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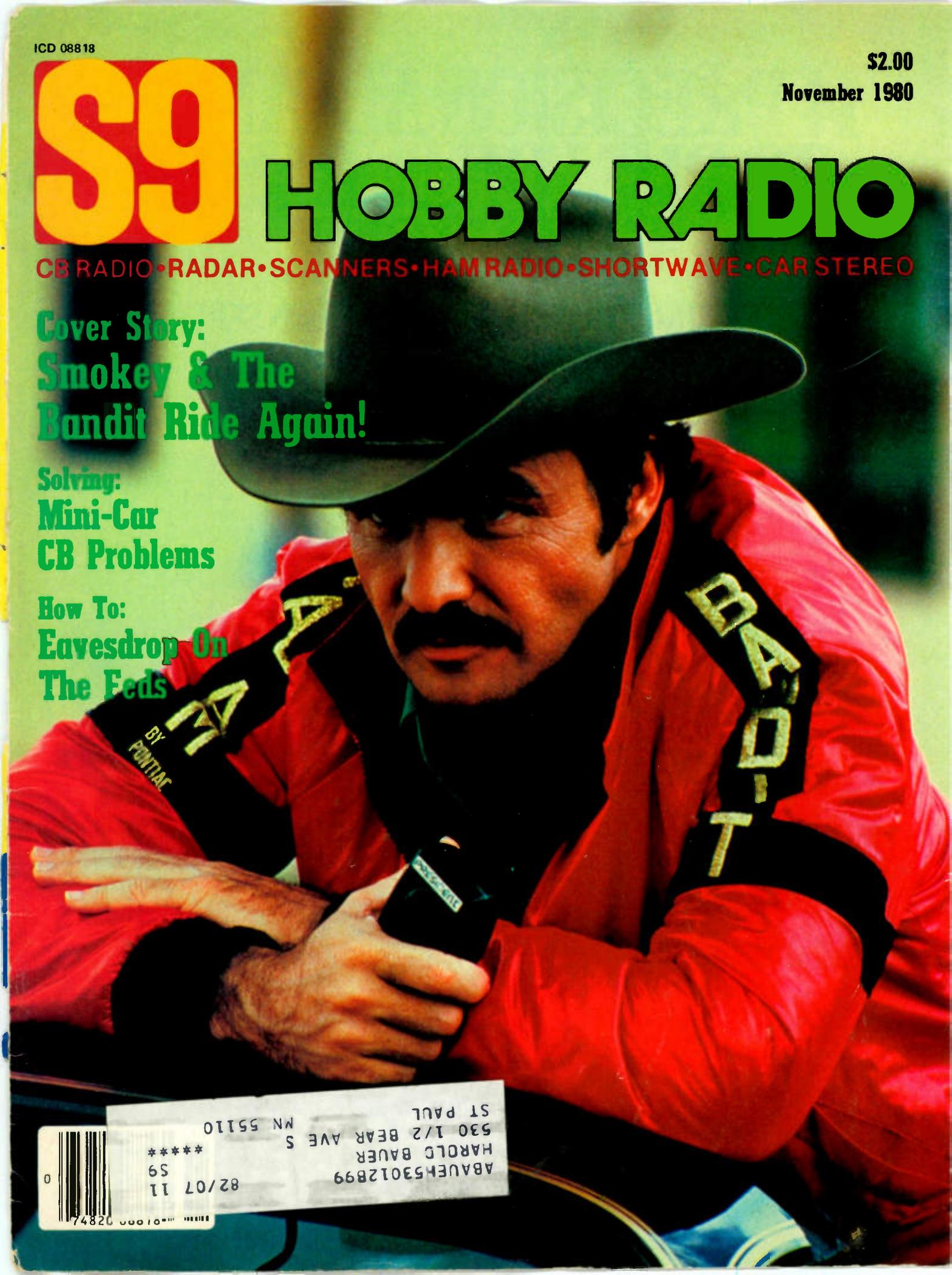
HOBBY RADIO

CB RADIO • RADAR • SCANNERS • HAM RADIO • SHORTWAVE • CAR STEREO

Cover Story: Smokey & The Bandit Ride Again!

