHz. Dispatcher contacted several mobile units, including Unit 3 at 1332, Unit 2 at 1337, and Unit 3 again at 1341. At 1344 your Unit 5 called the dispatcher."

Of course there's no guarantee that wording your report in this or any other way is going to guarantee

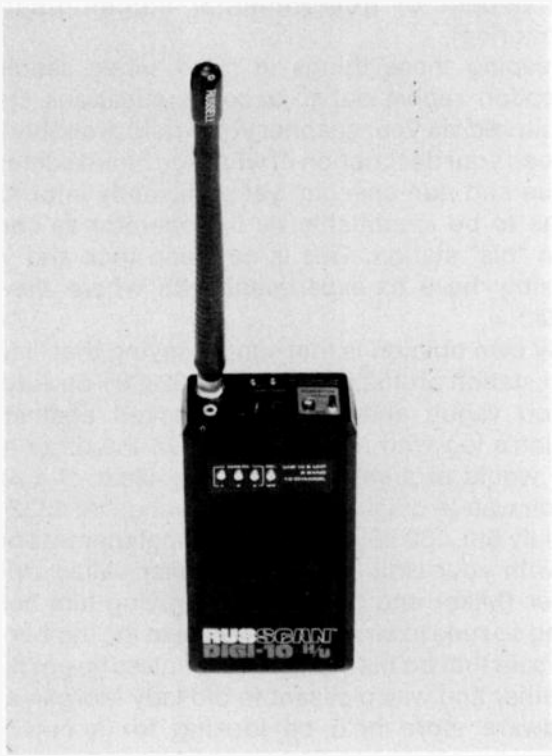
you a QSL, but it will probably not offend the person who receives the report, nor cause him to feel his privacy has been invaded. There are other tricks of the trade in getting the best possible response when sending for a 2-way communications QSL. We will continue the discussion next month.

RUSSELL INDUSTRIES DIGI-10 H/U

This new 10 channel hand-held pocket scanner gives instant access to police, fire, weather and other special interest broadcasts on high VHF and UHF bands.

Digi-10 H/U exibits the following features: 10 channels with a scan rate of 15 channels per second. LED display readout. Manual/automatic pushbutton stepping from channel to channel. Over-passing switches to lock out unwarranted monitoring. One second delay switch to hold desired channel position. Rechargeable Ni/Cad batteries and an ac battery charger. Unit weight 8.8 ounces. Unit size 2¾ x 5⅝ x 1¼.

For more information, contact Russell Industries, Inc., 3069 Lawson Blvd., Oceanside, New York 11572.



SYNTHESIZED LAND MOBILE RADIO

Motorola Inc. Communications Group has introduced SYNTOR, the first conventional synthesized FM two-way land mobile with industry leading specifications. The SYNTOR FM two-way radio utilizes a synthesizer to provide the most advanced method of generating frequencies.

In the SYNTOR radio, an integrated circuit called a programmable read-only memory (PROM) and a single reference oscillator interface with a state of the art synthesizer to determine up to 16 frequencies with optional availability of 32 channels. By means of the synthesizer, the need for costly multiple channel elements is eliminated. Also, channels can be changed or added by simply replacing the PROM.

Another standard feature, broad transmit bandwidth, insures the user optimum use of the multiple frequency capability of the radio. Featuring 10 MHz

transmit bandwidth in UHF and up to 12 MHz transmit bandwidth in high band, the user is provided the flexibility for interagency communications requirements as well as repeater talk-around capability.

The SYNTOR Radios are weatherproof per Mil Spec 810C for rain, salt atmosphere, and dust. Even out of its mounting tray the SYNTOR radio can be used in areas exposed to adverse weather conditions without the necessity of cumbersome weatherproof boxes. SYNTOR mobile radios also meet rigid Mil Spec 810C for shock and vibration, therefore insuring the user optimum reliability.

The SYNTOR radio has a DC isolated ground, enabling it to be easily interchanged among fleet vehicles regardless of polarity, without a converter.

The new synthesized radios are plug compatible with MICOR radio installations and most Systems 90 accessories. This compatibility feature eliminates the need for new cabling when interchanging either radio among vehicles.

For the sophisticated user, SYNTOR radios provide the optional Systems 90-S accessory group. Systems 90-S provides versatility for public service, transit, utilities and all users who need extra flexibility.

Available in a wide range of power levels up to 110 watts in high band and 100 watts in UHF, SYNTOR mobile radios provide the proper power for any communications requirement.

For more information about Motorola's SYNTOR FM two-way radio, contact John Apgar, Motorola Inc., Communications Group Public Relations, 1301 E. Algonquin Road, Schaumburg, IL 60196.

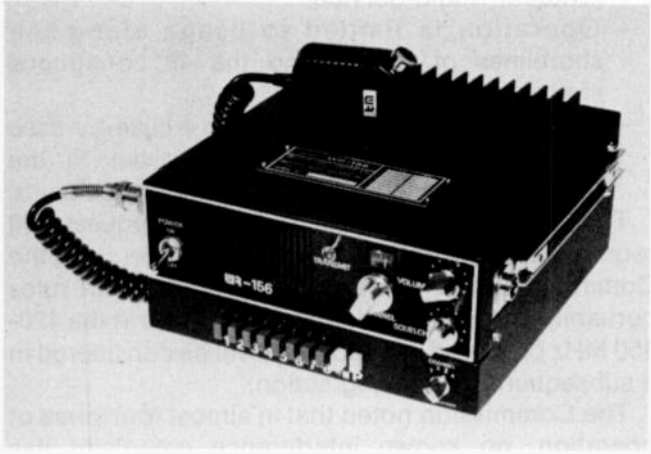
NEW TRANSCEIVER

WR Communications of Seattle, Washington has now introduced its new VHF, FM transceiver model WR 156.

The new front mount ruggedized radio has a range of 150-174 MHz but also has the outstanding advantage of a frequency spread of 12 MHz. Twelve channels of any TX or RX frequency combination can be programmed within the 12 MHz spread with full specs eliminating the need for two or even three separate radios. Performance of each channel in the WR 156 is equal to that of a high quality single channel radio.

A full line of options are available for the WR 156 such as a 12 channel priority scanner, CTCSS encode/decode, DTMF, time out timer, plus any signaling system desired.

For further information contact WR Communications, 1165 Harrison Street, Seattle, Washington 98109.

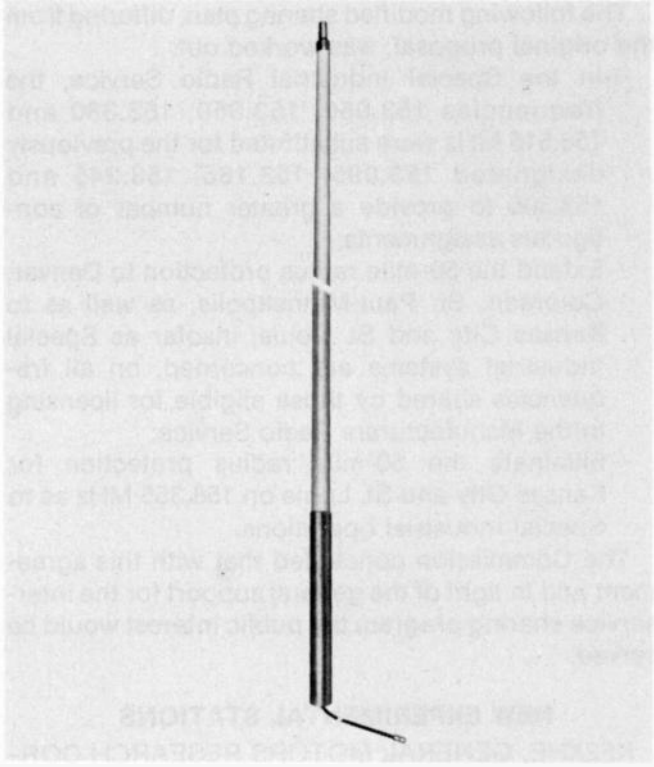


HIGH-BAND OMNI-DIRECTIONAL GAIN ANTENNAS

The Antenna Specialists Co. has developed a new series of high performance, omni-directional VHF base station gain antennas, the Super Base Commander, specifically designed to withstand hostile environmental conditions. The new ASP-685 Series antennas, using a 4-element, vertically-polarized collinear array protected by a tough, extra heavy fiberglass radome and a 2⅞" O.D. mast support, have a wind rating of 144 mph with a 1.65 safety factor (RS-329).

Three broadband models are available: ASPA685 (150-159 MHz), ASPB685 (155-164 MHz) and ASPC685 (164-174 MHz). All feature a J-matched feed section, provide a minimum of 5.25 dB gain across the specified bandwidth, and have a maximum RF power rating of 350 Watts. A 24" flexible pigtail of RG-8A/U with type N connector simplifies connection to semi-rigid transmission line.

For detailed product information, write to: Professional Products Division, The Antenna Specialists Co., 12435 Euclid Avenue, Cleveland, Ohio 44106.



FREQUENCY SHARING IN PETROLEUM, FOREST PRODUCTS, SPECIAL INDUSTRIAL AND MANUFACTURERS RADIO SERVICES

The Commission has amended its rules to provide for geographic sharing of certain frequencies in the Petroleum, Forest Products, Special Industrial and Manufacturers Radio Service.

The action resulted from a July 18, 1979, proposal to amend Part 90 of the rules to permit inter-service geographic sharing of certain specified frequencies among these radio services.

The proposals would permit shared use in the Special Industrial Radio Service in the North Central States of certain specified frequencies in the 150 MHz band that are now available in the Petroleum, Forest Products or Manufacturers Radio Service; shared use in the Petroleum Radio Service in the Texas-Louisiana Gulf Coast area of certain specified frequencies in the 30 MHz band that are now available only in the Special Industrial Radio Service; and shared use in the Forest Products Radio Service in the Pacific Northwest of certain specified frequencies that are now available only in the Special Industrial Radio Service.

Comments were solicited specifically on the impact of the proposal affecting the Manufacturers Radio Service and on its participation in the sharing plan. In response, the Manufacturers Radio Frequency Advisory Board pointed out that inadequate

consideration has been given to problems associated with the shared use of specific frequencies proposed for the Manufacturers Radio Service.

The following modified sharing plan, differing from the original proposal, was worked out:

—In the Special Industrial Radio Service, the frequencies 153.050, 153.350, 153.380 and 158.515 MHz were substituted for the previously designated 153.095, 153.185, 153.245 and 153.305 to provide a greater number of contiguous assignments;

—Extend the 50-mile radius protection to Denver, Colorado, St. Paul-Minneapolis, as well as to Kansas City and St. Louis, insofar as Special Industrial systems are concerned, on all frequencies shared by those eligible for licensing in the Manufacturers Radio Service;

—Eliminate the 50-mile radius protection for Kansas City and St. Louis on 158.355 MHz as to Special Industrial operations.

The Commission concluded that with this agreement and in light of the general support for the interservice sharing program the public interest would be served.

NEW EXPERIMENTAL STATIONS

KF2XHE, GENERAL MOTORS RESEARCH CORPORATION, Milford, Michigan. Station to operate between 1.8 and 470 MHz. To conduct tests to determine what levels of electromagnetic susceptibility occur in automobile electronic systems.

KF2XHG, DOUGLAS POINT FIELD STATION, CHARLES COUNTY COMMUNITY COLLEGE, Nanjemoy, Md. Station to operate on various discrete frequencies between 163.80 and 164.02 MHz as required by U.S. Government Contract.

KF2XHH, RAY D. THROWER & ASSOCIATES, INC. Rocky Mountains. Station to operate on 451.2, 456.0 and 460.2 MHz to temporary testing of radio paths to determine their feasibility for use in the Rural Radio Service.

KF2XGO, MOTOROLA, INC. Schaumburg, Illinois. Station to operate on 462.650 MHz to demonstrate digital voice modulation to prospective users.

KF2XHL, THE HOLTER RESEARCH FOUNDATION, INC. Helena, Montana. Station to operate on 217.350 MHz for the transmitting of seismic data.

KF2XHN, FARINON VIDEO, San Carlos, California. Station for demonstration of equipment to be used on frequencies specified in Part(s) 21, 74, 78 and 94 of Rules.

KF2XHR, UNIVERSITY OF ALASKA, Fairbanks, Alaska. Station to operate on 154.565 MHz to provide communications essential to research project.

KF2XHU, MEMPHIS STATE UNIVERSITY. Knoxville, Tennessee. Station to operate on various discrete frequencies between 216.290 and 217.975 MHz for transmitting seismic data from remote locations.

CONTINUED USE OF 420-450 MHZ BAND FOR NON-GOVERNMENT RADIOLOCATION PROPOSED

The FCC has proposed deletion of the January 1, 1981, cut-off date from Parts 2 and 90 of the rules to allow continued assignment of frequencies in the 420-450 MHz band for non-Government radiolocation.

Radiolocation operations include the mapping of offshore areas for oil exploration, for determining drilling locations and for taking measurements in connection with hydrography research.

The action was taken in response to a request by Del Norte Technology, Inc. to delete the cut-off date and to develop technical standards for allowing the expansion of operations inland using spread spectrum techniques.

The Commission proposes deletion of the January 1, 1981, cut-off date in this proceeding subject to the following conditions:

—Operation is permitted on a secondary basis to the Government Radiolocation Service and the Amateur Radio Service;

—Operation is limited to usage along the shorelines of Alaska and the 48 contiguous states;

—Authorization will be granted on a case-by-case basis with particular attention given to the proposed power and antenna system requirements.

The other issues of the Del Norte request will require extensive and careful consideration since the Commission has no established policy or rules pertaining to spread spectrum techniques in the 420-450 MHz band and, accordingly, will be considered in a subsequent rulemaking action.

The Commission noted that in almost four years of operation, no known interference complaint has been filed regarding non-Government radiolocation users in the 420-450 MHz band. This lack of known interference is believed attributable to the transient nature of the operations which are mainly in offshore areas.

DX KORNER

C.M. STANBURY II REPORTS ON THE INTERNATIONAL SHORTWAVE SCENE

Send SWL reports to:
C.M. Stanbury II
c/o S9 Magazine
14 Vanderventer Ave.
Port Washington, N.Y. 11050

RADIO MOSCOW

Beginning in March something brand new appeared on the North American AM band. As the event received wide press coverage, many readers may already know that Radio Moscow has begun Medium Wave English language broadcasts from Cuba. But there were a few things the press didn't cover. In the first place, Radio Moscow persisted upon advertising the wrong frequency. They announced it as "508 meters," which is the equivalent of 590 kHz. (And who in this hemisphere has an AM dial marked in meters anyway?). Second, the actual frequency, 600 kHz, is a lousy channel for international broadcasting. It suffers interference from a number of U.S. regional stations.

Third, the U.S. has been beaming similar Medium Wave transmissions into Cuba for 20 years, and doing it a lot more effectively. This began when the *Radio Swan* scenario was put into operation in May 1960, and continues to this day—although with considerably toned down content—via VOA Marathon (1180 kHz). During this same period Cuba has sporadically broadcast in English on Medium Wave for the U.S.: "Radio Free Dixie" was aired by the Radio Progreso network (670, 690 etc.), and CMCA (now Radio Ciudad Habana on 820) for a time operated as "The Friendly Voice of Cuba". Incidentally,the 600 kHz station is not CMCA despite what the FCC in Miami told the press.

Although Radio Moscow will not reach many average American listeners on 600 kHz, any skilled DX'er east of the Mississippi should be able to log it once in a while—even in the summertime—unless of course they have a local on that frequency. After midnight 600 kHz carries an English version of Habana's own "Voice of Cuba." La Voz de Cuba has been aired for a decade by high powered MW transmitters beginning at 0000 Cuban

Radio Moscow program schedule. Cover is designed to take maximum propaganda advantage of the Olympics.

time, and still can be easily heard in eastern and central North America on 640 kHz.

MILITARY NOTE

Last summer this column predicted that during the winter of 1979-80 CB'ers would suffer interference from Soviet over-the-horizon radar. While that interference was not as intense as we had expected, it was certainly there. For legal operators the noise, which resembles a giant woodpecker, was most troublesome on the lower channels. It was even more intense in the region around 26.5 MHz where some AM *Outbanders* transmit.

After that column went to press, Soviet radar reappeared on CB towards the end of October and could be heard there quite consistently during the morning hours for a while. Reception declined in

December and January but was back again in Febrary when its frequency reached as high as 27.5 MHz. Then around March 11 a brand new reception pattern was noted. Radar signals could be heard around CB all day long: in fact radar was still audible one night on 26.3 MHz at 2000 EST. These latter signals are probably coming from a U.S. site—quite possibly that new facility in Maine.

Another form of military QRM is occasionally experienced by WWV on 15000 kHz. More precisely, this takes the form of two-way SSB communications which can be particularly annoying if it occurs during WWV's propagation report at 18 minutes past the hour. Usually tactical calls are used—i.e. names, letters and/or numbers which have no connection with internationally allocated calls and are more or less secret. But on April 11 we heard a USAF Military Air Transport ("MATS") flight calling Thule (Greenland). That was obviously an accident. Are those tactical transmissions also accidental?

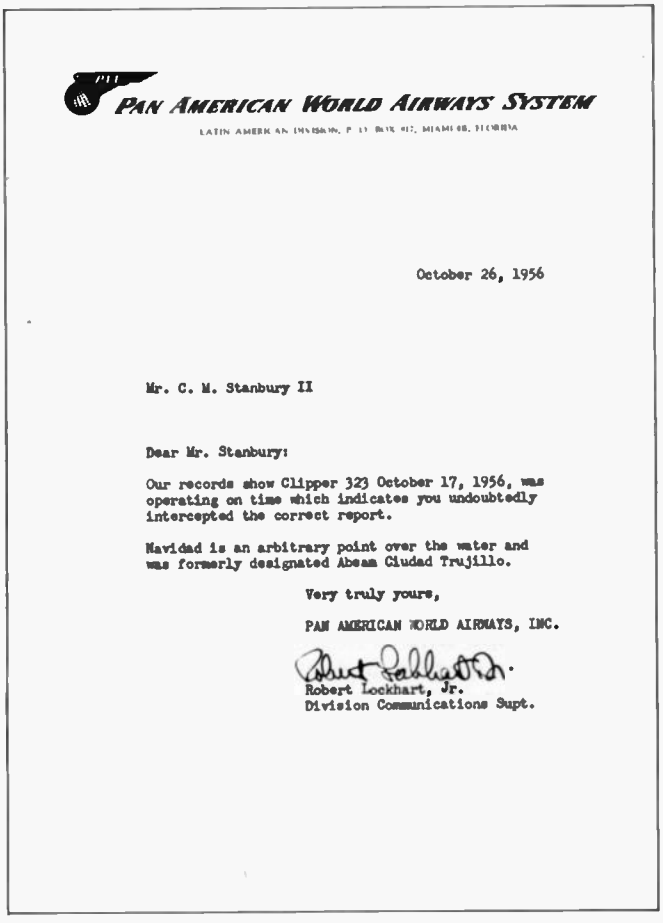
Meanwhile, as high summer noise levels wipe out weak 2 MHz signals, DX'ers monitoring the Coast Guard should move up to channels above 3 MHz. With current high sunspot count most CG traffic seems to have moved up there anyway. Key frequencies are 17307.3, 13113.2, 8765.4, 6506.4 and 4428.7 kHz. The latter pair are best at night.

MORE SCIENCE FICTION

In the March DXK we mentioned the ficticious island of Nibi Nibi. The fact is that every day airliners report passing over equally ficticious locations! Most aeronautical reporting points over international waters are designated with letter-number combinations but a few have been given names by the International Civil Aviation Organization. Our favorite was "Navidad" (which means Christmas in Spanish) on the Miami-San Juan route northeast of the Dominican Republic. Unfortunately Navidad disappeared from the airwaves about 15 years ago. This reporting point is now known simply as Y-4.