Solving: Mini-Car CB Problems

How To: Eavesdrop On The Feds



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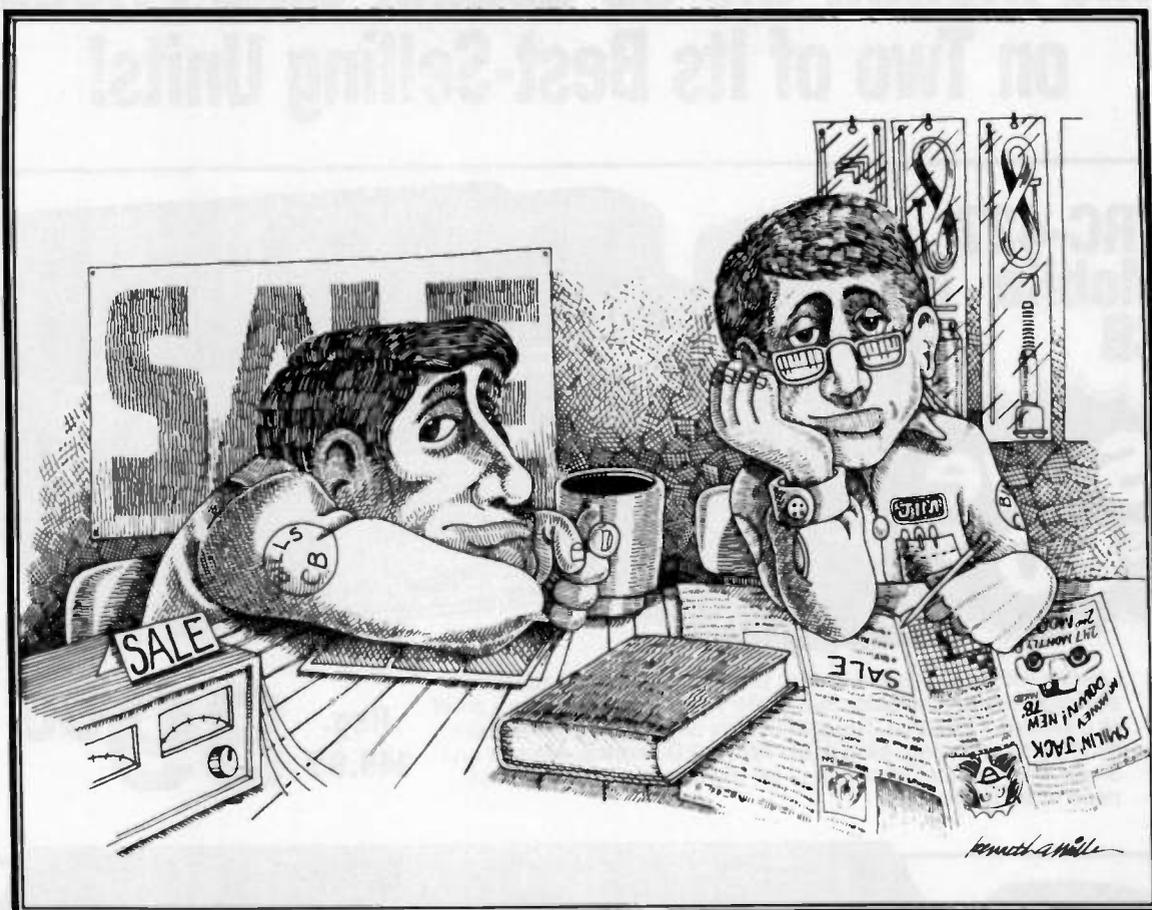
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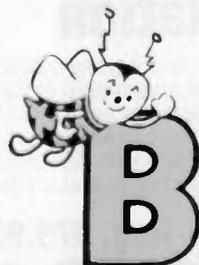
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AMERICA'S OLDEST AND LARGEST CB MAGAZINE

VOLUME 20 NUMBER 11

NOVEMBER 1980

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Cover: Special thanks to Universal City Studios and American Radio for the use of the photo from the new film, *Smokey And The Bandit, Part II*.