But you can still try for aircraft passing over "Trout," "Smelt," "Bass," "Tuna" and "Carp" in the Atlantic off the east coast of North America. Freqùencies include 6543 and 8871, which are used on the San Juan-Bermuda-Charleston-New York runs. Tuna is at 38.55N, 72.07W: Bass at 34.28N, 73.51W: Smelt at 31.58N, 77W: Trout 30.23N, 77W: and Carp at 30.22N, 77.45W. If these fishy locations don't appeal to you there is Azalea at 32.28N, 78.29W, and Gateway at 30.23N, 79.07W. Aircraft passing over these latter locations will probably be in contact with Miami.

Also in the Nibi Nibi department, it was recently disclosed that a group of Canadian SWL's were mass producing minor league hoax reports from August 1979 through January 1980. Most of the phony reports appeared in a provincially-oriented Canadian club but one batch was submitted to and published by a major U.S. DX organization. A ckeck of their hoaxes shows no real pattern (or imaginapublished by a major U.S. DX organization. A check of their hoaxes shows no real pattern (or imagination) and the participants' only motive seems to have simply been to see how long they could get away with it.



PAN AMERICAN WORLD AIRWAYS SYSTEM

LATIN AMERICAN DIVISION, P. O. BOX 012, MIAMI 48, FLORIDA

October 26, 1956

Mr. C. M. Stanbury II

Dear Mr. Stanbury:

Our records show Clipper 323 October 17, 1956, was operating on time which indicates you undoubtedly intercepted the correct report.

Navidad is an arbitrary point over the water and was formerly designated Abeam Ciudad Trujillo.

Very truly yours,

PAN AMERICAN WORLD AIRWAYS, INC.

Robert Lockhart, Jr.
Division Communications Supt.

QSL letter for aircraft over "Navidad."

However, a much more daring tale is being circulated by an as yet unidentified operator. He claims a pirate version of the Falkland Islands Broadcasting Service is transmitting on 2370 kHz (the real FIBS' frequency) from Connecticut. We heard FIBS several times on 2370 last fall and winter, and feel quite certain the signals were not coming from New England. What makes it interesting is that some prominent shortwave listeners are taking the counterfeit FIBS legend seriously. Skepticism concerning an Argentine claim that their comparatively often heard Radio Nacional outlet on 6029 kHz (LRA36) is in Antarctica may have contributed psychologically to the success of the fake FIBS story. But one good hoax really doesn't deserve another!

New, K40 Magnamount: Grips like a grapple, actually improves transmission.

We double guarantee it.*

Exclusive Octopole Construction.

That's eight magnets set in eight different directions to give you a magnetic seal so complete and powerful, your antenna would stay up there if you could squeeze between two semis passing each other at 180 miles an hour. That's magnetic octopower.

* GUARANTEE I

Placed on the roof of a vehicle; properly tuned, the K40 Magnamount is guaranteed to transmit a further distance than a standard K40 without the Magnamount or you will receive a prompt and full refund from your K40 dealer who installed and tuned the Magnamount K40 for you.

* GUARANTEE II

Materials and workmanship are guaranteed for a full 12 months. Any part that fails to perform satisfactorily will be replaced absolutely free.

Exclusive K40 Flux Harmonics for Greater Transmission.

The magnetic radiation pattern was designed to match the K40 antenna radiation for greater distance than the standard K40. See our guarantee.

The facts: Physics and Physical.

1. Magnamount is a bigger, stronger magnet—in fact it's 8 bigger, stronger, magnets.
2. It doesn't just hold the K40 antenna, it helps it transmit further.
3. Remember the law of reciprocity. The antenna that transmits better, receives better.
4. It provides a flatter, lower SWR because the Magnamount is capacitance grounded.
5. It puts your 5/8 wave K40 antenna securely in place in the most advantageous place to work against a ground plane—high and free from obstruction. That's square in the middle, right up on top.

$16.95*
BUYS THE MAGNAMOUNT
$42.50* BUYS THE K40
***(SUGGESTED RETAIL)**

K40 Magnamount.

American Antenna 1945 South Street Elgin, Illinois 60120

This professional CB equipment available only through Registered K40 Dealers!

CIRCLE 2 ON READER SERVICE CARD

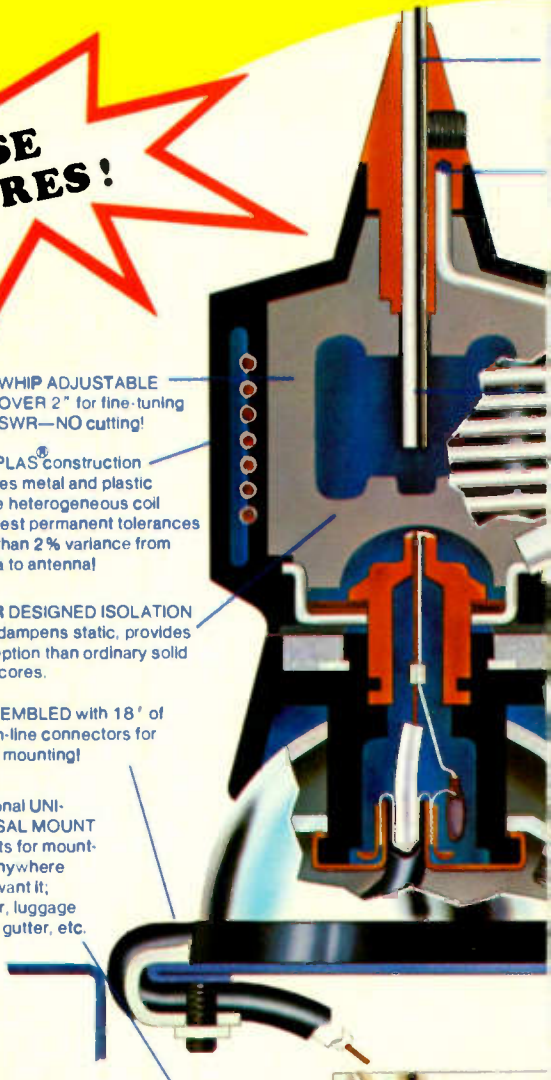
IN ONE YEAR OUR K40™ AN
LARGEST SELLING CB AI

1. It's more expensive...

$42.50*

CHECK OUT THESE EXCLUSIVE FEATURES!

2. It's made



4 WHIP ADJUSTABLE OVER 2" for fine-tuning SWR—NO cutting!

5 METL-PLAS® construction combines metal and plastic into one heterogeneous coil for highest permanent tolerances —less than 2% variance from antenna to antenna!

6 COMPUTER DESIGNED ISOLATION CHAMBER dampens static, provides clearer reception than ordinary solid inductance cores.

9 FULLY ASSEMBLED with 18' of co-ax with in-line connectors for trouble-free mounting!

10 Optional UNIVERSAL MOUNT adapts for mounting anywhere you want it; mirror, luggage rack, gutter, etc.

RUST PREVENTION—all metal components plated to MIL-SPEC QQ-C-320B, MIL-STD868 and 870.

And when you pay more, you expect more!

MORE PERFORMANCE:
The K40 is guaranteed to transmit further or receive clearer than any antenna it replaces. We know it will. We've tested it with 771 CB'ers just like you for one year.

MORE FLEXIBILITY:
You can fit your K40 to any mounting surface. It will fit any vehicle you'll ever own! That includes choppers, dune buggies, gutters, mirror mounts, luggage racks, trunks, hatchbacks, through roofs, semis, pick ups and RV's.

MORE QUALITY:
It's not imported. It's not made in Taiwan, Korea or Japan. It's American made in an American town. It's made with better materials that cost more and by professional people we pay more. And we designed it right here in the U.S.A.

*Suggested Retail

...This Antenna is so DYNAMITE you receive a ...

DOUBLE GUARANTEE

GUARANTEE I: The K-40 will transmit farther and receive more clearly than the antenna it replaces or the customer will receive a prompt and full refund from the Registered K-40 Dealer who installed and tuned it.

GUARANTEE II: Unconditionally guaranteed for 12 months. Guaranteed against cracking, chipping, or rusting. Guaranteed against mechanical failure. Guaranteed against electrical failure. Guaranteed against accidental breakage. No exclusions. No gimmicks. For a full 12 months.

...Sold exclusively by 3500 Am

TENNA HAS BECOME THE
NTENNA IN THE WORLD

better... 3. It's proven best!

1 RADIUSED 180° TIP provides static dissipation without requiring ball. No ball loss—ever!

2 CRITICAL ASSEMBLY, material and specifications adhere to U.S. Government Spec's for mobile antennas (MIL-A-55288B-EL).
So unique—77 new patent claims pending or issued including U.S. Patent 3,826,051. Canadian Industrial Design Patent 45,497.

3 FULL LENGTH 56" WHIP ground from 17-7PH Stainless Steel for 300% increase in signal-transmitting surface over 36" and 42" whips.

7 QUARTER-TURN QUICK RELEASE removes antenna from mount.

8 30° ROTATING BASE permits vertical adjustment on any angled surface

...Here's what the leading CB publications said.

CB TIMES: ". . . it's not often that a product bursts onto the market scene, dominates and improves CB'ing for everyone. American Antenna and the K40 are doing it—repeated tests showed the K40 could out-perform the major competitive brands.

RADIO ELECTRONICS: "The results of our tests showed that, in three different positions of the monitoring receiver, the *model K40* equaled or outperformed the competitive antenna. Apparently, American Antenna's advertising is not merely Madison Avenue showmanship.

PERSONAL COMMUNICATIONS: ". . . an impressive 95% of the trials, the K40 out-performed the existing mobile antennas. We had to try one for ourselves. ". . . in every case, the K40 either equaled or out-performed its competitor. "No ifs, ands, or buts! The K40 Antenna from American Antenna would have to be just about the best antenna around."

CB MAGAZINE: "Introduced in October, 1977, the K40 quickly became the top seller and in mid 1978, became the number one selling antenna in the nation."

...Here's what CB'ers all across the country said.

ANTENNA SPECIALISTS: ". . . truck driver and CB'er for 10 years . . . 50% further than my M410 'Big Momma'."
—J.H. Collett, 207 McFee, Bastrop, LA

AVANTI: "I'm an electronic technician with a Second Class FCC license . . . I was able to transmit 70% further and tune the SWR 75% lower than my Avanti." *—H.R. Castro, VRB, Monserrante D-67, Salinas, Puerto Rico*

PAL: ". . . 20% better in transmission and reception than my 5/8 wave Pal Firestik." *—John A. Blum, Box 446, Zelienople, PA*

SHAKESPEARE: ". . . I've been a CB'er for three years and the K40 is the best I've ever had. Better in reception and transmission than my Shakespeare." *—H. Bachert, Jr., 15 King Rd., Park Ridge, NJ*

HUSTLER: "Compared to my Hustler XBLT-4, the K40 can consistently transmit 40% further and the reception was better. The K40 is the perfect way to complete a CB system." *—Jerome R. Brown, 7800 S. Linder, Burbank, IL*

IF YOU'RE A BEGINNER:
Our K40 Dealers will be happy to sell you any of the older style and less expensive antennas that are great bargains for any beginning CB'er.

K40™ POWER

AMERICAN ANTENNA
ELGIN, IL 60120

CIRCLE 1 ON READER SERVICE CARD

erican K40 Dealers throughout the U.S. & Canada.

IF YOU OWN A RADIO, THIS MICROPHONE WILL LET YOU TRANSMIT FURTHER AND CLEARER OR WE'LL GIVE YOU YOUR MONEY BACK!

Guaranteed to out perform any mic on any radio!

A speech processor microcircuit, designed by us, that eliminates splatter, boosts power and recharges its own battery. A patented American invention made in an American town.

CHECK OUT THE EXCLUSIVE FEATURES!

- CLIPS ANYWHERE
- PROCESSES SPEECH WITH COMPUTER CIRCUIT
- SOUND SENSITIVE 2 INCHES OR 2 FEET
- NOISE CANCELLING
- TWO MICS WITH ONE SWITCH
- FRESH CHARGE WITH NO BATTERIES

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GUARANTEE I:
The K40 Speech Processor is guaranteed to outperform any microphone it replaces or return it for a complete and full refund within 7 days from the K40 Dealer that installed and tuned it.

GUARANTEE II:
Unconditionally guaranteed for 12 months. Guaranteed against cracking, chipping, or rusting. Guaranteed against mechanical failure. Guaranteed against electrical failure. No exclusions. No gimmicks. For a full 12 months.

$44.50 Suggested Retail

AMERICAN ANTENNA
ELGIN, ILLINOIS 60120

...Sold exclusively by 3500 American K40 Dealers throughout the U.S. & Canada.

CIRCLE 4 ON READER SERVICE CARD

CANADIAN NOTES

By Lynn Tyler, XM17-294 (HOT LIPS)

Canadian readers: Send items to Lynn c/o S9 magazine, 14 Vanderventer Ave., Port Washington NY 11050.

TWO SQUELCHED FOR SWEARING ON HIGH SEAS

Two Delta fishermen, Martin Pybus and Werner Hans Siegmund, made history recently when they became the first people in British Columbia to be convicted of using profane language on the airwaves.

The federal department of Communications said the two were fined $150 each in Vancouver, with the option of 14 days in jail, for violating the federal Radio Act by using profane language in communications between two fishing boats off the mouth of the Fraser River last fall.

The government spared no expense in getting their men in a joint operation of the Canadian Coast Guard and the DOC.

Said a departmental news release, "After a report of continuing profane and obscene language on various very high frequency marine radio channels, a Coast Guard hovercraft equipped with an automatic radio direction finder traced the radio signals to two fishing boats communicating with each other at the mouth of the Fraser River."

The two men were convicted on April 1, but neither the DOC nor the court were saying "April Fool!"

A COURTEOUS CANADIAN CLUB

I-WW 244 (Alan) of Trail, B.C., informs me that he has had a super time working skip the last few months. His contacts lately have been with Fukushima, Japan on 27.625, and Taipei, Taiwan on 27.665. Alan said that I-WW, a Canadian Sideband club, started out in New Glasgow, Nova Scotia, and is now international with a membership of 105 countries.

I-WW promotes the courteous use of the radio. Whistling and yelling are not allowed. Two of the most important rules a member of I-WW (World Wide) should follow are: never interrupt QSO's, and once contact is made, run your set or power only at the strength necessary to carry on the QSO. This Sideband club operates on the higher frequencies.

MEETING MIMI

Larry (SBC-001), in the West Kootenays, recently made contact with a few CB'ers in the Netherlands and Italy—all on legal frequencies. His greatest delight, however, was his contact with Radio Station Mimi in Belgium. In their conversation she told Larry she had an aunt living in Revelstoke, B.C. Larry, being his sweet, courteous self, (sometimes!), asked for her aunt's name, address and phone number. Asking Mimi to stand by the frequency, he phoned Revelstoke and hooked the two parties up via CB and telephone.

Radio Station Mimi will be coming to the Kootenays this summer, Larry informs me, so he is hoping to have an eyeball with his newest QSO.

One hears of these overseas contacts while listening around the band and it sometimes doesn't mean too much, but it's always a pleasure to hear that it actually happened to someone you've known for years. Of course, it's a double pleasure when it happens to you!

A LETTER, AT LEAST

Bjorn Andersson of Sweden sent me a lovely letter a while ago. Regular S9 readers remember reading about him in the Hello Skipland column. He was in the states last June, as well as in Canada, visiting DX friends.

Bjorn is an avid reader of S9 and asked me to pass on his "hallo" to 6 Canada 144 (Larry) and 9E-724 (Ken) in Pitt Meadows, B.C. He talked to them in October of last year. Hey, maybe there's hope for this old gal making contact with Sweden yet!!

'Til next month—73's.

The Radar Column

by "Jammer"

CONNECTICUT NEWS

Getting away with speeding on four stretches of highways in Connecticut will be a bit harder this year than last as Connecticut State Police are continuing their radar enforcement program.

Two of the areas which will be patrolled by between one and six officers are in Fairfield County. They are the Connecticut Turnpike from the Mill Plain Road exit in Fairfield to the Noroton Avenue exit in Darien and Rte. 84 from the New York state line to Newtown.

The federally and state funded program designed to determine the best way to enforce the 55 miles per hour limit includes four devices which will measure the speed and number of cars on each roadway, according to Connecticut state spokesman Adam Berluti.

The program will also cover Rte. 91 from North Haven to Meriden and from Windsor to the Massachusetts state line.

Motorists will be measured on the turnpike as they pass under the Hales Road overpass.

Connecticut is only one of two states involved in the program organized by the federal Department of Transportation. Officials said testing will be done on urban roads here and on rural roads in Utah.

The $192,000 grant will be used to try to determine how many troopers should patrol, and proportionately how much should be spent, to deter speeding. In seven 42-day periods, between one trooper and five troopers plus a sergeant, will patrol the highway stretches. The number of vehicles in the area and the speed at which they travel will be compared to manpower during the testing, Berluti said.

"Presumably as you go up to your maximum in manpower, you should have maximum enforcement. This is not necessarily true, as the study may show," Berluti said.

Also monitored in the program are the number of speeding tickets issued, services rendered to the public, revenues collected, weather and road conditions and the number of accidents and their severity.

The program will end Dec. 6. There will be one trooper patrolling on the first and last periods and a varying number in the middle period.

The new effort is the second phase of a two-part program funded with $714,467 in federal money and $212,545 from the state. The first phase funds were used to test the computation systems and apparatus.

RADAR DETECTORS: DO THEY WORK?

Frequently radar detector manufacturers receive a customer complaint that their radar detector "didn't work!"—that the customer was "right on top of the police car before the alarm went off!". It is still true, unfortunately, that there are poor quality detectors being offered for sale, but in *most* of these cases the problem is the lack of understanding of speed radar operations by the customer!

In extensive conversations with leading radar detector manufacturers, it is a fact that less than 2 percent of customer complaints are actually attributable to defective units! The real fault is in the customers' understanding of their operations.

First of all, a radar detector is *not* intended as a "license to speed" (and the faster you are going, the less reaction time you have to slow down). A radar detector is simply a *defensive* driving tool, to help you in 'illicit radar traps' or to protect you from 'erroneous' radar citations (evidence introduced in recent speeding trials in Miami indicate that perhaps as many as 25 percent of speed radar citations are in *error*!) But in order to use this tool effectively you must understand what is happening in police speed radar operations.

In general, radar detectors have been proven to be so effective that many police operators are having to perfect their operating techniques much more so than they did in the past. *It is possible for an operator to set up a radar trap that cannot be detected in advance!* Not even if you had a $100,000 military type radar detector!

In the radar column in our January issue there is a discussion of the apparent short range detection against the MPH Industries K-55 speed radar. This very low powered device cannot be detected over long ranges simply because there is just no signal present to be detected! But you must remember, the police *cannot* measure your speed out there either! The article stated that, "The K-55 has a speed recording range of only a few hundred feet, but more importantly, a detecting range of half a

mile for conventional radar units, and a detection range of up to two miles. ....Motorists see the police car almost as soon as their detector goes off. They don't get caught for speeding, but they assume it was a fluke. Most motorists can't accept (the fact) that the radar has a tracking range which barely gets over the median strip!"

The radar signal leaves the police unit in a very narrow, 'pencil' beam-width pattern. Depending on power level of the transmitter, the operating frequency, the gain of the antenna used, and the surrounding terrain, the signal begins to fall apart or 'scatter' after a specific distance (but variable with each unit). Let's call this distance 'X'. In order for the police to get an *accurate* measurement of your speed, the signal must be transmitted, reach your vehicle, create a sufficient "echo," (the strength of the "echo" is dependent on the distance, speed and overall frontal area of the target vehicle) and return to the police unit *before* the signal "falls apart"! Therefore, to get an accurate reading, the actual effective range of the police unit, at *best*, is the "round-trip" transmitting range, or ½ "X".

By taking advantage of the terrain, buildings, trees, etc., the police can pick a setup location so that *no* signal is being dispersed beyond the *effective* range of the speed unit. If the signal is not dispersed, (if there is no signal present!), it *cannot* be detected.

Still another situation that is difficult to detect is the Kustom Signal's KR-11 "lock & release" feature. This is a "trigger-switch" mechanism the police officer uses to cut off the signal until he has a known speeding target *within* measureable range. Again, with no signal present, it *cannot* be detected(unless you detect him "shooting" another vehicle preceding you down the road).

In yet another case, we know of instances where the police operator has in fact disconnected the antenna of his speed unit until the target vehicle is well within range and then plugged the antenna in quickly and obtained a measurement. And again, in some cases the police speed radar may not even be turned on when you pass the police vehicle and you never will get an alarm! In short, if there is no signal present there is nothing to be detected, and even the best radar receiver in the world cannot detect a signal that is not there!

Radar detectors have become very sophisticated, very effective defensive driving tools, but they are still no better than the people who operate them. You *must* know how to use them and you *must* understand how speed radar operates. You need to become familiar with the types of speed radar in use and how they are used. If you are trying to evaluate competitive radar detectors the best method is to have both of them installed and observe them over a period of time. And even then with 2 units you can be misled if one unit "false pulses" (i.e. alarms on a signal *other* than radar) just before encountering a radar trap. It could appear to give an alarm at a greater range when in fact it was reacting to a different signal!

In most instances, when the radar speed unit is in fact transmitting, you can detect the primary radar beam or even very small signal levels of the 'scatter' or 'clutter', 2 to 6 times farther away than the police can get an *accurate* measure of your speed, regardless of what the actual distance from the police unit is and after all, that's what we are really looking for! So don't be too quick to blame your detector for 'poor range' until you know for sure what conditons you have encountered.

This is a complex situation. These are very sophisticated systems and there are many variables present in any given setup and you need to be certain what those variables are before you decide a radar detector "*doesn't work*!""

(Thanks to RA Electronics, P.O. Box 1163, Richardson, TX 75080, for these comments: RA Electronics produces the *X-KALIBUR* radar detectors.)

ON THE COUNTERS

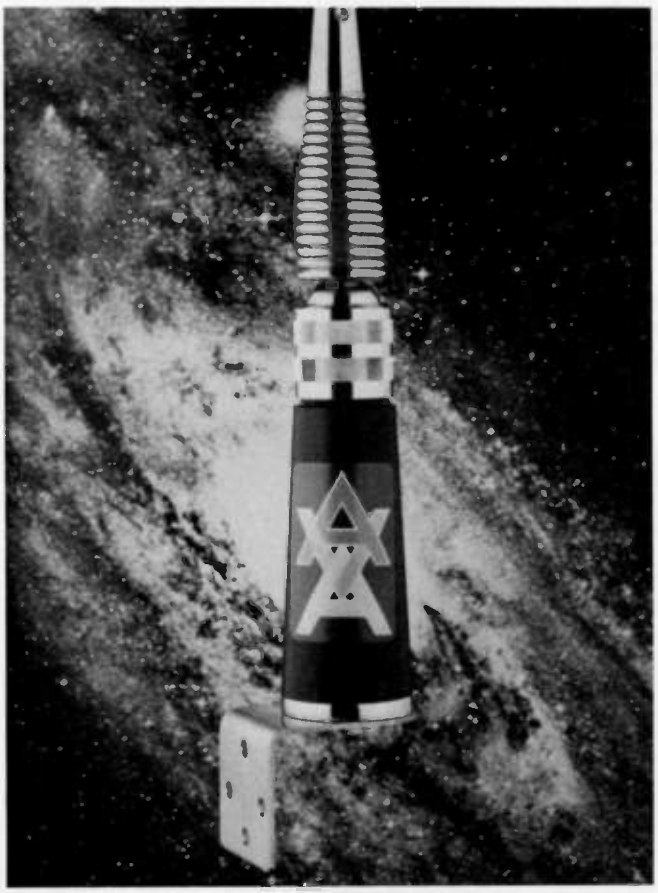
S9'S MONTHLY PRODUCT REVIEW

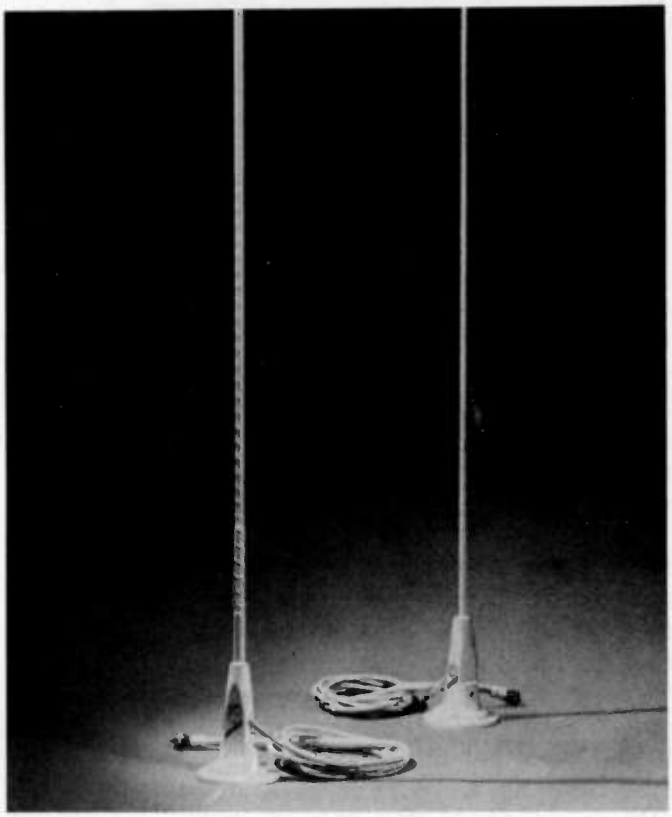
HATCHBACK CB ANTENNA

AVAI has introduced a new CB antenna with a rugged stainless steel hatchback mount for use on hatchback and fastback model cars. In addition the antenna provides convenient mounting on the trunk lips, pickup hoods and campers. The unique feature is a Quick-Swivel which is hand-adjustable.The new model 762 utilizes a base loaded coil of the same style as the 760, a stainless steel shock spring, a 17-7PH stainless steel whip, stainless steel hardware and stainless steel bracket. A Quick-Disconnect miniature connector allows easy installation of antenna cable. The antenna comes complete with 17 feet of Type RG-58/U coaxial cable and Quick-Disconnect PL-259 connector.

For further information contact: AVAI, 1321 8th Street S.E.. Waseca. Minnesota 56093.

Mark number 53 on Reader Service Card.





TAKE CB AFLOAT

Antler has announced two marine antennas requiring no ground plane for use on fiberglass, wood, plastic or metal boats and recreational vehicles.

The "Sea King" is a new 9' fiberglass whip that provides maximum range and performance. The "Sea Sprite" is a loaded fiberglass stick type that adds the convenience of a short 39" height with high performance characteristics.

Both of the Antler marine models feature a hinged base that locks in an upright position for transmission and folds 180 degrees for out-of-the-way storage when the radio is not being used. Both models include a factory, pre-wired coax assembly sealed into the base for moisture protection.

The development of no-ground plane antennas opens the pleasure boating field to the world of CB safety, fun and convenience.

For information, address Antler Antennas, P.O. Box 40526, Fort Worth, Texas 76140.

Mark number 57 on Reader Service Card.

For Information About Our Advertisers...

INNOVATION IN SAFETY

A motorist who has mechanical or other problems forcing a stop alongside an interstate highway or secondary road, especially during dark night hours, is extremely vulnerable to robbery, rape, assault, kidnap, or many of the other criminal acts documented daily in newspapers across the country.

The usually recommended distress signals: raised hood, flashing lights—even the driver standing outside the car beckoning for help—are too often ignored by the drivers of passing vehicles due to their fear of some harm that may befall them by stopping. Also, these recommended signals have been seen as possible invitations to persons with criminal intent, bent on harming or robbing the distressed driver.

The "SEND HELP" sign solves the problem of both the stranded motorist and the passing driver who fears entrapment.

Few, if any, passing observers of a vehicle with an attached "SEND HELP" sign would be too unconcerned to notify some authority ahead of the location of the trouble.

The sign also allows the stranded driver to remain in the comfort and safety of a locked vehicle.

The white sign, measuring 9" x 14", with the words "SEND HELP" printed in flourescent red paint, is attached to the metal top of the vehicle, held securely by the patented magnetic base. The patented magnetic feature creates a strong enough attraction to prevent the sign being blown off by the strongest wind or the rush of air created by passing vehicles. If a car has a vinyl top, the sign is attached to the trunk lid.

The flourescent "SEND HELP" sign (the message is also available in French, German, Spanish, and Italian) is being marketed nationally. Wholesaler and dealer inquiries invited. Contact D & D, 1306 Hepburn Avenue, Louisville KY 40204.

Mark number 51 on Reader Service Card.

TELESCOPIC TOWER

Aluma Tower Company is now manufacturing five styles of mobile van roof mounted telescopic towers.

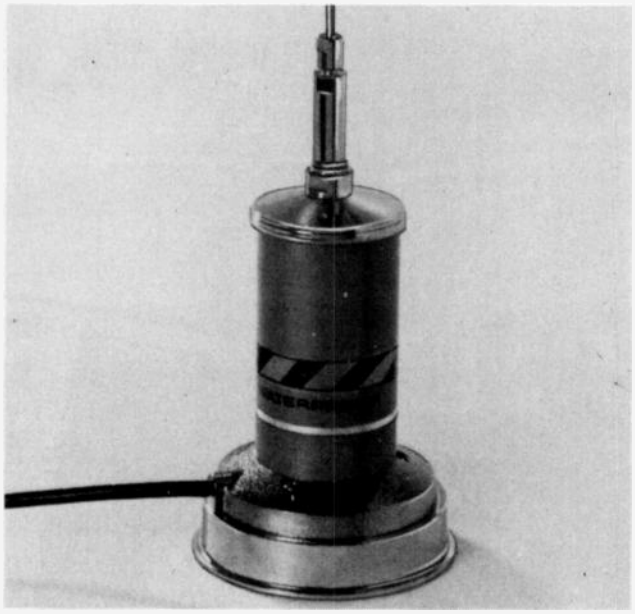
These towers will crank up on the heavier duty model to 60 feet, if required. They are manufactured for easy mounting on your van ladder rack, so they can be cranked up easily when needed for use, and cranked down easily for storage.

These quality made aluminum towers are tungsten inert gas welded (heli-arc) for strength. These aluminum crank up van towers are also manufactured with a safety stop for safe, trouble free usage.

Aluma Tower Company is located at 1639 Old Dixie Highway, Vero Beach, Florida 32960.

Mark number 59 on Reader Service Card.

"MAG MOMMA"



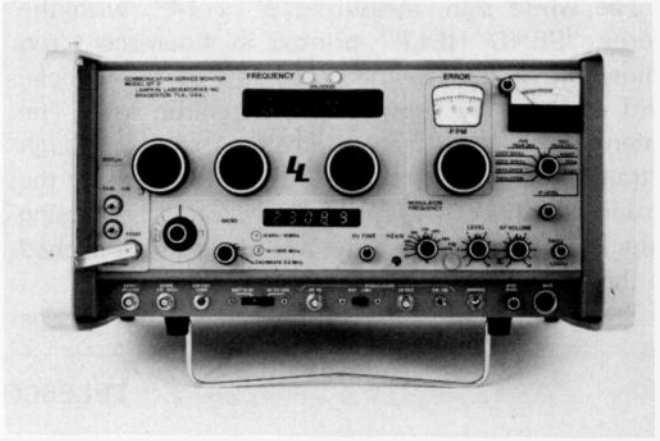
The Antenna Specialists Company, Cleveland, Ohio, has released a new magnetic mount version of its popular "Big Momma" series of heater duty CB antennas. The new antenna, Model M-511, known as "Mag Momma" features a powerful new, heavy duty magnet capable of withstanding not only highway speeds but the rough off road environment, plus all of the distinctive features of the Big Momma series. The super sized loading coil offers a tremendous power reserve and Antenna Specialists' unique free replacement guarantee if it should ever burn out. The extra long, 17-7PH stainless steel whip not only provides greater signal range, but super resiliency to resist blows without taking a set. The antenna features a fine tuning adaptor which permits adjustment to optimum performance wherever desired in the 40-channel CB band. The antenna is complete with extra-long (21 feet) coax cable, with a miniature in-line connector for quick and easy removability and storage. For further information contact: Personal Communications Division, The Antenna Specialists Company, 12435 Euclid Ave., Cleveland, OH 44106.

Mark number 56 on Reader Service Card.

COMMUNICATION MONITOR

The "Model 107D (Digital) Communication Service Monitor" is a precision instrument for measuring frequencies from 10 kHz to 1000 Megahertz, with a frequency accuracy to ±0.00005% (0.5 PPM), with a calibrated output which provides true signal generator capability. It accurately provides a signal continuously variable from 1 mV to less than 0.1 uV rms, with leakage less than 0.07 uV. The output can be either amplitude or frequency modulated by an external source or a 50-6000 Hz internal audio oscillator. It measures FM deviations from 0-6 kHz. Carrier and modulator frequency separately LED displayed. Standard mike input for voice modulation.

The unit is totally portable and weighs only 23.5 lbs. It operates on 115/220 VAC; 50 to 400 Hz; 12 VDC or optional battery pack. Power consumption is only 8 watts.



From: Lampkin Laboratories Inc., P.O. Drawer 9048, Bradenton, Florida 33506.

Mark number 61 on Reader Service Card.

HY-GAIN CB CATALOG

A new eight page Citizens' Band antenna catalog includes Hy-Gain mobile and base antennas and Telex CB microphones and headsets.

The catalog includes the full line of Hy-Gain mobile and base station antennas with a complete line of eleven CB marine antennas. Many new CB antenna mounts have been added. Three new crank-up base station towers are featured.

Hy-Gain, a division of Telex Communications, Inc., is a manufacturer of antennas and antenna towers for amateur, CB, marine, professional two-way radio, industrial and military applications. The company markets its products nationwide and internationally in over 80 countries.

See your local Hy-Gain dealer for a copy.

Mark number 62 on Reader Service Card.

GAIN OMNI-DIRECTIONAL ANTENNA

A new co-inductive ¾-wave omni-directional antenna, for CB'ers, has been introduced by Avanti Research and Development, Inc., of Addison, IL.

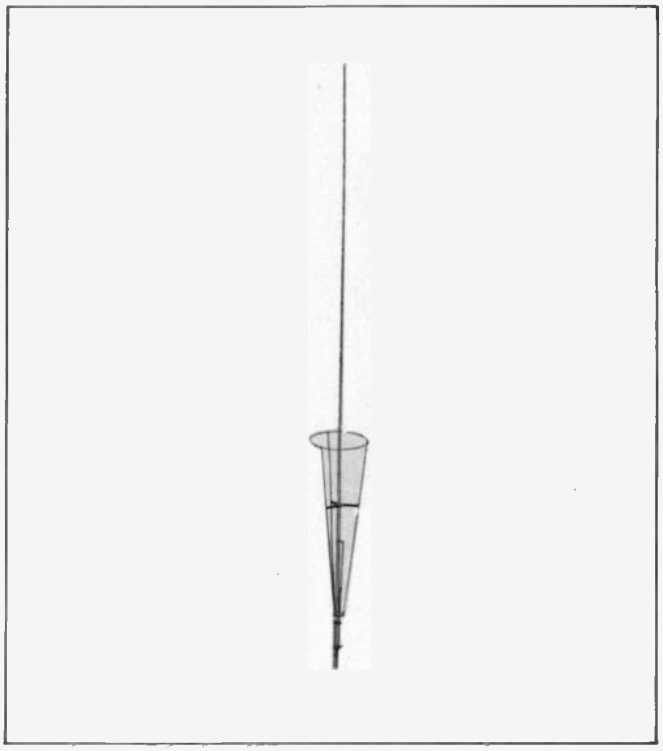
It's called Sigma IV—the higher gain for longer range base antenna, designed for unmatched performance and unequalled strength. The unique co-inductive feature of the Sigma IV produces more gain over an isotropic source than any other non-directional CB antenna ever tested by Avanti's laboratories. This higher 6.14 dBi gain (which is 1 dBi over the world famous Sigma II), gives CB'ers the ability to transmit and receive further than ever thought possible in an omni-directional CB antenna.

Sigma IV also features a low S.W.R. for greater use of available power. Excellent band width provides for 1.1:1 S.W.R. at resonance and 1.5:1 or less going even beyond the band edges.

D.C. ground construction with special gamma match provides for greater clarity and static relief. The antenna also has a D.C. ground lightning protected design that can withstand direct hits by lightning. It's guaranteed never to burn out.

Tempered aluminum tubing with cryogenic strength gives Sigma IV its mechanical superiority and long life characteristics. Its tubing actually gets stronger in colder weather, which helps Sigma IV withstand ice and wind better than ever before. The antenna measures 27 feet long, yet weighs only 12 pounds for lightweight convenience.

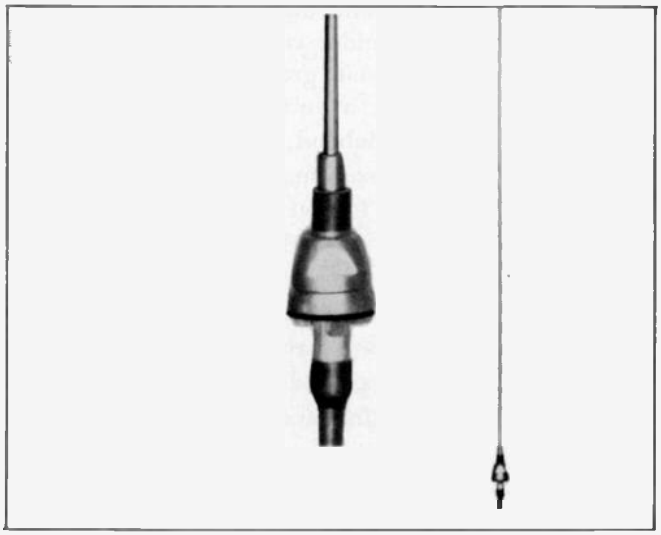
Unlike conventional bottom radiating omni antennas, Sigma IV features a top radiation design for greater range. It radiates the majority of signal from high up on the antenna, giving it an extra boost in performance. CB'ers can even mount the antenna at ground level. There's no need for tower or mast mounting to achieve excellence.



Other Sigma IV features: An R.F. Safety Factor of 2000 watts and a bandwidth of 40+ channels; exceptionally easy to assemble; means installation costs are kept to a minimum and CB'ers can get operating as soon as possible.

For more information on Sigma IV, contact Avanti Research and Development, Inc., 340 Stewart Avenue, Addison, IL 60101.

Mark number 60 on Reader Service Card.



ANTENNA FOR GM CARS

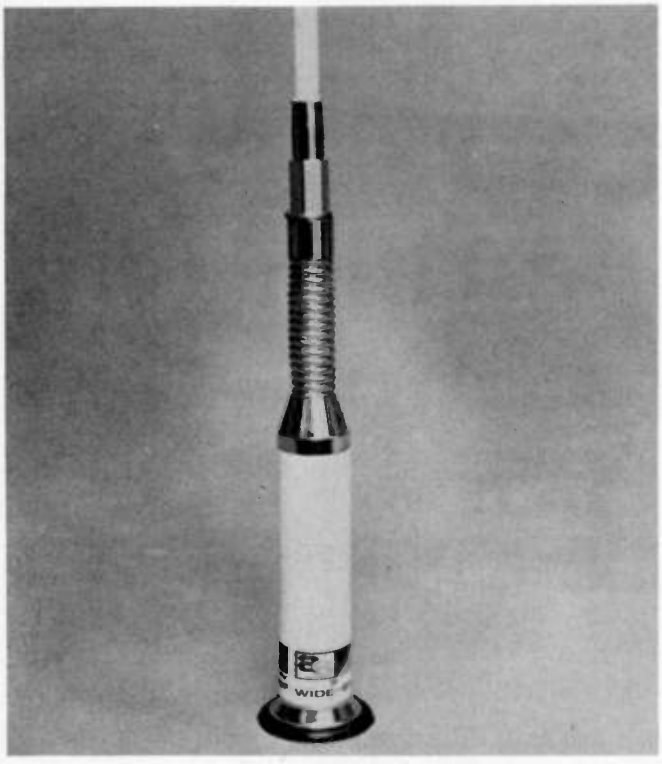
A new custom antenna fitting all General Motors and narrow-fender cars has been introduced by Harada Industry of America. The antenna, Model FM-91, has a single stainless steel mast 31 inches long and a 72 inch cable.