WARNING: INDIVIDUALS INSTALLING CB OR OTHER ANTENNAS ON THEIR HOMES SHOULD BE CAUTIONED THAT CONTACT WITH POWER LINES MAY CAUSE SERIOUS INJURY OR DEATH. READERS ARE ADVISED TO HANDLE ANTENNA INSTALLATIONS WITH GREAT CARE, AND TO WEAR INSULATED BOOTS AND RUBBER GLOVES WHILE WORKING NEAR POWER LINES.

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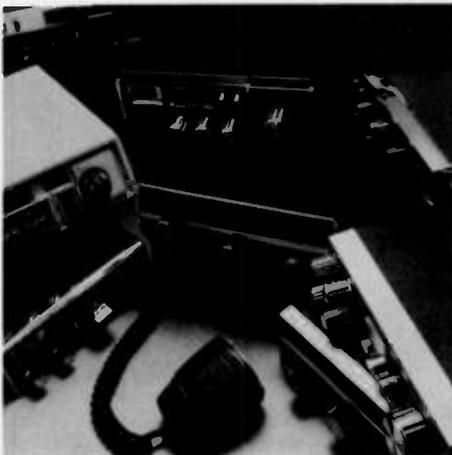
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CB NEWSWIRE

YOUR CB NEWSPAPER

NOVEMBER 1980

N.J. Sidebanders On Call!

While the average CB'er enthusiastically dallies with his radio equipment, some operators spend much of their time engaged in public service.

While one chats or listens as the mood strikes him, another attends his mike with a purpose.

And while both are quick to hasten to the scene of emergencies for whatever help they can offer, one group of Sidebanders in New Jersey are members of an organization which has conscientiously taken on a project that can be neverending.

"As transportation coordinator for the Helmbold Education Center, I know the needs of the center," said Bill Simon, president of the Atlantic County Sideband Network.

Simon explained that members of his Sideband group have dedicated themselves to community service. And when Simon became president, the 30 active members soon discovered the problems enveloping the Helmbold Center, which provides a learning program for children with disabilities.

The school operates out of five facilities in Atlantic County—Corbin City, Ventnor, Belcoville, Milmay and Pleasantville. Four of these are renovated school buildings that had been abandoned, and one is the former Prudential Building on Main Street in Pleasantville.

Bea Rando, executive director of the Helmbold Foundation, said the organization was established to raise the \$5 million necessary for a new, centralized facility. The state recently provided a \$355,000 grant for the vocational wing of the new building—a windfall, perhaps. But the school itself must match the remaining \$112,000. It is hoped groundbreaking will take place this fall.

But back to Simon and his Sidebanders.

Simon started eight years ago as a driver for the school, which now enrolls some 250 from all over Atlantic County. It wasn't long before he was telling his fellow CBers about the school, the kids, the problems. The Sidebanders were soon convinced

Simon's "kids" needed one large well equipped facility and so they dove cheerfully into their pockets and began a number of other fund-raising activities as well.

While they also support the March of Dimes and various charities, most of their efforts focus on a single event which generously benefits the school. One held recently, put \$500 in the foundation's coffers. Best of all, the money raisers mean not only funds for the foundation, but also fun for the Sidebanders.

"We call them shrimp and beer nights," explained Simon. He'd like more people to come and enjoy the food and the fellowship, knowing the kids at Helmbold will be the winners. The next shrimp and beer bash will be held April 26 from 7:30 to 9 p.m. at Quinn's Inn on the Black Horse Pike in Pleasantville. "Try and come," said Simon.

A Star Is Born

Anthony Fairchild was a bit puzzled when a picture of his house showed up on his neighbor's television set. However, the resident of Aspen, Colo., soon realized his house was under secret television surveillance by the U.S. Drug Enforcement Administration (DEA). The signal from their hidden camera, mounted on a utility pole across the street, was providing occasional entertainment for his neighbor's family.

Fairchild called the American Civil Liberties Union and began taking pictures of both the television image and the camera, which was disguised as a trans-former. Upon being discovered, agents from the DEA rushed out from their Denver office and took the camera away.