The new unit complements Harada's line of custom antennas designed for all Chrysler Corporation, Ford, and American Motors cars.

For more information, contact Harada Industry of America, Inc., Dept. P, 1900 West Artesia Blvd., Compton, CA 90220.

Mark number 58 on Reader Service Card.

ROOF TOP CB ANTENNA SOLVES DILEMMA



Combining the best characteristics of base loading, vehicle roof installation and fiber glass whip technology, The Antenna Specialists Company has provided owners of fiber glass bodied RV's and other vehicles with non-metallic roof or deck surfaces a unique solution to ground plane problem with its MR480 roof top CB antenna. The antenna is only 53 inches high, reducing overhead obstruction clearance to a minimum consistent with excellent performance. The MR480 combines a base loading coil encased in high impact white plastic with a white fiber glass whip thus requiring no metal ground plane. The antenna also employs a slim heavy-duty stainless steel shock spring. The mounting base is a standard roof-type requiring a 3/8 inch diameter hole. It is designed to mount on fiber glass roofs up to 3/8 inches thick and is provided with 24 feet of coax cable complete with connector.

For further information contact The Antenna Specialists Co., Consumer Products Division, 12435 Euclid Avenue, Cleveland OH 44106.

Mark number 52 on Reader Service Card.

CB RADIO/S9 FIX'M-UP

TAKE ADVANTAGE OF THESE USEFUL FREE SERVICES:

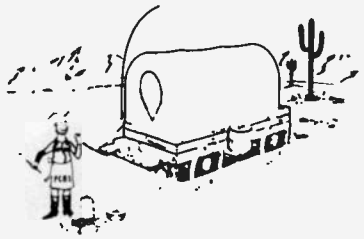
EVERYONE FOR A.M. "UNIT NUMBERS"?

As you tune the AM channels these days you'll note that a great many CB'ers are now using "Unit Numbers" in addition to or instead of "handles." Many people think "handles" have pretty much *had it*, as they are heavily duplicated and all-too-often difficult to copy through the chatter on a crowded channel, also, a growing number of operators tend to think of AM "Unit Numbers" as sounding a lot more professional and less "cutsey" than "handles." There are other advantages too, all of which makes the idea of 'Unit Numbers" on AM channels sound even more appealing. For more information on AM "Unit Numbers" and an application for receiving or registering your own AM "Unit Number," send a self-addressed stamped return envelope to Z-Tech, P.O. Box 70-FXM, Hauppauge, N.Y. 11787. AM "Unit Numbers" are a strong trend as CB Radio continues to evolve, expand, and mature.

SIDEBAND ID NUMBERS?

They don't use "handles" to ID on the sideband channels, stations use "Sideband ID Numbers." If you're an active Sidebander you may already have several local or regional group ID numbers–if you're a newcomer or a future Sidebander, you may not have any Sideband ID numbers at all! Whether you have a dozen numbers or none at all, it's easy and important to you to get yourself a set of *national* ID numbers from the *SSB Network*, and become a vital part of the growing national Sidebanding movement by affiliating with the oldest (1964) and most prominent national sideband group. Old timers, newcomers, and future Sidebanders should obtain information and an application for national *SSB Network* numbers by sending a self-addressed stamped envelope to: SSB Network, P.O. Box 908-X , Smithtown, NY 11787.

THE CB PIONEERS' CORNER



By Judy, SSB-99/PCBS-99

JOHNNY, WE HARDLY KNEW YE!

The colorful history of CB is dotted with equipment which seemed to drop by the wayside before ever becoming well known. Maybe the manufacturer decided to kill the product before it reached a sufficient number of customers, or maybe the product just bombed out despite all efforts to cause it to become popular in the CB marketplace. Some pieces of equipment were marketed only in limited local areas, others existed only in the form of a few hand-built samples or engineering prototypes.

Looking back over some of these from a vantage point in the 1980's we can but speculate about what really happened to the glorious plans for marketing various CB rigs which various persons and companies had spent time and money in developing for the embryo CB service of the early 1960's.

For instance, does anybody remember the Model TRA-11 transverter (combo transmitter and receiving converter) made by J. Wilbur Babb Electronics in McAlester, Oklahoma? And speaking of Oklahoma, there was the "Custom Dispatcher" rig made by Chickasha Electronics in the city of Chickasha; this same company also supposedly produced a unit called the Model 1000-D—but had anybody ever seen any of this gear in actual use? I've never come across anybody who did.

What about the "Model A" made by Citizen Electronics of Laurelton, N.J.? And the rigs which were announced by Lakeland Electronics (Warsaw, Ind.), Lakeshore Industries (Manitowoc, Wisc.), Rutherford Electronics (Culver City, Calif.) and Transcendor (Waseca, Minn.)? If indeed they existed at all, certainly they did not comprise more than a very limited number of units.

Does anybody recall something called the Harman Morse CB-15 unit? It was a small transistorized 5-channel transceiver that seems to have achieved instant anonymity after being announced by its manufacturer.

Another "almost ran" was the much heralded "Cipher 1000" which was all set to roll from a New York company called InterMark. This $130 rig looked like a fair idea for 1963, being portable and powered by 12 flashlight batteries (only weighed a mere 7 lbs.). Maybe the fact that it offered only single channel operation is what finally helped it become unknown. Did anybody ever buy one?

The Webster 440 was a nice try too. This rig arrived in about 1963. Its manufacturer was reasonably well known to the CB crowd via

The Harmon Morse CB-15.

InterMark's Cipher-1000.

line of mobile antennas, and the rig itself was somewhat classy looking in that it was all gussied up with polished walnut trim and a blue/orange faceplate. It offered 10 channel operation and a double conversion receiver. Somehow or other it managed to miss the popularity boat and, as with other rigs which shared its fate, only a few Webster 440's ever seemed to reach the hands of the public.

One of the more curious unknowns was the Alliance Genie Fone; you may recall Alliance Manufacturing as one of the leading producers of automatic garage door openers. One day they announced to the world that they were entering the CB market and suddenly embarked on a major campaign to make the world aware of their all new 23-channel rig. Darn nice unit too, all of the features everybody said they wanted including delta tuning and a switchable noise limiter. Alliance even went so far as to fly members of the electronics press to their factory to show off the new Genie Fone. Never was so much of a commotion made

Alliance's Genie-Fone.

about a transceiver which (it appears) was never actually put on sale; there is some speculation as to wheter it was even put into production. It may well be that the two hand-assembled prototypes used to show off to members of the press were the only ones which ever existed; they presented one to *Tomcat* (he still has it); nobody seems to know what ever became of the other one!

And so it goes with the glory roll—the Selscor Model SC-A Telepath, the Electra (of LaCanada, Calif.) Miniphone 600, the International Communications Corp. Mercury Mark IV, the IT&T Model 320, the Miratel CR-117, the Apelco AR-10 (the Apelco AR-10 was a first cousin to the Webster 440 unit) and many others which just couldn't seem to get up enough steam to go charging down the track to success.

Curiously enough, back in the summer of 1963 one company even announced that they were building a 23-channel SSB transceiver! That would-be Sabor Electronics of Los Angeles. Their model SB-10A was to sell for $300. Nobody ever saw one! Does history always repeat itself? Compare the elusive 1963 Sabor unit with the new Sideband rig announced in 1978 by Texas Instruments—the rig without the clarifier! That one never hit the dealers' shelves either!

Texas Instruments' SM-172.

Webster's Band-Spanner 440.

SOME PIONEERS

Paul Price, now of sunny Long Beach, Calif., and known as Double Dozen/KBHW-0114, started out in New York many years ago as KBJ1921.

If you were on the air back in 1962 and you were located near Crete, Nebraska, then for sure you knew Van Chesser, KGH2091, of the Star Motel. These days Van is known as KTI-2277.

Jim Masucci, Pres. of the Rome (N.Y.) Sideband Club, and a fellow member of the SSB Network (SSB-0A95), started out in 1965 under the callsign KPQ-8747. The Rome Sideband club now has well over 700 members! Besides being RSB-1/SSB-0A95, Jim is also 11W4191.

When David Turner was a dispatcher for a local trucking company in Mt. Holly, N.C., along about 1965, he first got interested in CB radio. His first Johnson rig was licensed as KMK-3009. These days he's KQQ-9960/SSB-1373-B and he runs a Realistic Navajo TRC-457 with a Starduster. On AM-side Dave is Unit 27-Hotel.

Burnard Starlings, of

Baltimore, Md., goes back in radio to 1935 when he started fixing the things. During World War II he worked at the Glenn L. Martin Co. and was on the air (VHF) with the War Emergency Radio Service (WERS). His first CB license was as 4W0595 all the way back in September of 1959. He had a Kaar mobile unit, then a Globe base, and a Lafayette HE-20C (he still owns it and it's in perfect condition). An S9 reader "for many years," these days Burnard holds the CB callsign KKI-3642.

The callsign 19A6030 was issued to Doug Hazzard (now KJV1428)of Decatur, Ill. Doug had a Lafayette HE-15 (still owns it) and recalls that it had a receiver "10 channels wide). His present rigs are a Teaberry Stalker XV (base) and a Cobra 132 in the portable.

David Paisley, originally KHC-7806, of St. Louis, Mo., got into CB in Ruishville, Ill., when he was there in 1965. Now he's known as The Bigfoot or KGP-2206—he's a tooling engineer.

In 1961 they gave Bill Wiggins of Sarasota, Fla., the license 7Q2173. He used it with a couple of rigs including a Citi-Fone 7/6 (still owns it too). His present callsign is KOP5005.

Bill Vedder, now also of Florida, began his CB career in 1964 as KLP-6072 when he lived in

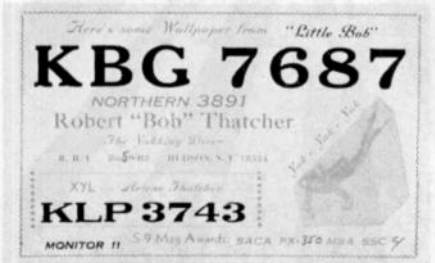
Niagara Falls, N.Y. He used to have a Heathkit unit as his mobile rig and had to carry a power converter in his car's glove compartment to generate the 110 volts needed to run the set! Today he has a Navajo TRC-57 and holds the callsign KJS-3979.

John Sutak, now KQD-5062, started out as KBG-5707. He's from Cresskill, N.J.

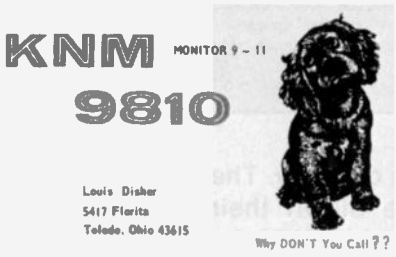
Joe Kogut had the callsign KID-6001 when he began in CB. His station was a Knight 2550 (see photo of his early station), and the rig is still in operable condition. Joe is from Woodlawn, N.J., and reports that many people he speaks to find it hard to believe that people really were into CB radio in the early 1960's!

Joe Kogut's setup in the early days.

A Johnson Viking V and a stinger mobile whip comprised the first station of Bob Thatcher, Hudson, N.Y. when he was KBG-7687—and like many of this month's old timers we're meeting, he still owns the rig! His QSL collection covers all states and Canadian provinces, all Latin American nations and many other areas of the world (4,000 cards), although he no longer QSL's! His present callsign is KQD-6329.

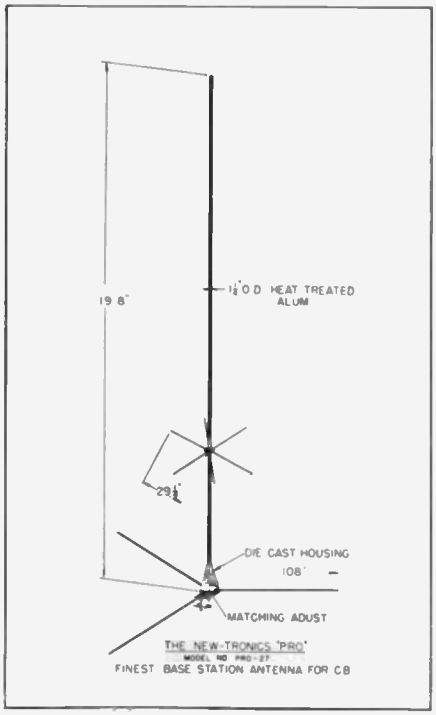


Rich Reiter, Yarmouth, Ia., had one of those Utica Town & Country MC-27 rigs we've mentioned here several times. Guess what? He still owns it! Rich's 1963 callsign was KHD-6330 and he still owns that too! He's a carpenter by trade.



"Heavy Duty Louie" Disher, Sr., of Toledo is another operator who managed to hang onto his old callsign which he got in 1965. That callsign is KNM-9810. Lucky guy!

"Freddie The Freeloader" is what some folks call Fred Heth of Indiana. Fred began with an RCA Mark IV base station in the early



The New-Tronics "Pro" of the 60's.

Fred Heth's shack today.

daze. As you can see from the photo, he's come a long way, baby! Looks like an ever lovin' *rice burner,* Freddie!

Walter J. Corrigan, Sales Manager at Hustler, Inc., began his career in 1959 as 19W5472 when he had a Heathkit CB-1 *lunchbox*. Walter sent a 1966 catalog of CB antennas for us to peruse, including a picture of the New-Tronics PRO-27, which was one of the better known base station antennas of the mid-60's. It produced a 3.4 dB gain and was based on the 5/8 wave principle.

"FREE RADIO" CORNER

By Al Muick, President of FREE RADIO CAMPAIGN-USA

The Free Radio Campaign-USA (RD 2, Box 542, Wescosville, PA 18106) is a group of people (including listeners, broadcasters, and others) who support the idea of "Free Radio," that is, unlicensed "personal" broadcasting. While S9 does not encourage persons to broadcast without the proper license, we do support efforts to convince the FCC to set aside special frequencies for this purpose, and we do encourage listeners to seek out these interesting stations on their receivers, as many will QSL. For more information on FRC-USA, or for a sample copy of their newsletter, send 50¢ and a stamped self-addressed envelope to the above address. A subscription to the FRC-USA newsletter, The Wavelength, is $5 per year ($7.50 overseas). Make all checks payable to Al Muick. FRC-USA is a mail drop for the majority of North American "pirate" broadcasters, and reception reports can be sent to the stations in care of FRC-USA.

Unfortunately, we must start with an obituary. The Voice of Venus, alias XR705, have blown their transmitter once again. It was an old DX-60 by Heathkit and was operating on 7050 kHz in the 41 meter band. Scott Wild, station manager, assures me that it by no means means the demise of the Voice of Venus. They are in the process of building/purchasing another transmitter to hopefully operate on the 6900 kHz range. Meanwhile, any questions, comments, reception reports, and criticisms can still be sent to them through the FRC-USA.

While we're on the subject of the 6900 kHz range, let's talk about WARG, a pirate that has thus far shown up rather irregularly. WARG has been operating a "phone loop" system for QSLing, although to date, no QSLs have been received by anyone. A loop number is an internal number used by the phone company for tests, etc. Lately, most pirates have been using the New York loops and these usually end with the numbers 9979. The station calls a phone number that ends with 9979 and the listener dials 9979. They are immediately connected and there is no way that the phone number can be traced, although the caller is billed for the call. Anyone desiring more information on these loop numbers can obtain it for a SASE to the FRC-USA headquarters. Back to WARG, they seem to be running high power! At least more power than has ever been run by a station before as it appears to be in the area of several kilowatts!

Keep tuned to the pirate wavebands as soon you will hear relays of European Free Radio stations. The FRC-USA is operating a program exchange service with approximately 7 different European pirates. The programs are generally well-produced and have quite interesting information on the Free Radio scene in Europe and the world.

Pirate Radio New England (PRN, for short) is still sporadically active on 1615 or 1620 kHz with strapping signals. Their QSL card claims that their power is 100 watts, but their signal strength would seem to point to a higher power. Still, you can never tell because of the dissipation allowances of certain types of antennas.

The FRC-USA has just completed a documentary on the Voice of the Voyager, complete with interviews and air checks. If you'd like to obtain a copy of this or more information, just contact us at RD 2, Box 542, Wescosville, PA 18106. The Campaign also has a studio quality cassette service in which you can order tapes of various American and European Free Radio stations. Included in the catalogue are tapes of the now-defunct Radio Caroline and a host of other goodies. Please send 50c and a SASE to our HQ.

An American pirate, Radio Telstar, is exchanging programming with several Free Radio stations in Europe at the present time. They exchange programs with Radio Holland on 102.6 MHz FM stereo in Hilversum, Holland, and with Radio Start on 95 MHz mono in Oegstgeest, Holland. Danny King, the DJ of Radio Telstar, is also producing the English program for a Dutch pirate called Radio Skyline that was supposed to commence transmissions in June of 1980 on 6225 KHz, shortwave with 25 watts output power. Radio Telstar is only a relay station on shortwave, with its programs being relayed by various shortwave pirates, but they do operate their own transmitter on 1040 kHz mediumwave, and 108.5 MHz FM mono with 10 watts and 25 watts respectively. Radio Telstar is unique in the fact that they have professionally-produced jingles for their station by Mr. Roger Tate, of European Music

For Information About Our Advertisers...

Radio. Radio Telstar travels the country and sets up their battery-operated transmitters near a major city every weekend, so maybe your hometown will be next; who knows?

We have received a large number of responses to the FRC Free Radio Corner here in *S9* magazine. Thank you to all of you who have written in and we hope that you will continue to write to us when you need information.

For those of you asking about starting your own Free Radio station locally, we have some schematics available that you may be interested in. Please drop us a line at HQ and we'll see what we can work out.

Keep an eye out for Radio Indiana, the Voice of Indiana which operates on a Saturday or Sunday once per month at 0500 GMT on the following frequencies: 4004 kHz, 6990 kHz, and 7360 kHz. They operate with 215 watts output in the AM mode. Green River Radio and Moonshine Radio are two Californian pirates who operate also on the weekends around 0500 GMT, and they are on 7360 kHz with some interesting programming. The operators appear to be sci-fi freaks, because there is a special program dedicated to people who are interested in sci-fi. Radio Confusion operated sporadically on 21500 kHz in the month of March, but they are keeping their heads low at the time of printing and are concentrating on improving their program quality. Their transmitter is a Heathkit DX-100 with 300 watts output in the AM mode. Of all the pirates in the USA at present, theirs has the best modulation. The main DJ's Crazy Roger, Crazy Charlie, and Crazy Jim, are not really interested in radio at all, but are devoted music fans. Their aim in putting Radio Confusion on the air is to be an alternative to "plastic radio" that seems to be plaguing everyone today. Should you happen to hear any of the above stations, drop us a line with a detailed reception report, and we'll try to see that you get a QSL for your monitoring efforts!

Well, since I'm out of room and out of breath, I'll sign off for this month. As you're reading this, I'm going through boot camp at Fort Jackson, South Carolina. Best of 73s and 88s to all you and FIGHT FOR FREE RADIO!

Tomcat's Mailbag

By S9 Editor Tom Kneitel

Tomcat answers some of his more interesting mail in this column from time to time. Address your letters to Tomcat's Mailbag, S9 Magazine, 14 Vanderventer Ave., Port Washington, N.Y. 11050.

SEZ I'M A BIG, BAD, BLUNT, BLUSTERY, BOO-BOO MAN!

You're not going to believe this but some kid wrote a complaint letter "telling on you" to "CB Magazine." It was in the April issue (my copy appeared in mid-May!). The dope appears to have made the mistake of sending you a very stupid letter (although he declined to print any of it so we could all enjoy it the way you apparently did); and though they only ran a portion of your reply to him, it was "classic Tomcat." I loved every word of it, snotty, arrogant, blunt to a fault, also painfully funny! The kid you sent it to was crying the blues, calling you "infamous," sobbing that you "grossed him out." Tomcat, don't cast your pearls before swine, don't waste them on teenieboppers and space cadets who don't appreciate and understand it is a singular honor to be zapped in print by you. Many years ago I wrote you what I later realized was a stupid letter; you ran my letter in the June '68 *S9* along with a riotous answer which took me down more than a few pegs while it also gave me the best laugh I've ever had. I've got that 12 year old *S9* page framed here in my radio room, it's a cherished possession. Send me another one any time you want, you nasty man you!

D.A.G.,
Montana

Several readers sent me copies of this kid's "telling me" letter. I do remember the original letter that the kid sent me, it was so profoundly absurd that it appeared to have been written by a person with a brain half the size of a neutron. If it had any humor in it at all I probably would have run his letter in this column and "grossed him out" for all my readers to enjoy. But his letter was as dull as it was dumb, so I simply sent him a "private and personal" note to "gross him out," although I'm not quite certain as to what that means (having given up on bubble gum lo these many years). The fact of the matter is that "CB Magazine" can't afford my rates as an author and so I guess they've got to resort to filling their pages with freebie "gross out" letters I've written to people—the stuff I didn't even think was interesting enough to run in S9. *I've got countless rotten letters on file that I've sent to people, maybe I'll just send my files along to poor "CB Magazine" which, from of the looks of it lately, can use all the help it can get.*

DOUBLE TROUBLE

I've noticed a peculiar effect in relation to my use of the "search" feature of my keyboard programmable scanner. The only way I can describe it is to say that it sounds like what happens when two Sidebanders "double" with one another, that is, both speak at the same time. The scanner locks onto two stations, both talking, but neither station being heard is actually operating on the frequency shown on the digital frequency readout. Another problem is that the unit stops scanning on a frequency where no transmissions at all are taking place. What's this all about and how can I eliminate these things?

Roger Palermo,
Monticello, Ind.

Both of these problems you've encountered are common to most keyboard programmable scanners, although some seem more plagued with them than others. Of those scanners I've tried, the Radio Shack PRO-2001 seems to be least troubled by either of the problems. There's nothing you can do with a scanner which has these "birdies" (as they are sometimes called), just realize that they relate to the basic design of all keyboard programmable scanners and the way their oscillator circuits operate. The older type of scanners (the ones with plug-in crystals) don't have those problems and many monitors prefer them for that reason, although they do not provide "search" features.

JUST SAYING THANKS

Hey wait a minute! In the May issue's "Captain Bravery" installment we saw our hero's alter ego, Fred Klubester, take a mouthful of "Ceebios" dog food and begin to strangle and choke. That's where we left him, holding his throat and doubled over in agony. But that's the last we ever saw of him, he didn't avenge this affront in the June issue, nor in the July issue. I can't wait any longer, please let me know the outcome and why/how this cruel fate overtook him!

BLUE JEAN,
Elyria, Ohio

Doing away with Fred by means of poisoned dog food was the best fate we could think of to suitably demonstrate our appreciation to the writers of the "Dallas" TV show for having "J.R." shot. You should see who we're willing to sacrifice to say "thanks" when they get the FCC to give "Hello Larry" a citation for obscene language, or short circuit the CB sets of the "Dukes of Hazzard."

HE'S SELECTIVE

I've had loads of enjoyment in obtaining QSL's from stations heard on my scanner. Being a Registered Monitor (per the suggestion in your April issue Monitor Post column) has been of real value in this respect. I have

also come across an interesting situation. Lately I've been considering the possibilities of joining one of the many scanner owners' clubs (SCAN, World Scanner Association, RCMA, etc., etc.) which seem to be cropping up and have been mentioned in various publications. I wrote to a couple of groups and am sorry to report that I've been far less than impressed. Two groups which answered me are simply commercial gimmicks to get "members" to buy their scanners (one is sponsored by a scanner manufacturer, the other by a scanner dealer who, incidentally, I had very unhappy dealings with not long ago). Other groups heard from so far are either absolutely worthless or else barefaced ripoffs. I've given up the idea of writing to any more phoney-baloney so-called scanner owners' "clubs." I don't like wasting either my money or my time!

C. Silva, KCA6JR,
San Jose, Calif.

Based upon much of what I've seen and heard from and about some of the "scanner clubs" I would have to say that I share your general lack of enthusiasm. You might try contacting the Bay Area Scanners' Club, P.O. Box 534, Brisbane, Calif. 94005. The BASC is primarily concerned with scanner activities in the area of San Francisco and its surrounding counties and seems to be a serious and worthwhile effort for local monitoring buffs.

THERE'S BEAUTY IN THE BEAST

I have two comments. First, your March cover (with all of the worldwide QSL's) was fantastic. I framed it! Secondly, I applaud your coverage of "free speech radio." What magazine would have the guts to be first to offer regular coverage of "free speech" broadcasting, and to say that it should be legalized? *Only S9*, and that's why you'll continue to have my support. Your continuing no-nonsense approach to important facets of the hobby scene, including the FCC, outbanders, sidebanding, skip, and scanners has me wishing that you'd publish 24 issues per year instead of 12!

BEAST 666,
Bradford, Pa.

A NOTE FROM NEW ZEALAND

I'm interested in subscribing to *S9* Magazine because it isn't sold in the stores in New Zealand. I have one old (April, 1978) issue which may not have your current subscription prices so I would appreciate it if you could send me a subscription form with the proper rate. Once in a while we do see a copy of an American publication called "CB Magazine," but it isn't very good and I much prefer *S9*. By the way, I received my cherished issue of *S9* from a friend (he loaned it to me) who received it from a stateside operator. I QSL 100%.

Mel Bishop, BUBBY #1,
Bubby's QSL Swap Club
of New Zealand,
P.O. Box 36-212,
Aukland, New Zealand

SWAN SONG

In the May issue (excellent) story on guerilla broadcasting you mentioned the CIA's Radio Swan/Radio Americas, which you said was located on Swan Island in the Caribbean. If memory serves me correctly, wasn't it claimed that the station was (in fact) not actually located on Swan Island but instead in Venezuela or elsewhere?

Emilio Velasquez,
Hollywood, Fla.

There were several possible sites suggested as being the "true" location of Radio Swan, however in 1968 (at the invitation of Radio Swan's "management") Bob Beason (the Editor of Mechanix Illustrated Magazine) and I flew to Swan Island to see the studios, transmitters, transmission towers, and other facilities of the station. The only access to Swan Island was by chartered DC-3 from Grand Cayman

Island; Swan Island being a tiny speck of mud and coral south of Cuba. The landing field was a grassy meadow which the pilot insisted was too short for a landing and far too short for a DC-3 takeoff. Nevertheless Beason and I both survived the flight, the visit to Swan Island, the CIA, and the takeoff. The station was actually located on Swan Island and I've got a reel of color movies to document the day we spent there—probably the only films ever made of the station. It was by far the most fascinating trip I've ever taken, but I don't know how anxious I'd be to try it again.

JUST A PHASE

I've been told that I can't phase two mobile whips on the back of my compact car, this is supposedly because (so they say) the whips have to be spaced 9 feet apart; however some people say it can be done. Can it be done or can't it? If so, how is it best accomplished? I assume I'll need a phasing harness.

Lou Zaslowsky,
Albuquerque, N.M.

Well, to start with, it can be done. You can even phase a pair of antennas that are side-by-side. The question is whether it's worth it. When the spacing gets below ⅛-wavelength (which for CB frequencies is about 4½ feet) the effectiveness becomes almost undetectable. Even with ⅛-wave distance between the antennas the most you can get in the way of gain or loss is 3 DB. To get more than one true null in your signal pattern, the antennas must be a half wave apart, which is not 9 but 18 feet and a big large for mobile use. Still, 3 DB amounts to a doubling of your power and this can often be considered worthwhile. Your best bet is to pick up a phasing harness (sometimes called a co-phase harness) and see what kind of results you get with the whips co-phased—the harness costs less than $15 and offers some chances for experimentation, such as mounting one whip on the left rear deck and the other on the right front fender to give maximum spacing.

THE GENEROUS S-METER PROBLEM

How many S-units is a DB (decibel) equal to? Another operator here put up a new antenna which is supposed to give him a 6 DB gain, however I measure his signal with two totally different S-meter readings here on 2 different rigs using the same antenna. One set is obviously out of adjustment.

Colin Kennedy,
Nashua, N.H.

My initial thought was to answer you that the number of S-units in a DB depends on the S-meter, but I assume that you were hoping for a more serious reply. By general opinion, one S-unit is believed to be equal to 6 DB, which in turn means twice as many microvolts coming in. The trouble is that the S-unit system was originally a rating "by ear" and S-I was what you were to report to stations whose presence was "distinguishable with difficulty and often missed," while S-9 was the report for an "extremely strong signal." Like, that was a long time ago and long before anybody thought of the idea of devising a little meter to announce an actual reading of the strength. When S-meters came into use, designers attempted to make them relate to the same numbers people had been using—at least at first. Over the years, the meanings kept changing (in an upward direction), and these days when you hear an S-report it sort of makes you wonder what it really means. All too often an S-7 signal is the kind of feeble signal that used to be lucky to squeeze by with an S-3 rating. Mostly, all you hear now are reports of how many DB over S-9 everybody is, and the "DB over S-9" portion of the meter takes up about 60% of its rating potential. Most rigs can barely pick up anything which reads less than S-8 on their meter!

CARRIERED AWAY

I was fascinated by your June story on carrier current broadcasting, and I recall how effective it was when I was in college (the campus had a carrier current station). My impression is that this method of using electric company power lines for radio transmission dates back to the early 1960's college days but when I spoke to a power utility in my area about establishing my own station (courtesy of their power lines) the engineer there said that he thought it went back at least to the 1950's. Just curious, but how far back does carrier current radio go?

NEBRASKA SKI BUM,
Clay Center, Nebraska

It will probably surprise you to learn that it dates back to the early days of radio! Not far from your own location there was a carrier current broadcaster operating in 1931, and it may well have been the first such station in the world. My records show it was operated on 1120 kHz by the Minden Radio and Electric Laboratories of Minden, Nebr. The station was operated daily from noon to 1 PM and on Sundays from 2 to 4 PM. The callsign used was MREL. During the 1940's carrier current transmission actually became rather popular when it was put into use by ham operators who were all removed from the air by the FCC during the war. There was considerable interest in establishing "wired wireless" CW networks for local communications by hams who wanted to keep operating (carrier current didn't violate the wartime operating ban). Stations would use their regular ham callsigns with an extra "W" added to the prefix (such as WW6AGR, WW5KL, etc.) when operating via current carrier current. After the war years it immediately became popular at colleges for on-campus broadcasts.

THIS COULD MAKE YOUR BLOOD BOIL

Is there a particular frequency or band used by microwave ovens or, since they are supposed to be non-radiating, can they be manufactured to operate on any frequency? It occurs to me that certain foods may cook better on one frequency than on another and, if that's true, then they could build microwave ovens with channel selector switches or maybe a VFO.

CHICKEN FLICKER,
Pensacola, Fla.

Presently the ovens are authorized only within the following frequency bands: 908.5 to 921.5 MHz, 2.45 GHz (± 50 MHz), 5.8 GHz (± 75 MHz) and 24.125 GHz (± 125 MHz). And you're right about the possibilities of certain frequencies being better than others for cooking, in fact Litton Mcrowave Cooking Products (a major microwave oven manufacturer) recently asked the FCC to grant them permission to produce a microwave oven which would operate in the 10.555 to 10.675 GHz band. Their reason was that the natural vibrational frequency of frozen foods is 10 GHz, the band is better than the 2.45 GHz band (most popular band in use) because it will cook more evenly and also it will be more conducive to browning the foods being cooked. Since the 10 GHz band wasn't authorized for microwave cooking and it appeared to offer advantages over authorized bands, Litton has been hoping for this approval.

Well, Litton found the FCC to be just as stingy with frequency allocations as many other users. The FCC told Litton a very emphatic "no" because of several reasons. For one thing, the band is already being used by satellite sensors for earth exploration and for high-speed business data transmission; also the 1979 WARC people decided that they didn't want 10 GHz microwave ovens sharing frequencies with existing services (because of the

ovens' wide bandwidth, high levels of radiation and widespread uncontrolled use). Also, says the FCC, the proposed oven operation on 10 GHz is too close to police radar (10.5 to 10.55 GHz) and radio astronomy (10.68 to 10.7 GHz) bands.

However all of this brings up a totally unrelated, but equally interesting question. Based upon the reasons as to why they don't want these microwave ovens operating near other radio services, doesn't it just scramble your brains to think about the FCC and the ARRL cooking up (pardon the pun) their new proposed CB-type "personal communications" band on 900 MHz? That's right next to the microwave oven band which starts at 908.5 MHz—hey, they've finally figured out how to get Outbanders to self-destruct. "OK Harry, I'm going to QSY up to 908.55—buzzzzt, crackle, snap, pop, sssssssss!!"

Let's give the ARRL and the FCC a "well done" for their 900 MHz brainstorm.

LIVING IN A VACUUM

In the May Mailbag you missed the boat on your letter to the fellow who didn't know what to do with all of the old vacuum tubes he found in the basement of his newly-purchased radio-TV shop. It's really simple to get rid of this stuff, just check out the next hamfest or ham swap meet. Go to the event accompanied by all of the oldest tubes in their dirtiest boxes. Mark the price up 25 to 50% over their original "list" and offer them for sale as "working antiques." This also works at general antique shows and swap/sales since anything older than 1969 has a value to somebody as an "antique." Who knows, old vacuum tubes could be the next antique fad, like depression glass. The old vacuum tubes could possibly sell like wildfire, and anybody who has recently priced wildfire will know what I mean!

Tom ("EARLY BIRD") Inglesby,
Editor
PSQ Magazine,
Pratt & Whitney Aircraft Group,
West Palm Beach, Fla.

Speaking of antiques, it sort of bothers me that styrofoam coffee cups which are treated with such little respect could, in years to come, be considered to be the "depression glass" of the 1980's. As for the value of "antique" electronics gear, I took a Gonset G-11 single channel 1959-vintage CB rig (no bargain even when it was new) to a ham swap meet. I was going to offer it for $50 as a "working antique" but before I could even fully unpack it some guy came by and went into hysterical ecstasy and offered me $75 for it. I told him that I couldn't take a penny less than $90 for this classic early CB rig. We settled for $80 and he walked away with it under his arm—the happiest guy in the world. Come to think of it, he did ask if I knew where he could buy old vacuum tubes.

FREE POSTAGE RIGHT FROM THE SHED HOUSE

Several weeks ago I received a QSL which didn't have a postage stamp. In the spot where the stamp was supposed to be it had been rubber stamped (in purple, no less) "Postage O.K. Shed Stamp." I wrote to the operator who sent this QSL to ask how to climb aboard the free postage bandwagon but he answered by saying he didn't know what I was talking about. Guess this guy's got a good thing going and doesn't want to share it! Maybe you can tell me about getting in on this. I send out somewhere between 25 and 50 QSL's each week; I could save as much as $20 per month in postage.

R. D. McCaffery, Sr.,
Limestone, Me.

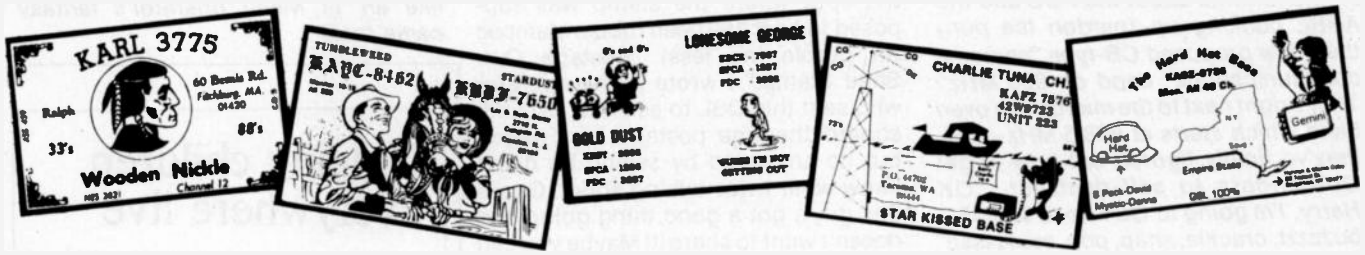
This was a new one on me and it sure sounded like a boon to all of us QSL fans. I checked it out with the Postal people who say that the postage stamp that the guy had posted on his QSL might not have had enough glue on it or else may have gotten knocked off as it went through a cancelling machine, but because the card showed evidence that there had been a stamp placed on the card when it was mailed, the QSL was sent on to you. The rubber stamp was put there by the Postal Service itself to alert mail handling personnel along the way that the postage had been paid. Good thinking, R.D.; for a few minutes there it sounded like an 11 Meter operator's fantasy came true!

...Use S9 READER SERVICE

Cardswappers Unlimited

S9's Column for QSL Cardswappers

Conducted By: Dottie Iacone



The Cardswappers Unlimited Column is dedicated to the hobby of swapping or exchanging CB QSL cards (wallpaper). The below listed CB'ers have submitted their names to this column to indicate that they invite other CB'ers to send them QSL cards for swapping purposes, and will respond to all who do so with a QSL of their own. Those readers wishing to swap cards with these people, should mail QSL cards directly to the addresses indicated, and NOT to the offices of CB RADIO/S9.

Readers wishing to be listed as Cardswappers are requested to obtain a copy of our rules and standards for becoming a part of this column. These rules were outlined in the December (1979) issue of CB RADIO/S9; a reprint is available for 25 cents and a self-addressed stamped envelope. Address all requests to: Dorothy Iacone, Cardswappers Unlimited, CB RADIO/S9 Magazine, 14 Vanderventer Ave., Port Washington, NY 11050.

Big Dollar/ Unit 183	Pres. U.S. of Texas QSL Swap Club, P.O. Box 183 Henderson, TX 75652
Mr. Magic/ Rag-Muffin	The Martin's, 101 Diplomat Plaza, Morton, IL 61550
KQL 5845	John J. Vinsko, 34 Weston Place, Shenandoah, PA 17976
Screaming Eagle	P.O. Box 5115, Security, CO 80931
Ballbuster/ American Eagle	The Willis', FMC TMP 1 Box 43, APO 09710 N.Y.
KXD-9421	Gus & Ella, P.O. Box 54 Byron Center, MI 49315
KHN-4892	Mike Zimer, 2917 Coventry Blvd., N.E., Canton, OH 44705
Unit 76	P.O. Box 14786, Philadelphia, PA 19134
KCT-5194	The Krebs, 9919 Vega Lane, Valley St., KY 40272
ARC-585	Rick Stryker PO Box 1135 Elkton, MD 21921
SSB-34B9	Bob Warner, P.O. Box 41, Pequannock, NJ 07440
Unit 201	The Marsh's, 4969 No. 58 St., Milwaukee, WI 53218
Big Rooster/ Little Hen	The Luckabaugh's, P.O. Box 319, Hanover PA 17331
Captain America	David Haire, 2406 Prince Ave., Tifton, GA 31794
Wizard/ Travler	Box 16164, Ft. Harrison IN 46216
SSB-4707-A	P.O. Box 20820, Phila. PA 19141
Purple Viking	Jon Klotz 6501 Old Boonville Hwy., Evansville, IN 47715
High Plains Drifter	P.O. Box 20820, Phila. PA 19141
The Alpha Base	Mike Dennis 63 Church St. Hanover-Green, Wilkes-Barre, PA 18702
Cleopatra/ Warlock	The Diefenbach's, 1501 Nathaniel Mitchell Rd., Dover, DE 19901
KMV 2120	Jim Thompson, Rt. 6, Box 90A, Ida OK 74820
KAXO-9558	Paul H Miller 361 Tracy Lane, Grand Island, NY 14072
Hard Hat/ Gemini	The Daley's 22 Teetsel St., Saugerties, NY 12477
SSB-1186-B	LP Sell, Sr. 9423 Waverly Dr., El Paso TX 79924
KAST-6919	Mildred S. Bugbee Rt 1, Box 39 Pennville IN 47369
Unit 689	P.O. Box 20820, Phila. PA 19141
The Fly Fisherman	W.I. Hoeg, 10-B Green Acres Rd. Halifax, Nova Scotia Canada B3R 1C6
Cutty Sark	J. Renshaw, 8361 Woody Dr., Norfold VA 23518
Lucky-Lady	Hazel Gettinger, 78 Hudsondale St., Weatherly, PA 18255
KPM 0221	78 Hudsondale St., Weatherly, PA 18255
KASZ-2323	Faye Unit 720, PO Box 5983 August FA 30906
KGC-1045	The Blanchettes, 1 South St., Danielson CT 06239

HELLO SKIPLAND!