Fairchild insists he knows nothing about drugs, although his ex-wife was busted for cocaine charges four years ago. "The drug agents had the impression I was the Godfather," Fairchild said.

Feds Sue Fla. Operator

Two antennas mounted on twin steel towers jut into the sky above William Henderson's Dania (Fla.) home, on the south edge of Fort Lauderdale-Hollywood International Airport.

That's all that's left of the radio equipment that Henderson used to talk with radio buffs worldwide.

In November, federal agents seized 18 pieces of equipment from his home.

In a lawsuit filed in January in federal court, the U.S. Attorney's Office alleges that Henderson operated an illegal radio station that interfered with "legal" CB operators and with police, fire and airport frequencies.

The suit lists 23 violations of federal law, each of which could get Henderson a year in prison, a \$10,000 fine and an additional \$500 for each day of the offense.

Henderson doesn't understand "why they're picking on me like this."

"The way I see it is this: The airwaves are free and the FCC has no business telling people what they can or can't do with them."

Henderson said he used his radios for amusement.

J. L. Anderson, supervisor of special enforcement with the FCC's field operation bureau outside of Atlanta, said such drastic action as the November seizure is taken only when the illegal operator won't cooperate with the government.

"In a case where the operator does not have a license, we usually try to resolve it outside court. We can issue warnings and we can also issue fines," he said. "But there are some people who are totally non-responsive, and that's when the Justice Department gets involved."

Henderson admits ignoring several FCC notices and speaks of his right to the airwaves.

His station, a rolltop desk in a bedroom, held equipment to boost his power to 800 to 1,200 watts, he said.

CB Saves Amputee Stranded in Arizona Mts.

Tom Bailey isn't a typical CB'er, but the precaution the triple-amputee took when he had a two-way radio installed in his vehicle resulted in his rescue last March from the Bradshaw Mountains near Crown King, Arizona.

Bailey, 32, of Scottsdale, had only just tested the radio before he needed it to summon assistance when his 4-wheel-drive vehicle broke through snow and stalled in an isolated area on War Eagle Mine Road.

The former soldier, who lost the lower portion of both arms and a leg to a rocket-propelled grenade in Vietnam, turned to the radio after an unsuccessful attempt to free his vehicle.

Because of a lot of non-emergency traffic on Channel 9, it took nearly four hours for Bailey's distress message to be picked up by Lance Johnson, a member of a Revac Pro Control CB-monitoring unit in Flagstaff.

Bailey described a couple of landmarks near his location and the information was passed on to the Yavapai County sheriff's office dispatcher in Prescott.

A few minutes later, Bailey's wife, Marge, contacted the sheriff's office to report her husband missing. She also informed the dispatcher her husband was a

triple-amputee and expressed concern for his safety.

Deputy Roy Smith was sent from his home in Mayer to attempt to locate Bailey. After digging his own vehicle out of a snow drift, Smith used landmarks described by Johnson to locate Bailey. Bailey was reunited with his wife in Cordes Junction a short time later.

Bailey, who has hooks for hands and a hydraulic left leg, said he had planned to walk about three miles to Crown King when it became light.

There was a delay in recovering his vehicle, however.

It remained where it became stalled until spring.

Bailey, who moved to Arizona from New York about 2 years ago, said he was looking for old mines when he became stranded.

4 FCC Agents Face Charges

Four agents of the Federal Communications Commission were arrested as a result of their actions in an investigation of persons illegally using citizens band radios.

James Crowell, 33; John Petro, 22; Robert McKinney and Thomas Van Staver were charged with trespassing at two Norfolk (Va.) homes. McKinney and Crowell additionally were charged with shoving children.

Police said Crowell and Petro were arrested after they entered the home of Mr. and Mrs. Charlton R. Cobb.

The Cobbs told authorities the FCC agents entered their home uninvited and without a warrant, and that while looking for citizens band radio gear, Crowell shoved their 13-year-old daughter.

McKinney and Van Staver were charged with trespassing at the home of Mr. and Mrs. Ronald Ellis, where McKinney was charged with shoving the Ellis' 10-year-old daughter.