By Craig, VX-42/Unit 342-X-ray/SSB-7042

Readers of this column are requested to let us know any overseas addresses they come across or hear on the air. We would also like to receive copies of any DX cards received by our readers so we can run them in the Hello Skipland Column. Since we don't wish to be responsible for the "safety" of any rare DX QSL's we request that readers send in copies (Xeroxes or other office type copying machine prints are fine) and not the original cards.

By way of the SSB Network we received word from Dave, SSB-9012, stationed in Europe with the U.S. Army, that CB has finally been legalized in Holland after the lengthy hassles between CB'ers and the government. All, however, is not roses. The CB which they legalized on March 3rd is on 22 channels, but it's for Frequency Modulation and one-half watt. Unfortunately the many CB'ers in the Netherlands are longtime AM and SSB users running 4 watts AM and 12 watts PEP on SSB. The new legalized service has practically no appeal to these people. In the meantime, Dave says that he'll be happy to get back to stateside where he can dust off his TRC-457 and get in some long hours behind the mike! Right now he's QRT!

We received a nifty shack photo from Bill, 25W761, of central Arkansas. Bill reports that he "really enjoys S9 every month" and that he's been reading the magazine for about 6 years. Bill runs sideband almost all of the time and monitors .915 (you *naughty* man!) The rig is a *dak* Mark 10 with a D-104, in-line watt meter and scope. The sky hook is a large beam known as the Stringer 840. He also has a Shooting Star. Accessories include a Regency scanner. A neat looking station.

Homer, in West Virginia, talks to the world over this station.

A note from Klemenz Erlingsson, SSB-031, P.O. Box 210, 800 Selfoss, Iceland, complains that he has had problems sending his QSL cards to Canadian operators. This happens only when he does not include the postal code (Zip) on his own outgoing cards (he uses the Zip whenever he knows it); for some reason the Canadian postal people are returning *Zipless* cards! Klemenz asks that we mention this and request that all Canadian operators be sure that their Zip codes are on their QSL cards so as not to miss out on Klemenz's QSL! We've seen his QSL card and it is not one to miss out on, and Iceland is not the easiest country to QSL either!

Nice photo of his station was sent in by Homer who lives in West Virginia. The Browning Eagle Mark IV is connected to stacked 4-element Mosleys atop a very tall tower. Homer adds that his general location is at a high elevation and he really gets out!

OVERSEAS ADDRESSES

ARA, Reiner Dillman, Hauptstrasse 1, 6501 Klein-Winternheim, W. Germany

N-N 822, Stephen McManaway, Box 816, Nelson, New Zealand

JUMBO 2, Udo Becker, Karl-Siepmann Str. 62, 5802 Wetter 2, W. Germany

SANDCASTLE 395, Ian Chambers, 6 Oroua St., TePuke, New Zealand

Here's the operating position at 25W761 in central Arkansas.

BIMBOO, Wim van Hal, AFZ, P.O. Box 46, 4750 AA, Oud-Gastel, Netherlands

GRISU, Tom Brandt, Solmstr. 12, 4600 Dortmund 15, West Germany

SWEET WATER, Fred Zijp, Bartokstraat 40, 7482-TV Haaksbergen Netherlands

ZWARTE REIGER, John Franke, Box 164, 2640-AD Pynacker, Netherlands

NAVY MICK, Michel Mahiat, 17 Avenue Du Verger, 4280 Hannut, Belgium

INTERNATIONAL 1133, Phil Lorriw, Box 105, Sawtell, N.S.W. 2452, Australia

SANDCASTLE 404, Paula Presmiker, Box 53, 61420 Trbovlje, Yugoslavia

UNIT 24, Ken Brown, Box 24, Palm Beach, Qsld. 4221, Australia

SIIBERFUCHS, Hans-Peter Fuchs, P.O. Box 1132, 5568 Daun, W. Germany

SANDCASTLE 378, Ralf Wienzek, P.O. Box 45, Lanucia (Alicante), Spain

PHANTOM 303, Bruce Allen, 3 Princes Highway, Narooma 2546, N.S.W., Australia

WISKEY-SIERRA, Willy Schwind, P.O. Box 140, Ettelbruck, Luxemburg

E.C.A. 58, Erik Rasmussen, Birfkeveien 8, 5030 Landas Bergen, Norway

INDIA GOLF 27, Werner Hanse, Marienstrasse 57, 2390 Flensburg, W. Germany

SATURN, Stefan Harms, Christian-Lohse-Strasse 26, Itzehoe 2210, W. Germany

BIG RED, Joan Hanse, 853 Springvale Rd., Mulgrave 3170, Vict., Australia

SANDCASTLE 265, Francisco Antonio da Costa, Box 830, Campo Grande, Mato Grosso, Brazil 79100

CARTOUCHE, Juul, Box 10, 3220 Aarschot, Belgium

PAPA BRAVO PAPA, Petro Petrides, Box 61, Paleon Faligron, Athens, Greece

RED DEVIL, Mike Henderson, 5 Fitzgerald St., South Yarra 3141,Vict., Australia

WISKEY-SIERRA, Willy Schwind, P.O. Box 140, Ettelbruck, Luxemburg

THE VIKINGS, Jan & Gunnel Andersson, P.O. Box 263, 510 52 Malsryd, Sweden

(Jan & Gunnel were in Florida for 10 months and hope that the friends they made while they were stateside will keep in touch.)

SSB-0198, Michael Thomsen, P.O. Box 221, Fredericia, Denmark 7000

UNIT 275, Aldo, P.O. Box 122, Bassano 36061, Italy

MK-4, Antonio, P.O. Box 536, Ceuta, Spain (North Africa)

PALOMAR, Paco Lau Kong, Apar tado Postal 155, Trujillo, Peru

MIKE VICTOR, Mario Viscardi, P.O. Box 299, Eikenhof 1872, South Africa

BRAVO CHARLIE 5, Margaret, P.O. Box 7184, Cologne, West Germany

BRAVO LIMA, P.O. Box 2, 57157 Marly, France

RIO 2, Helmut Hansen, Ballastbrucke 1, 2390 Flensburg, W. Germany

PUGNO, Roberto Pugno, via Gorgia 6, Casale Monf. 15033, Italy

UNIT 31, Jihn Austin, Main Road, Emerald 3782, Vict., Australia

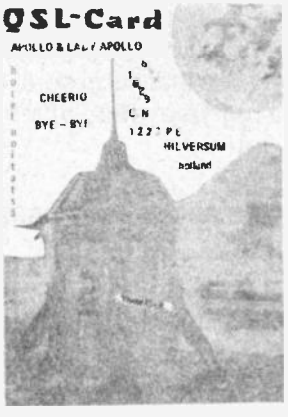
SINBAD, Dietmar jacobs, Haart 130, 2350 Neumunster 1, W. Germany

LOK-1, Michael Forduhn, Namedorfstr. 16, 3000 Hanover 72, W. Germany

SUSI 1, Susanne Parzybok, Russelstrasse 13, Bergkamen-Mitte, W. Germany

PINGUIN 4, Karl Laier Jun., Wiesenbacher Strasse 23, 6903 Neckargemund, W. Germany

SANDCASTLE 335, Marianne Granat, Box 67087 Bryanston, S. Africa 2021



BUBBY 1, Mel Bixhop, P.O. Box 36-212, Aukland, New Zealand

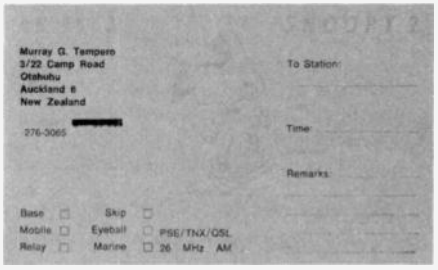
SNOOPY 2, Murray G. Tempero, 3/22 Camp Road, Otahuhu, Aukland 6, New Zealand

SSB-036, Sten Gunnarsson, P.O. Box 3021, Angered 3, Sweden S-42403

RADIO BLUEBOY, Kevin Dewhurst, 29 Bowerfield Cresc., Hazel Grove, Stockport, Cheshire, England

INDIA GOLF 27, Werner Hansen, Marienstrasse 27, 2390 Flensburg, West Germany

WASA 2, Wolfgand Borner, Robert, Schumann Str. 18, 6520 Worms/Rh., West Germany



SMOKY, Rod Coote, Hauptstrasse 23, 3110 Uelzen 8, W. Germany

OSTFRIESLAND, Bernd Preuss, Vereinswieke 50, 2953 Rhauderfehn 1, W. Germany

SCREAMON EAGLE, Hardo & Sonja Drafehn, Steenredder 6, P.O. Box 1, 2352 Bordesholm, West Germany

CANON 1 2, Gunter & Brigitte Tenholter, Textorstr, 15, 6520 W prms, W. Germany

CONDOR 1 2, Jurgen & Beatrix Volz, Truinpen 22, 6250 Worms, W. Germany

SWAGMAN 680, Brian Dolan , 7 Jetty Rd., Putney, N.S.W. 2112, Australia

43-E-168, Graham Habler, P.O. Box 260, Maryborough, Qsld. 4650, Australia

TANGO SIERRA, Knut Sjoennesen, P.O. Box 606, Oslo 1, Norway

ALFA LIMA, Ruud, P.O. Box 1568, 5900-BN, Venlo, Netherlands

ECHO DELTA, Peter, P.O. Box 2006, 5901-CA, Venlo, Netherlands

SNOWMAN, Craig Ross, 6 Kitchener Tce., Raroa, Johnsville, Wellington 4, New Zealand

K1W1-1, Bert Turner, P.O. Box 41128, St. Likes, Aukland, new Zealand

ROMEO OSCAR 37, Carl Burgoyne, Box 230, N. Rockhampton 4701, Qsld., Australia

SANDCASTLE 426, Albert Van Zyl, P.O. Box 1939, Nelspruit 1200, Rep. South Africa

ALPHA MIKE, Jean-Luc Vabres, RC-ARAS,P.O. Box 714, Valence 26000, France

ORION 4, Peter Groger, Breslauer Str. 28, 4619 Bergkamen, West Germany

PORSCHE, Gunter Queck, Masenkamp 52, 2000 Hamburg 62, West Germany

(continued from p. 26)

lection of a swapper I know! Collecting antique (pre-1965) CB QSL's is fun too!

DISPLAY/STORAGE

You can arrange your cards by state, country, callsign, color, membership number in a club or group, or you can just let 'em all hang out without any rhyme or reason. You can store them in shoe boxes or put them in albums; even put them all over your walls. I do not suggest putting them on the walls by means of thumb tacks because it makes the cards look ratty. Nor do I recommend attaching them anywhere by means of clear plastic tape, stamp hinges, or other gluey or sticky means–same reason! The best way to put QSL's up on your wall without damaging them is by means of those little triangular paper "corners" for mounting photos in albums. Sure they screw up the wall a *little* bit, but no more than thumb tacks or plastic tape and yet they don't destroy the cards! Use two of these on each card, placing them at opposite corners of the card.

If you store them rather than display them, *don't* place them anywhere with extremely high or low heat or humidity–*bad* places include the basement or cellar, the attic, the garage, or near a radiator.

Most serious QSL collectors are quite avid and take great pride in their assortment of multicolored pasteboards. And a well displayed collection makes a hit at coffee breaks, club meetings, and jamborees. Mount the cards (as suggested), but on on large boards or table tops–but cover them totally with 1 large sheet of clear plastic to protect them from spills, burns, handling, and falling off onto the floor. Also, keep your eye on them at all times–don't entrust the job to anybody else, even for 5 minutes!

Gee, I'd like to rap with you on this a lot more, the more I put down on paper the more I realize I want to tell you, but the plain and simple fact is that the postman will be coming by in about an hour or so and I've got a couple of cards to get ready to send out–and wonder about what interesting and exciting card from remote corners of the nation and world he's going to shove in the mailbox.

CB Usage Tips From S9

(CUT OUT & PLACE AT OPERATING POSITION)

Preferred & Designated Channels
Channel 8 Agricultural operations
Channel 9 Emergencies and travel info.
Channel 13 Maritime and RV's
Channels 16 to 18 Single Sideband only
Channel 19 Trucks/Vehicles in transit*
Channels 31 thru 40 Single Sideband Only

*Note that in many areas there are also 1 or more additional channels designated and/or normally used for in-transit vehicles, often Channels 10 and/or 12. This is especially true in metro areas and their suburbs where Interstate Highways are on 19 and secondary roads such as parkways are on alternate channels. Base stations are requested to avoid using all area in-transit vehicle channels in order to permit their full, free, unobstructed and exclusive use by in-transit vehicles.

Stations using power mikes should be cautious that their audio levels are set to a level which will not cause voice distortion, over modulation, or splashover on adjacent channels.

Single sideband stations now generally operate on Channels 16, 17, 18, and 31 through 40, although this may vary in specific areas. Stations using standard AM transmission are requested to avoid use of local Sideband channels, likewise Sidebanders are requested to confine their transmissions to those channels established locally for their use.

ON THE SIDE

S9'S MONTHLY COLUMN FOR SIDEBANDERS
BY BILL SANDERS/SSB-295, KW-5304, KBAH6794

FIXEM-UP: GETTING NATIONAL NUMBERS

Single Sideband operators don't use "handles." Instead we identify by special sideband numbers. Those many readers who write to us asking how they may obtain a set of these numbers are advised that we recommend obtaining a set of permanent national numbers from the SSB Network, which is the largest, most prominent, and oldest Sidebanding organization in the world. There are no dues! We suggest that ALL Sidebanders now avail themselves of the opportunity to become part of the vast network—future sidebanders, new sidebanders, and even experienced old-timers with "this many" local and regional numbers. A self-addressed stamped envelope sent to The SSB Network, P.O. Box 908, Smithtown, N.Y. 11787, will bring you information on how you can become a vital and important part of the national Sidebanding unity movement, and at last obtain a number which is part of the uniform international Sideband identification system, recognized throughout the world.

I got to noticing the other day on the lower side of .385 that the word "decibel" or its common abbreviation "dB" has long been freely tossed around over Sidebanding frequencies. It comes in handy when making reference to all manner of things such as antenna and mic gain, signal strength, audio levels, and whatever. Problem is that it is becoming *too* handy! As with many "handy" terms it is of late being used to death, far past the point where it seems to have any specific meaning to a great many of the folks who are sprinkling it through so much of what they are saying. Maybe it's time to just give it a brief once-over to lend it some perspective so that those of us who like to use it can make certain that we are making sense to those who listen to us; and those who hear it can get some grasp of what this term means in respect to their operations.

The one particular comment I had heard over the air, after several weeks of hearing the term absolutely butchered, was the operator who tried to tell another fellow that he had his rig modified to "put out a higher dB," and the other guy commented that he hoped that the fellow's power supply had a high enough dB rating to handle it! That was when I figured that it had gone about as far as one could take the term!

Briefly, the decibel (or dB) is a unit of measurement. Only, unlike inches and pounds, it is not a precise amount. It is a relative measurement, but a very precise relative measurement.

How can it be relative *and* precise at the same time? To explain...every transmission consists of somebody speaking. The spoken word is a sound, and after a "magic" trip through the radio transmitter and through the airwaves, then through a radio receiver, the original spoken word tumbles out of a speaker...*as sound once again.* We'll forget about the in-between magic for now; let's stick to the *sound*, that starts with the words you speak into your microphone and ends with the same words coming out of somebody's speaker.

Let's say you hear a sound. Not a loud sound, and not a very weak sound, just a sound that is clear and distinct. Now the sound *source* stays in one spot, and *you* stay in one spot listening and fix your head in a stationary position so that your ears are receiving a *steady* sound. Then the sound source slowly...*very slowly*...increases its power. As you listen, you become *aware* that the sound is *now* stronger to your ears than it was previously. At the point *where you became aware* that the sound was *louder*...you just experienced a dB of sound level change.

How's that again?

The decibel is in the end analysis a unit of sound intensity. *And one decibel is the smallest increment of sound increase (or decrease) which your ear can detect...as change.* And that is under ideal conditions.

In other words, a sound level change *too* small to detect is *less* than a decibel. If in our test the sound level is increased and we listen carefully and then report "it is louder now," we have heard a full dB of change. Then if we listen some more and the sound level is again increased until we way "there...it is now louder again," then we have just heard our second decibel of change.

A 1 dB of sound change is the smallest detectable change the average set of human ears can detect; under ideal conditions. And when our sound becomes "twice as loud" as it was to begin with, then we have just gone through a 6 dB sound change. In other words, "twice as loud" is a 6 dB change or increase in sound level.

Now if an antenna is rated as having "6 dB of gain over a dipole," what does that mean in everyday use? It means that if we use this 6 dB gain antenna, we will hear twice as much sound with the 6 dB gain antenna as we would with the dipole antenna to

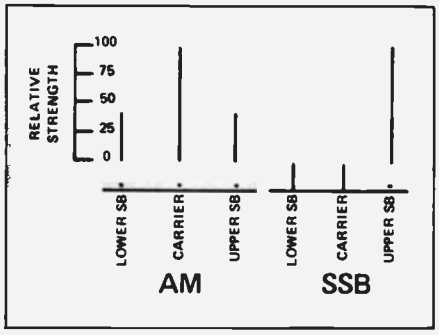
which our "6 dB gain" antenna was referenced.

What about transmitter power? Well, if you want to sound 6 dB louder at a distant point, the mechanics of doing that are this:

1. You increase either your transmitting antenna gain by 6 dB;
2. Or, you increase the other fellow's receiving antenna gain by 6 dB;
3. Or, You raise your transmitter power by 6 dB.

You are already aware that Sideband is a *more efficient format* than AM. It is, all things being equal, *9 dB better watt for watt of transmitter power* than AM. So the mathematicians tell us that if we want to make an *AM* circuit just *as effective* (or reliable) as *an SSB circuit*, we have to *increase* the *AM* transmitter power by 9 dB *over* the SSB transmitter power. To take 4 watts of Sideband as an example, we would have to increase the power to 32 watts (4 x 2 = 8; 8 x 2 = 16; 16 x 2 = 32 with 3 dB each time we double the power) on the *AM side* before the communications circuit *on AM* would be as "loud" or as "reliable" as a 4 watt sideband signal.

The FCC CB rules restrict single sideband output power to 12 watts peak envelope power (abbreviated PEP). With a *normal* AM CB rig, you connect a wattmeter to the output of the transmitter and the wattmeter tells you the number of watts (4 and down) your transmitter has. But on sideband, there is *no signal* (i.e. output power) *to measure* unless somebody



Here are some QSL's which caught our fancy this month. From the land of the Wild Roses, better known as Alberta, we have an attractive card from E. Martin, SSB-2561-A. A sidebander from somewhat more southerly a location is Carlisle Langley, SSB-4580-A/28W414, of the Lone Star State, and it looks like he's a Honda owner! The Terrible Turtle, a/k/a Bill, 2W7061/SSB-3726-B, is the way this operator from Pennsylvania describes himself. The card from Harry, Empire State 955/SSB-955-A, is a biggie, about twice the size of everybody else's card. The largest card we've ever received arrived recently from another Harry, HMD-1448, of California—that Harry's QSL turned out to be about the size of a wall poster! We figured out how to reduce it down to a reasonable size in order to run it here, but the original is about 2-feet wide!

makes a sound into the microphone. Then the output power rapidly jumps to some peak value, and when the sound stops, falls back to zero. For the brief instant the meter is at the highest point on the scale, you are seeing *peak* (envelope) *power*. (It happens that virtually *all* meters used by 11 meter operators to measure output power cannot properly read that very short time-cycle *"peak".)*

How does "peak (envelope) power" relate to, say, AM watt power." In other words, is 12 watts PEP the *same equivalent power as* 4 watts AM? No, *not really*. Under the *right* conditions 4 watts of AM is really the *equivalent of 14 watts of* peak envelope power (sideband). So why, if *4 watts of AM* is really the *equal of 14 watts SSB*, did the FCC *limit* CB sideband to 12 watts peak envelope power? Probably because the "right AM conditions" are almost never attained and the FCC therefore assumed in setting equivalent SSB power limits that the typical AM rig would just naturally not reach its full (modulated) capabilities.

Shall we forget the difference? Yes, for now. *Let's assume that 12 watts of peak envelope power of sideband is the exact equal of 4 watts of properly modulated AM;* on a power basis. (Keep in mind that by studying this relationship with math as an analysis tool. If anything the 12 watt PEP sideband comes out *slightly*

(continued on p. 69)

40th Anniversary Super Saver

2
year
subscription
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$12

Our Company Is Forty Years Young

And the boss is going crazy. He's just instructed our subscription department to give a full year's bonus on every order that comes in this month. That means a full two year subscription for just $12.

You save $12 right there. What's more, you save a whopping $36 off the newsstand price. So unless you're as crazy as he is, you'll rush your order in immediately. Before he wakes up and becomes rational.

But don't delay. It looks like he might be getting coherent before too long. Use the handy order cards for extra quick service.

WASHINGTON OUTLOOK

WHAT'S HAPPENING AT UNCLE CHARLIES'

SUSPENSION ORDER MITIGATED FOR TWO HIGH SCHOOL AMATEUR OPERATORS

In an initial decision, Administrative Law Judge Frederic J. Coufal reduced from six months to 30 days the period of suspension of the Amateur licenses of William H. Leach and Randall E. Ross, both high school students in Albuquerque, N.M.

The Chief, Private Radio Bureau, issued an order on March 8 suspending both licenses for six months based on information indicating that Leach and Ross had violated Section 97.127 of the rules by severing the transmission lines of another Amateur operator's station. The order also provided that the suspension would be held in abeyance if the licensees requested a hearing. A hearing was held on May 17 to determine whether Leach and Ross severed the transmission lines, and if so, the nature and circumstances of their conduct; whether that conduct was in violation of Section 97.127; and whether the suspension order should be affirmed, modified or dismissed.

Judge Coufal said that shortly after midnight on May 21, 1978, Leach and Ross cut the transmission lines of one of Ms. Davis, an Albuquerque Amateur operator who, according to Leach and Ross, had a reputation for tying up repeaters and being the source of "spurious emissions." After they cut the lines they left the Davis house separately. Ross was approached by police officers who asked what he had been doing; at first he tried to cover up his actions but then admitted them. Leach came by, was stopped by the officers, and admitted what he had done.

The officers then accompanied Leach and Ross to Ms. Davis' home where they offered to pay for the damage and Ms. Davis said she would not "press charges." That afternoon, Leach and Ross and their parents met with Ms. Davis and her son at which time it was agreed that Leach and Ross would replace the cables at their expense. Ms. Davis said she would report the incident to the FCC. The cost of replacing the cables, about $208, was shared by Leach and Ross from money both had earned.

The judge said Leach and Ross were members of Explorer Post 296, an Amateur radio-oriented organization which provides community services for various public service groups. In addition, they teach Amateur radio classes to other club members. Both were mortified by what happened and have been the subject of much talk circulating in the local Amateur community.

Witnesses at the hearing included a neighbor of Leach, two advisors to Explorer Post 296, a University of New Mexico law professor in charge of acolytes at the Episcopal Church of Albuquerque where Ross has served for four and one half years, and Leach's father. All testified that Leach and Ross were responsible individuals and that the incident was completely out of character for both.

The judge said that Leach's and Ross' conduct was in violation of Section 97.127. He said both young men have good records and both have devoted time to worthwhile personal and community activities.

He said that Leach and Ross view the cable cutting incident as stupid, that they are repentant, and that they have been humiliated and embarrassed by the whole affair. Leach and Ross argue that, together with their payment to Ms. Davis, this has been punishment enough.

The judge noted that contrition and prompt payment for damages were to be expected from bright, sensitive people after such an incident, and were not related to the rule violation. As the Private Radio Bureau pointed out, the purpose of the proceeding was "not to punish or harass for the act but to preserve the integrity of the licensing program."

He said a suspension serves that purpose, but in light of Leach's and Ross' worthwhile Amateur activities, it should be reduced from six months to 30 days.

CB'ers can but wonder about the price CB'ers have paid for things such as using linears, having an antenna too high, etc., when compared against the penalties dished out for this senseless and malicious act of vandalism. CB'ers have done good deeds too, and at least a few of us probably are affiliated with some organized religion. If these "kids" had been CB'ers we wonder what their penalties might have been—loss of license, monetary forfeitures, or you can guess at it!

PERMIT REQUIREMENT DELETED FOR CANADIAN AMATEURS OPERATING IN THE UNITED STATES

The Commission has amended its rules to provide that Canadian Amateur operators visiting the United States need not be issued a permit before operating in this country.

The Canadian Government had asked that the permit requirement be deleted and the Commission agreed that deletion would be in the best interests of both countries, noting that often Amateur operators planning to vacation abroad do not allow enough time for processing their permit applications.

It added that the permits were an unnecessary formality since the same information—a data base on visiting Amateur operators to facilitate investigation of rule violations—could be obtained by consulting Canada's licensee lists.

The Commission also noted that the number of rule violations committed by Canadian Amateur operations operating in the United States had been extremely small and deletion of the permit requirement would be in keeping with the Commission's policy of deregulation and simplification of licensing procedures in the Amateur Radio Service.

It noted that this would be a reciprocal arrangement allowing American Amateur operators to operate in Canada without a permit.

This action amends Part 97 of the rules.

RULEMAKING FOR AMATEUR RADIO VOLUNTEER EXAMINERS TERMINATED

The Commission terminated as "no longer necessary" a rulemaking that would have required amateur radio volunteer examiners to submit photocopies of their operator license with their requests for examination papers.

On December 19, 1975, the FCC proposed amending its rules because it had discovered substantial abuses of its by-mail examination procedures. Volunteer examiners had claimed qualifications they did not possess, and some names submitted as volunteers proved to be fictitious. The Commission said it lacked resources for proper verification.

In 1975 the FCC amateur rules permitted examinations by mail for the Novice, Technician, and Conditional class licenses by a volunteer examiner selected by the applicant. The volunteer was required to be at least 21 years of age and the holder of a class of amateur operator license equal to or higher than the class of license for which the applicant was being examined.

Some comments opposed the proposed amenment and suggested that the Commission improve its own internal procedures for verification rather than impose any additional burden on volunteer examiners. One volunteer examiner said that the need to maintain the integrity of the program outweighed any disadvantages to the examiners.

The FCC pointed out that the problem of fraudulently obtained licenses was also, in part, the subject of another rulemaking in Docket 20282 which was designed to minimize any adverse impact on presently licensed amateurs while ensuring the vitality of the mail examination process. Finally, in 1976 the Commission adopted new procedures that limited the availability of volunteer-administered examinations to two categories; applicants for the Novice license; and applicants who show by a physician's certification that they are unable to appear at an FCC examination point because of a protracted disability preventing travel.

The Commission said the amendments adopted in Docket 20282 provided a workable alternative to the proposals in Docket 20679. It concluded that on the basis of these amendments and the negative public reaction from the amateur community, terminating this proceeding would serve the public interest.

UNLICENSED TEXAS "HAM" FINED

The Dallas District Office of the FCC's Field Operations Bureau assessed a forfeiture of $500 to Lamont Franklin Powell of Burleson, Texas, for operating a station in the Amateur Radio Service without a license. The forfeiture was assessed as part of the Commission's implementation of amended Section 503(b) of the Communications Act.

ALLOW PHOTOCOPIES OF HAM OPERATOR LICENSES

Rules in Part 97 are now changed regarding the requirement for control operators of amateur radio stations to have only original amateur radio operator's licenses in their possession. Effective December 21, they must have either originals *or photocopies* of their operator licenses.

The action was in response to petitions by Ronald K. Long in RM-2490, and Robert L. Bingham in RM-2666.

Bingham said the rule presently lacks any contemporary administrative justification, insofar as technological advancements have made this rule obsolete. He pointed out that the rule was enacted when amateur stations generally were at a fixed location. Long argued that the current rule is unduly restrictive.

The Commission said that the rule requiring licenses to be readily available would be satisfied by photocopies as well as by originals of the licenses. It also agreed with the petitioners that, with the incidence of portable and mobile radio station operations, the requirement for originals only increased the danger of damage or loss to the document during the five-year life of the license.

Concerning the petitioners' argument for a further rule amendment to allow a station operator to have a photocopy of the station license on hand while operating an amateur radio station, the FCC said the pertinent rule presently allows the practice.

FCC FINES 98 CBERS $8,400

The Commission has reported that 98 CB radio operators were notified of the fines for "illegal operations" totaling $8,400.

The fines were imposed by FCC field offices on behalf of the Private Radio Bureau for violations of various sections of the rules.

These sections involved communicating over 150 miles, failure to identify by assigned call sign, using a frequency not authorized for CB stations, overheight antenna, power in excess of four watts and repeated failure to reply to Commission notices.

Following is a list of those CBers fined:

Robert Brooks, Memphis, RB-38112, $50.

Dorsie Daniel, Clarksville, Tenn., KBJ-2588. $50.

William Wilson, Sr., Glen Burnie, Md., KEZ-7244, $100.

Nicholas Portokalis, Chicago, KAIK-0808, $50.

Charles Ingersol, Chicago, KBIN-4646, $150.

Anthony J. Zoito, Sr., North Adams, Maine, KAZX-1134, $50.

Helen Mayberry, Dalton, Maine, KBDY-4604, $50.

Ken O'Neill, Pawtucket, R.I., KBKZ-9057, $50.

Rodney Gallagher, West Springfield, Maine, KBMB-5716, $50.

Marjorie Bump, North Adams, Maine, KATN-7445, $50.

Spencer Kingsley, Springfield, Maine, KMS-1081, $50.

Samuel Hollomand, College Park, Md., KBIX-5559, $50.

Morris Dumin, Pawtucket, R.I., KANX-7750, $50.

Dorothea Bertone, Providence, R.I., KALO-9743, $50.

Raymond LaForest, Woonsocket, R.I., KBLK-0880, $50.

Frank Moniz, Jr., Fall River, Maine, KBDV-6995, $50.

Leonard Hayward, Jr., Portsmouth, R.I., KBKM-7550, $50.

Nino Pompi, Jr., Springfield, Maine, KBIX-8528, $125.

Antone Lewis, East Providence, R.I., KABY-5857, $50.

Salvatore Ditusa, North Providence, R.I., KAGL-7087, $50.

John Boswell, Amarillo, Tex., KPT-1958, $225.

Lonnie Cork, Plainview, Tex., KATY-0908. $125.

Willie Coleman, Plainview, KWX-3433, $50.

Henry Jackson, Plainview, KJS-6611, $150.

Michael Newkirk, Franklin, Ohio, KAIG-4854, $150.

Joseph Leszczynski, Jr., Saginaw, Mich., KIV-4756, $150.

Fred Wozniak, Bay City, Mich., KLH-2084, $50.

Arthur Webb, Saginaw, Mich., KPJ-6703, $50.

Kelly Spencer, Jr., Fairborn, Ohio, KKS-45324, $125.

Bruce Russ, Saginaw, Mich., KAXR-7069, $125.

Cecil Doster, Saginaw, Mich., KON-5057. $225.

Norman Houston, Indianapolis, KLI-4565, $50.

Jimmie Denton, Wichita, Kans., KGS-7066, $50.

Donald Butler, Wichita, Kans., KBL-8220, $50.

Philip Beilman, Wichita, KAGA-6278, $50.

Rance Reed, Jr., Wichita, KABF-0834, $50.

Peyton Chairs, Wichita, KBDT-5954, $50.

(continued)

Perry Floyd, Wichita, KZB-1392, $50.
James Richey, Wichita, KAFI-1998, $50.
C&C Truck Line, Concordia, Kans., KHX-7880, $50.
Albion Jackson, Wichita, KMV-0274, $50.
Powers Appliance Service, Wichita, KFW-4588, $50.
Ray Robertson, Wichita, KAZI-5512, $100.
Marion Nichols, Wichita, KWQ-5922, $125.
Patricia Longwell, Wichita, KAND-2042, $50.
Ralph Baker, North Platte, Neb., KWK-7485, $50.
John Huizenga, Fulton, Ill., KMM-4237, $50.
Norman Davis, Houston, KAUK-2080, $50.
Michael Reddicks, Sr., Houston, KBA-9847, $50.
William Mendenhall, Houston, KAFB-1327, $50.
John Carver, Kansas City, KANM-0712, $50.
John Jackson, St. Louis, Mo., KSC-0420, $50.
Clifford Moore, Oak Grove, Mo., KBJS-5843, $50.
Willie Robinson, Kansas City, KBBL-0285, $50.
Betty Moore, Joplin, Mo., KCN-3369, $50.
Roy Lerman, Old Bridge, N.J., KBED-3739, $50.
Michael Babuin, Raleigh, N.C., KAZ-0300, $50.
Melvin White, Raleigh, KOA-6545, $100.
Walter Harris, Roanoke, Va., KAUK-0248, $150.
James Medley, Washington, D.C., KNW-7339, $50.
James Caraballo, Lancaster, Pa., KAWU-2268, $250.
Clayton Hooper, Hollywood, Fla., KAXG-3903, $50.
Lowell Dale, Hollywood, KAAC-5763, $50.
John Button, Plantation, Fla., KBMR-4112, $50.
Stanley Hensley, Jacksonville, Fla., KAPS-0486, $50.
David Salyer, Hollywood, KBNE-5665, $50.
Patrick Grimes, Sewell, N.J., KSP-0390, $225.
Pauline Barbieri, Hollywood, Fla., KBJJ-0646, $50.
Barbara Daly, Hollywood, KQU-0349, $50.
Gerald Dorfuss, New York, KPA-4058, $50.
William R. Jacobs, Miami, KAXO-7121, $50.
Raymond Churchill, Hollywood, KBDK-1632, $125.
Raymond Letourneau, North Miami Beach, KBFE-3921. $50.
David Lawton, Jacksonville, Fla., KABO-8288, $100.
Karen Knight, Jacksonville, KBMI-9483, $50.
(those from Fort Lauderdale, Fla.)
David Cameron, KBGE-1851, $150.
Jerry Schulter, KAHV-4680, $125.
Woodruff Maupin, KNM-3481, $175.
James Burton, KHC-9690, $50.
Charles Lyddane, KAOI-3179, $125.
Louise Bolduc, KAUP-2623, $150.
Richard Hampton, Richmond, Calif., KAWY-4043, $150.
Marshall Hill, Longmont, Colo., KRE-7401, $50.
Ronald Hersey, San Jose, Calif., KTY-1382, $500.
Michael Craig, Richmond, Calif., KABO-6872, $50.
Otto Barni, Richmond, KTG-6738, $50.
David Earby, San Francisco, KBHH-4569, $50.
Hardy Crumb, Jr., Sunnyvale, Calif., KLQ-6832, $125.
Frank Bean, Richmond, KBJV-2841, $50.
June A. January, Oakland, Calif., KAAS-7554, $50.
Mary Green, Richmond, Calif., KBGX-7728, $50.
Alfred Henderson, Richmond, KAH-94801, $125.
Carl Homsher, Richmond, KBLR-5576, $150.
Albert Smith, El Cerrito, Calif., KAFO-2872, $225.
Harold Cole, Richmond, Calif., KANJ-7097, $50.
Daryl Williams, Richmond, Calif., KBKP-4897, $50.
Warner Frye, Jr., Everett, Wash., KBAG-0794, $225.
Arthur Grabow, Everett, KAEY-1832; $150.

TELEGRAPHY CREDIT ELIMINATED FOR AMATEUR EXTRA FIRST CLASS LICENSEES

The Commission has deleted Section 97.25(d) of its rules to eliminate the granting of credit for the telegraphy portion of the Amateur Extra Class license examination to former holders of Amateur Extra First Class licenses.

Amateur Extra First Class licenses were issued by the Federal Radio Commission from 1922 to 1933. Since then, equivalent licenses, designated Class A and then Advanced, have been issued by the FCC. In 1952, the FCC created the Amateur Extra Class license, with more stringent written examination requirements than the Extra First Class, although the telegraphy proficiency requirement—20 words per minute—was the same. Because of this identical requirement, the FCC in 1972 amended Section 97.25(d) to give credit for the telegraphy portion of the exam to applicants who have continuously held the Amateur Extra First Class license and its successor licenses.

The Commission said it has averaged less than one application for credit per year over the last few years. It said it must assume that because of the lack of applications, that those who were eligible for credit have already applied for and received it during the past seven years.

This action becomes effective August 1, 1980.

The Commission also denied a petition for rulemaking from Frank Carman of Otis, Ore., who requested that the FCC amend its rules to provide that applicants for the Amateur Extra Class license who were licensed amateurs prior to 1925 and currently hold General or Advanced Class licenses be granted credit for the 1 (C), 4 (A) and 4 (B) examination elements.

In Docket 19163, the Commission said that although the length of licensed operation can be a valuable asset towards establishing eligibility for the Extra Class license, by itself it is not sufficient, and that to grant the Extra Class license on the basis of age or term of license alone would discourage amateurs from studying towards license achievement. In denying Carman's petition, it said the only appropriate basis for granting an amateur license is the successful completion of the examination elements required for a particular class of license.

FCC REVOKES TUCSON, ARIZ., CBER'S LICENSE

FCC Administrative Law Judge Frederic J. Coufal has revoked the license of Arvil L. Erickson of Tucson, Ariz., for Citizens Band (CB) radio station KKE-8204.

Judge Coufal said Erickson does not have the required qualifications to remain a Commission licensee.

Last year on March 14, the FCC issued Erickson an order to show why his license should not be revoked for violating Citizens Band Radio Service rules on June 23, 1978, by operating his station on 27.435 MHz, a frequency assigned to the Industrial Radio Service, failing to identify his station by a Commission-assigned call sign, and communicating with another station at a distance of more than 150 miles.

A hearing was held in Tucson on May 15.

Erickson testified he intentionally transmitted on 27.435 MHz because of the "trash" and filthy talk on the CB channels. He said he deliberately did not use his assigned call sign in order

to avoid detection on an unauthorized frequency by the FCC. He also admitted that he had communicated for three minutes with another station located in Sutter, Calif., a distance he knew to be over 150 miles from Tucson.

The judge concluded Erickson intentionally transmitted on modified CB radio equipment on a frequency assigned to the Industrial Radio Service; deliberately failed to use his Commission-assigned call sign; and willfully communicated with a station in California, more than 150 miles from Tucson.

The judge further said that while Erickson admitted the out-of-band and failure to identify violations, he offered no circumstances permitting mitigation. He said that misuse of CB channels by others does not allow use of unauthorized frequencies and that fear of being caught in the violation does not mitigate failure to identify properly.

Noting the evidence was clear that there was a violation of the 150 mile rule, the judge said belief that the rules are wrong respecting such long distance transmissions is not an excuse for a licensee to disobey them, and that lack of a grace period to discontinue such communication does not permit a licensee to exercise any period he chooses. Judge Coufal rejected Erickson's defense that three minutes was a reasonable time to end a long distance communication after learning of it. He said three minutes was more than a reasonable time.