An FCC spokesman said the agency was concentrating on uncovering illegal citizens band radios in this area for some time, and that more than 50 such operations have been reported.

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.

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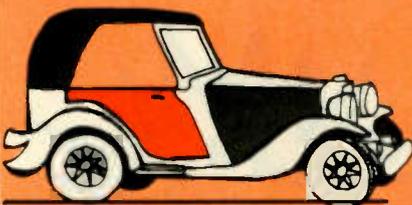
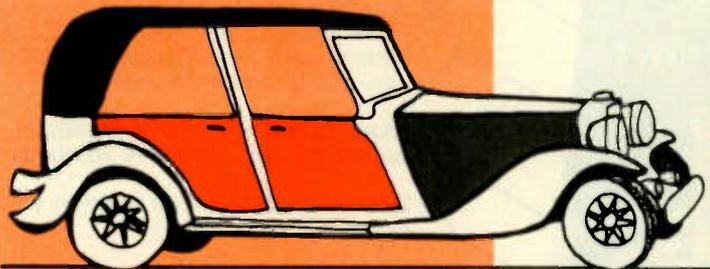
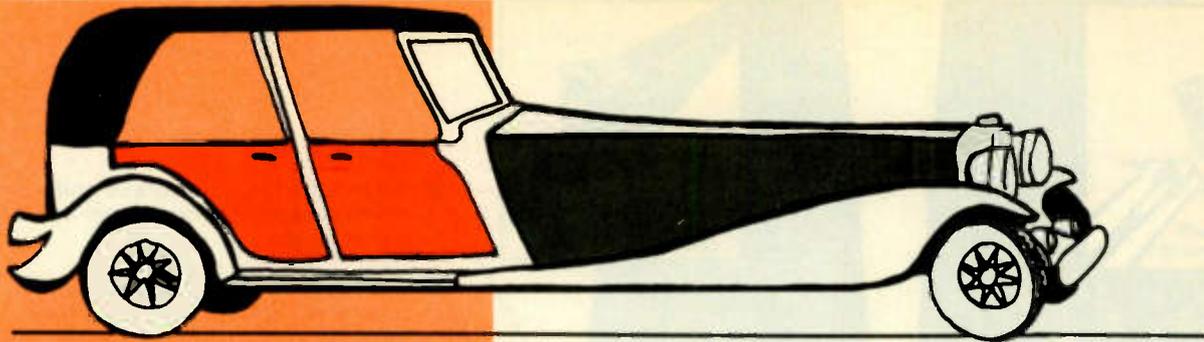


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DOWNSIZE

PROBLEMS

by Marc Stern, KBFS-8072, SSB-0A71

UNLESS you've been living in a cave for the last few years, you've certainly noticed that something's been happening to cars—they're getting smaller and smaller.

And as they get smaller and smaller they are also posing larger and larger headaches for anyone wanting to put his CB rig into a new mobile. There just isn't the same amount of space there used to be!

Just what does this mean to you? About a year or so ago the XYL and I bought a new GM X-car compact, and compared to the former GM compact we used to have the size difference was amazing. The car is about seven inches smaller in wheelbase. In overall dimensions, it must be two or three feet shorter. It also weighs less.

However, this car has just as much usable passenger room inside. Still, there seemed to be fewer places to put our CB rig—and indeed there were fewer places. One of the luxuries sacrificed in an effort to keep living space inside the car usable has been the amount of space under the dash. Things are getting pretty tight down there. Compactness carries through the entire car.

Now, unless you're willing to invest in an in-dash CB, it's going to take some work to figure out how to install

your rig in your new car. (Don't think that this can't happen to you. The message for the future is smaller, everywhere.)

So, let's kick around some pointers for installing your rig in a downsized car.

When first figuring where you want to put your rig, chances are you look right under the dash—and this is very logical. However, let's look at the dash area of a downsized car. You'll

find you're really very limited in some of the new cars.

Why is this? Look at the area right in front of the driver's seat. As the area behind and under the dash becomes more limited it also becomes more crowded with controls, cable releases and what-have-you. With this limited area—unless

This is the trend of the future—smaller and smaller cars. With them come the headaches involved in mounting a CB rig in more limited space.



you're running a small rig—there just isn't a place to put your CB on either side of the steering wheel. It would pose problems for you while driving and could, conceivably, block you during an emergency situation.

So the dash in front of you is out of the question. Logically, the next place to look is in the middle third of the dashboard. But, what do you see? It's likely you'll be looking at the heater blower. "So what?" you might think, "I can still mount it there." Though you might want to, *don't do it*. The transistors in your CB rig are pretty rugged little fellows, and they can handle almost everything you're likely to throw at them, but the one thing they hate is heat. Even if your heater doesn't throw out monster degrees Fahrenheit, don't take a chance with cooking the transistors. So, it looks like this area is out, too.

Which brings us to the third section of the dash panel. This area can be used, if you don't mind losing some front seat legroom for your passenger.

What are the problems here? More and more automakers in Detroit are moving toward using plastic and injection-molded substances to form their dash panels. The result is that there are fewer steel or iron support braces. So, you have to be careful about how large a rig you mount there. (Ours weighs about 5 pounds and seems to be working out well.)

Another point worth noting is that because there are fewer steel support braces it is tougher to find a ground for your power cable. Many times braces which look like they join the car's body, in actuality don't. With some searching, though, you'll probably find one that does.

Keep this spot in mind as we study a new area, behind the dash. A couple of issues ago, we talked about how to install a one-hander on a recreational vehicle or motorhome, and much of what I said then still applies.

You can mount your rig behind the dash. However, in this case, it has better be about the size of a Radio Shack one-hander or else you're going to have all sorts of problems. Big rigs just don't fit behind dashboards anymore. Still, don't discount behind-the-dash mounting if you're thinking about it (besides, it also lessens the chances of someone coming along and pilfering your CB rig).

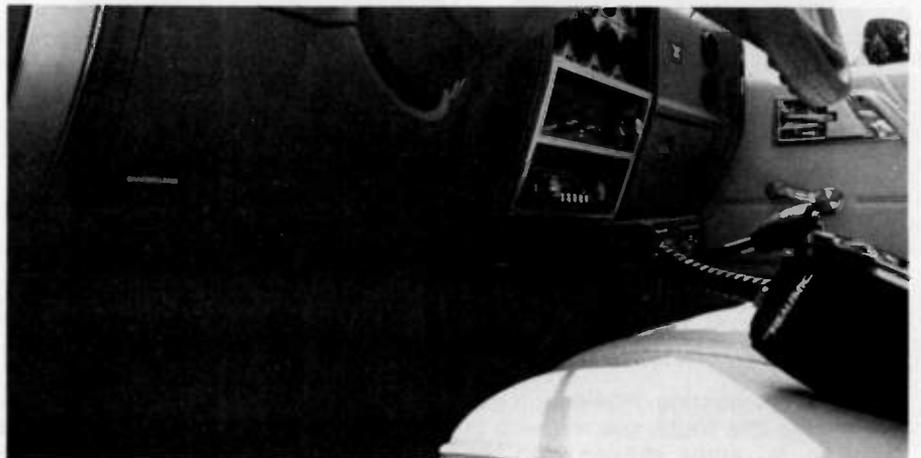
One last look at the dash shows us that in some cars there may be an unused little parcel shelf in the center dash pad. You can use this spot if you've got a small radio, and it might



You can see from just looking at the inside of this mobile that there are a few spots for good mounting. As more people opt for standard transmissions, the space grows even more limited.