He also rejected Erickson's claim of discrimination in FCC's application of its rules based on another individual's being issued only a monetary forfeiture for identical violations. He said to support such a defense a party must show that the disparate treatment involved "the participants in the communication which is the basis of (the) proceeding, and not with all Citizens Band operators who have violated (the) rules." The judge pointed out that the claimed discrimination does not involve another person who was a party to the communication by Erickson.

The judge ruled that Erickson did not violate Section 301 of the Communications Act forbidding unlicensed transmissions since he was operating with modified CB radio equipment under the authority of his CB license.

Apparently the FCC felt that Erickson's affront to society was far worse than had he cut the antenna cable of another operator, otherwise he might have gotten off with only a 30 day suspension. To our way of thinking, his alleged transgressions caused far less unhappiness, inconvenience, and interference with the rights of others than vandalizing someone else's station. The FCC's sense of values and its code of justice are curiously unique, but certainly in keeping with the agency's track record of dealing with the public.

(continued from p. 7)

September 1. One block north Hiway 73-75, 136 Jct. Monitor Channels 19 and 9. All proceeds will go to Muscular Dystrophy. Truck and camper parking available for short time or overnight. Give a holler for the "Coffee Pot Control." Sponsored by: Nemaha Valley CB Radio Club, Auburn, Nebraska 68305

SEPTEMBER

Bowling Green, Kentucky March of Dimes CB Jamboree, September 21. Held at the Southern Kentucky Fairgrounds. Sponsored by the Bowling Green-Warren County CB Radio Club, Inc. For more information contact the Bowling Green-Warren County CB Radio Club, Inc., P.O. Box 376, Bowling Green, Kentucky 42102

Mexico, Missouri 11th Annual Coffee Break, Sept 21 at the 4-H Center. Trophies, prizes and refreshments. For information contact Robert M. Miller, Route 4, Mexico, Missouri 65265, or phone (314) 581-2203

TOPEKA CB OPERATOR GUILTY OF VIOLATIONS

Eugene E. Redmon, licensee of CB Radio Station KYX 0700, was convicted in the United States District Court for the District of Kansas on two counts of violation of the Commission's Rules. Mr. Redmon pleaded guilty to failure to allow inspection of his station by an authorized representative of the Commission and failure to identify his transmissions by his assigned call sign.

Mr. Redmon was fined $300 for each count, a total of $600. Payment of the fine was suspended on the condition that Mr. Redmon dispose of all of his CB Radio transmitting equipment, submit his station license to the Commission for cancellation, and be placed on one year probation.

The case was based on information gathered by the Commission's Kansas City District Office, James A. Dailey, Engineer-in-Charge, at the request of James P. Buchele, United States Attorney for the District of Kansas. The case was prosecuted by Assistant United States Attorney Robert S. Strupy.

(continued from p. 61)

worse than the 4 watt AM, and certainly the 'loose talk' you hear around the channels about 12 watts PEP being more than 4 watts AM is just not true.)

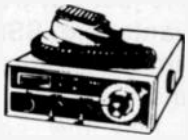
The advantage of SSB over AM then is our back-to-theory 9 dB. That means a 12 watt PEP sideband rig has the same "talk power output (4 x 2 = 8 watts; 8 x 2 = 16 watts and 16 x 2 = 32 watts, with *each doubling* of power being a *3 dB jump*). Which is the thought that I'll leave you with. For an AM rig to compete for sound-power coming out of a distant receiver's speaker, the AM rig would have to put out 32 watts of properly modulated AM power.

GROUP ACTIVITIES

The *SSB Network* advises that the following local and regional Sideband groups have been accepted for group affiliation with the national network: Barbary Coast International Sidebanders (HQ in Calif.), The World Radio Group (HQ in New Jersey), and the CU-SSB Group (HQ in Illinois).

Operators in the area of Manchester, N.H. might wish to check into the 10 O'clock Sideband Club operations which take place nightly on .405-LSB at (you guessed it) 10 PM. About 300 operators belong to the group, roughly 80 check in on a given night. Monday nite is the roll call. The group, run by TOS-1, Charlie, has had successful outings, family trips, and would like to hear from area operators.

CB SHOP



TWO WAYS TO ADVERTISE YOUR PRODUCTS & SERVICES IN THIS SECTION

1. **By-The-Word Ads**
   Commercial, Clubs, Organizations, $1.00 per word ($40 minimum per issue).

2. **Display Ads**
   $120 per inch minimum per insertion plus $60 per ½-inch additional to maximum of 4-inches deep.

Closing Date—All advertising in this section will now close the 10th of the third preceding month; i.e., January 10th for the April issue.

PAYMENT — All ads must be pre-paid by check or money order (payable to Cowan Publishing Corp.), or through Bank Americard (Visa) or MasterCharge. On charge orders, include card number, expiration date and interbank number.
Permanent address and phone number must be supplied if not identified in actual ad copy. Publisher reserves the right to refuse any advertising deemed unsuitable or inappropriate. Because advertisers, services, and equipment contained in CB Shop have not been investigated, the publisher cannot vouch for the merchandise or services listed therein.
Direct all orders and correspondence to:
Eileen Lucey, S9/Hobby Radio, 14 Vanderventer Avenue, Port Washington, N.Y. 11050.
Phone: (516) 883-6200.

SINCERE CH. 9 MONITORS—We need one Chartered team in each county in the U.S. Canadians welcome. Write Highway Assistance Modulators, 5221 Creekwood Dr., Harrisburg, Pa. 17109. Team protection assured.

SECRET CB VOLUMES 1 through 8; $12.95 each. FREE CRYSTAL CERTIFICATE with each book. Dealer inquiries invited. For C.O.D. call 501-777-3220. Cobra's Two Way Discount Supply, Route 5, Box 123, Hope, Arkansas 71801.

CB'ERS SSB HANDBOOK by S9's Tom "Tomcat" Kneitel! The standard reference book on 11 Meter Sidebanding. Every SSB Station should have a copy of this valuable 119 page book. Your own personally autographed copy only $6.45 plus 55 cts postage and handling (outside USA add $1) from The SSB Network, P.O. Box 908, Smithtown, NY 11787.

PREPARE FOR NEW CHANNELS WITH THE PLL DATA BOOK. Layman's guide describing 35 chips. Detailed modifications, pinout diagrams, functions, specific models. nontechnical basics, only $8.95. THE "SCREWDRIVER EXPERT'S" GUIDE TO PEAKING OUT & REPAIRING CB RADIOS: The original layman's helper. Much imitated, never duplicated! Completely revised, only $9.95. CHANNEL GUARD bleedover interference filters: 100db rejection, simple installation. $29.95 (455 IF), $49.95 (7.8 IF) SATISFACTION GUARANTEED! Check, MO, VISA/MC (include expiration). We carry Digiscan/Micromonitor PLL expanders, speech processors, amplifier modules. Catalog $1. We've grown and moved! CB CITY, Box 31500-S, Phoenix AZ 85046.

GIVE A HOOT ABOUT THE WORLD—Join Owl Hoots AM SSB receive distinctive life membership card with your personal number QSL card, bumper sticker, windshield sticker, key chain. Send $5.00 to Owl Hoots International, P.O. Box 71, Aptos, Ca. 95003.

LOOKING FOR old Lionel trains. Interested only in "O" gauge, excellent to like-new condition. Primary interest is locomotives prior to 1952, but will consider complete sets, or more recent models. Am willing to buy outright for cash, or swap radio gear to meet your needs. Write: Dick Cowan, WA2LRO, c/o CB Radio/S9 Magazine, or call 516/883-6200.

FREE! OVER 150 INFORMATIVE PAGES of more than 50 famous brands in Graham Radio's latest catalog. We sell to dealers only and ship anywhere! Send letterhead and state tax number for free catalog and price list. GRAHAM RADIO, INC., Dept. S, 505 Main St., Reading, MA 01867.

UNIT NUMBERS for your A.M. hobbying! Everybody's getting one! Your existing Unit Number registered or one assigned to you by the national registry for all unit numbered A.M. stations. You receive a big and attractive 8½ by 11 color wall certificate showing your registered Unit Number, name and/or handle, and date of registration. Also included, an exclusive "private" report on how to get maximum use/enjoyment from CB with your Unit Number ID in addition to (or instead of) a "handle." Everything for only $2.95, plus self-addressed stamped envelope. New large "Registered Unit Number" RUBBER STAMP (place for you to write in your own unit number) now available at $4, ppd. If registration and stamp order filed at same time, a special combo rate of $6.50 for both registration and stamp is in effect, a saving of 45 cts! Z-Tech, Box 70-FXM, Hauppauge, NY 11787.

SIDEBANDERS! Old Timers, newcomers, future operators! Do you care what happens to Sideband? We do too! Let's insure that we all get the very most out of Sidebanding, now and in the future! Add your vote to an even better, more useful, and more exciting Sideband by affiliating with the world's oldest (1964), largest and most important all-Sideband group. Your free application is waiting for you--get your own permanent national "SSB" ID numbers NOW to let the world know that you've got a stake in Sideband's present and future! Let's save Sideband! For application (no obligation) send a self-addressed. stamped, no. 10 long envelope. If you enclose your QSL, we'll return one of our spectacular metallic "silver" QSL's in return! SSB NETWORK, P.O. Box 908-X, Smithtown NY 11787.

SCANNER ENTHUSIASTS: If you can't program 418.55 into your REGENCY M-100/K-500 or 450.087 into your BEARCAT 250, chances are you're missing a lot of action! Send $2.00 for complete details and catalog of FREQUENCY DIRECTORIES and other monitoring aids. DIGICOM, Box 1175, New York, NY 10009.

Radio-TV interference problems, 30 page book complete step-by-step how to identify and resolve TVI and RFI. Prepared by FCC send $4.95 plus $1.00 first class mailing and handling to High Country Electronics, P.O. Box 2284, Colorado Springs, Colorado 80901.

"TOP SECRET" REGISTRY OF U.S. GOV'T RADIO FREQUENCIES (25 to 470 MHz) Second Edition by Tom (TOMCAT) Kneitel. Massive registry (3,800+ Listings) of scanner frequencies used by FCC, CIA, FBI, Border Patrol, Customs, Treasury, U.N., Fed. Prisons, FAA, Fish/Wildlife, Forestry, Nat. Parks, NASA, all military services, and SO much more! Only book of its kind ever published! Also included is a complete discussion of federal communications systems, coded identifications, "split decimal" frequencies, secrecy, listening tips, etc. The most unique scanner publication ever offered! Only $4.95 per copy ppd, from CRB Research, P.O. Box 56-T, Commack, NY 11725. A complete catalog of all of CRB's exciting scanner data publications is included with each order, or may be obtained seperately upon request accompanied by a self-addressed stamped 4X9 envelope.

NEW YORK CITY METRO FREQUENCY PROFILE includes listings for NYC UHF/VHF POLICE FREQUENCIES, FIRE, EMS and much more! City, State, and Federal agencies are covered. Includes special "SERVICES SEARCH" section detailing high activity frequency groupings. Eight dollars. Certified check or M.O. will speed First Class delivery. DIGICOM, Box 1175, New York, NY 10009.

WANTED: Royce 1-630 and HyGain 674B for parts. Indicate condition and price. Alan, Box 2923, Greenville, N.C. 27834.

SSB NETWORK RUBBER STAMP! Beautiful all new, large 1 1/2 inch size great for QSL's & correspondence! Shows SSB Net name and spectacular emblem. Has place for you to write in your own SSB Net ID number. Limited supply. Members only. Mention your SSB Net number when ordering. Only $3.95, Postpaid. SSB Network, Box 908, Smithtown, NY 11787.

CB/HAM DEALERS. SEND FOR FREE CATALOG. AVANTI, PAL, ANTLER, HUSTLER, PRESIDENT, BIRD, HY-GAIN, TEN-TEC, JAPANESE TRANSISTORS, FINALS AND COMPONENTS. SECRET CB, METERS, TUNERS, CORNELL DUBILIER, METAL DETECTORS, SWAN, TEMPO, YAESU, KENWOOD,. COMPLETE REPAIR FACILITY. APPLIANCE & REPAIR COMPANY, INC., 2317 VANCE JACKSON, SAN ANTONIO, TX 78213. 512/734-7793.

MONITOR FOR EMERGENCIES ON CHANNEL 9 or your local truckers' channel. We invite you to join our nationwide, nonprofit organization. Members receive all the information they need to be an effective monitor. NO meetings and NO required monitoring. Members identify with their state name (such as "Florida State Emergency Radio") using the team call letters. INDIVIDUAL and TEAM membership. For more information and a membership application, send a self-addressed, STAMPED envelope (stamp REQUIRED for a reply) to: U.S. EARS, Headquarters, P.O. Box 1956-A, San Jose, CA, 95109.

NASSAU COUNTY CB'ers: Don't sit back... Join REACT. Central Nassau County REACT is now admitting new members. Participate in one of the largest and best REACT Teams in the world! Send now for information to: Central Nassau County REACT, P.O. Box 406, Westbury, N.Y. 11590.

ASSOCIATE MEMBERS WANTED to join American CB Radio Club. Receive membership card, permanent club ID number, 10-code, CB language, bumper sticker, QSL card etc. Associate membership only $10 a year. Mail check to: American CB Radio Club Inc., P.O. Box 321, Bronx, NY 10469.

SCANNER OPERATORS! Are you registered? Be assigned your own personal monitoring ID letters inscribed on beautiful 2-color bordered certificate, plus discounts and goodies! Thousands already registered! Only $5, ppd., from CRB Research, Box 56-T, Commack, NY 11725.

SCANNER CRYSTALS! America's leading mail order specialist, sent to you postpaid and factory fresh! Lowest prices anywhere, so low we can't even print them here! Send postage stamp for free catalog and special order form! Z-Tech, P.O. Box 70, Hauppauge, NY 11787.

CB SKIP IS BACK AGAIN! BEST DX CONDITIONS IN 11 YEARS! Sunspots again reaching their 11-year peak for SUPER transoceanic DX skip via AM and SSB. Whether you love skip or hate it, you'll find that a copy of "The CB'ers Worldwide 5 Language Translator & Operations Manual" will be your survival manual for operating on CB! A goldmine of CB DX data and foreign CB QSL illustrations; a special section translates English numbers, alphabet, and most needed CB words, phrases, sentences into easy self-pronouncing phonetic Spanish, French, Italian, German, Swedish. LOTS more info too! Know what they're saying, and where they're saying it! Only $3.95 per copy, plus $1 First Class mailing/handling. Order now from CRB Research, P.O. Box 56-T, Commack, NY 11725.

WANT TO BUY. Will pay top dollars—hard cash—for old Lionel trollies in any condition. Also want old Lionel or Ives Standard Gauge trains. Your old clunker may be a collector's dream. Don't be bashful. Write: Dick Cowan, c/o CB RADIO/S9 Magazine, 14 Vanderventer Ave., Port Washington, NY 11050. Phone: 516/883-6200.

QSL CARDS BY A RELIABLE COMPANY WITH 14 YEARS EXPERIENCE IN SATISFYING CUSTOMERS. Top quality, reasonable prices. 12 colors, gloss-coated, designed for you. FREE CATALOG AND SAMPLES. Write: CBC CLUB, Dept. SS9, Box 703, Lexington, NC 27272.

CB REPAIR—All makes. Complete repair $14.99 plus parts and shipping. Extra charge for basket cases, modified or tampered with radios. Licensed, factory-trained technicians use factory service equipment and parts. Units returned UPS COD usually within 10 days. We bought out Robyn'sentire parts inventory. Complete Robyn Parts and Service. Dealers welcome. Radio Parts Inc., 542-548 S. Division Ave., Grand Rapids, MI 49503. Phone: 616/459-0247.

VHF AERO BAND Scanner Owner's Frequency Directory! "AIR-SCAN," by Tom "TOMCAT" Kneitel, lists more than 12,000 stations/frequencies in U.S. (except Alaska/Hawaii) operating between 108 and 136 MHz. Civilian, military, listings including airports, airline "company" frequencies, emergency, etc. AIR-SCAN book is only $4.95, ppd., from CRB Research, Box 56-T, Commack, NY. 11725.

Siltronix 1011D For Sale. Excellent condition with choice of microphones. Will ship C.O.D. $450.00. Phone 316/236-7589. Steve Souders, RR2, Box 94, Chetopa, KS 67336. 236-7589.

GET 'EM WHILE THEY LAST! We just uncovered a single carton of Orion's 1976-77 CB Radio trade-in guides. These little books list almost a hundred different brands of radio, and every model that had been made by those companies to date, with the going prices for sets in new, used, mint or average condition. It's a book that should appeal to the real CB nostalgia buff. But there are less than forty (40) copies left, so they won't last long. You can get yours by sending a check for $3 to S9, 14 Vanderventer Ave., Port Washington NY 11050. Make sure that you indicate that you want to order the Orion trade-in guide. Orders will be treated on a first-come basis.

INTRODUCING: THE CANCELLOR. A new technological breakthrough, that eliminates bleedover, and interference even from transmitters on your channel—THIS IS NOT A FILTER. Send $1.00 for detailed information to: ACI, Box 129, Springhouse, PA 19477. Refundable upon order.

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BROWNING COLLECTOR: Will buy, sell or trade. Have R27-S23, Golden Eagle, Mark II (5-piece), Mark III and Mark IVA. For price list, send self-addressed envelope. For photograph and price list, send $1.00 only (no envelope). To P.O. Box 468, Pittsfield, MA 01201.

Police-Fire-Aviation scanning receivers. Regency, Bearcat, SBE, RCA, crystals, Antennas, frequency directories. Cobra, President, Motorola CBs. Write: HARVEY PARK RADIO, Box 19224, Denver, CO 80219.

SELL: Stoner Pro-40 (modified to 27.865) w/ matching speaker, D104 mic. Also Teaberry T-Control AM Base. UPS ship. $450 for all. Call Ted (516) 324-0374.

DANGER!!

FERROEQUINOLOGIST AT LARGE

Hi, I'm Dick Cowan. I'm the publisher of S9. I'm also one of the country's most ferocious ferroequinologists. You don't recognize the word? It translates out to "collector of old toy trains."

Anyway, I have bought hundreds of old trains from S9 readers in the past six years, but my hunger for a bigger collection keeps growing. That's why I want you readers to know that I'll pay enormous prices to add good trains to my collection.

What am I looking for? Primarily Lionel, and that includes O guage or standard guage. But I'll also consider old Marklin, Ives, pre-war American Flier, and several others. No HO or N guage, please. I wouldn't know what to do with them.

How much will I pay. Perhaps a few hundred dollars, perhaps a few thousand. It depends on what you've got and what condition it's in. Just as an example, a Lionel 5344 engine can bring a thousand dollars or more, and lots extra for the freight or passenger cars. A 400E will bring at least as much. Complete sets, especially in the original boxes and set cartons can be worth as much as $5,000. In other words, I'm very serious about this whole train collecting thing.

If you've got old trains stored away in the basement or attic, just jot down the numbers on the engines and cars. A polaroid picture will help, but it isn't all that necessary. I want those trains and I'll go to any lengths to get 'em. Why not drop me a line, or better still, give me a call.

Richard Cowan, Publisher
S9 Magazine
14 Vanderventer Ave.
Port Washington, N.Y. 11050

Tel. (516) 883-6200

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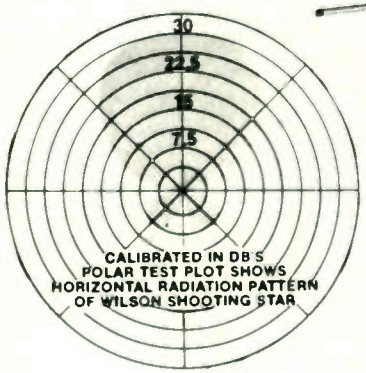

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Windload Area	6 square feet
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