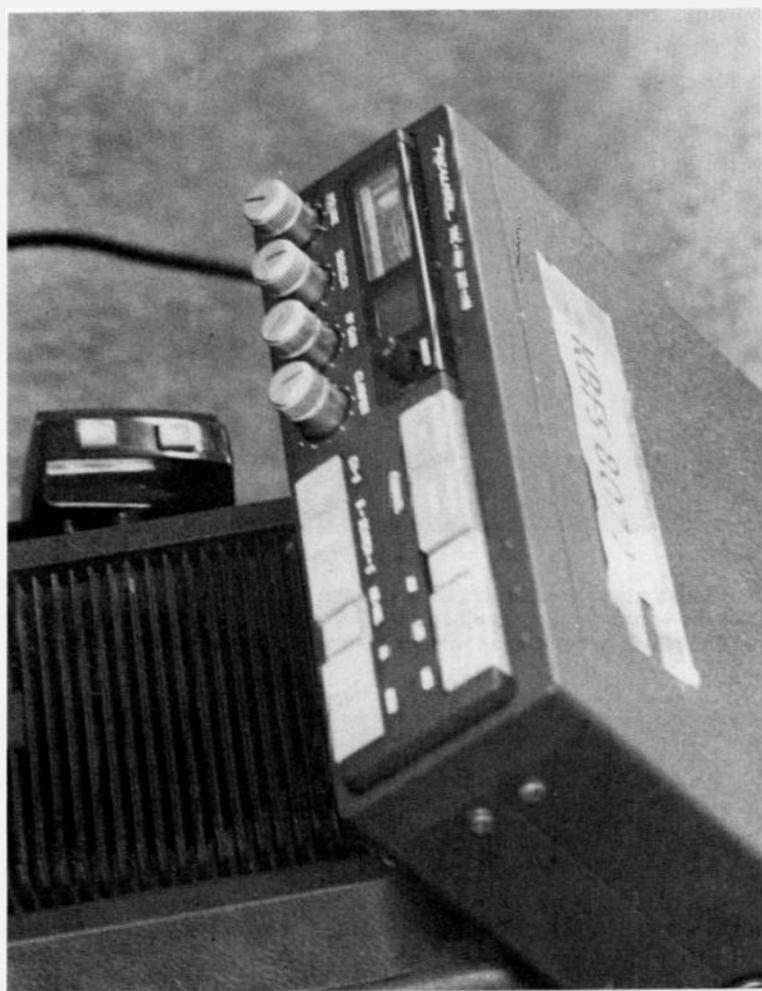
Although it looks attractive, the underside of the center instrument pod isn't really a good idea. The heater would blow directly on your rig. There is a small parcel shelf, though, which would make a good site for a small rig or a one-hander.



A one-hand unit is a good choice for the small parcel shelf under the instrument panel.



The final mounting position used here was the passenger's side of the front seat.



If you do opt for the rear seat, you might want to try a hump mount.

be worth considering. However, if you do choose this route, you're going to have to do some drilling into the plastic surrounding the parcel shelf (more about this later).

Next on our hunting list is the seat

bottom. This makes a good choice, but you can run into some problems with mounting your rig. Also, if a really big driver uses your car, you may risk having your rig mashed into something other than a two-way

radio. Still, this site could be a usable—though not the most desirable—spot.

Of course, there's still the old standby, roof mounting. This course gets involved in peeling away the headliner moldings, bringing down the headliner and then finding suitable anchor points—and, how about the coax from your antenna? If you don't want to worry about putting holes in your roof, or worry about taking down the entire headliner so that you can route the coax from your trunk to the back of your rig (or at least along the upper moldings), you'll probably want to leave this spot alone. Don't let us stop you, though, if you want to try it out. Just be aware that there'll be lots of headaches!

You might want to try mounting your rig on the transmission tunnel and this works, providing you don't have a manual transmission with a floor-mounted shift in your mobile. If you do, then you'll be out of luck here.

Look around and you'll see there's a small hump on the rear floor. Contrary to common belief, very few front-wheel-drive or small cars have rear floors without humps (in front-drive they help strengthen the body). This spot is ideal if you have bucket seats. However, be aware that you'll have to turn your head around every time you want to see your meter or switch channels.

If you have youngsters, a CB rig mounted on the floor usually will just get in the way of their feet, and the result is a very abused rig. A rear floor mounting gets in the way of full-sized passengers, too. Still, this is an alternative for those who want to try it.

That about does it for the passenger cabin of the car. There aren't really that many options for a smaller car. However, if your small mobile does have a full console between the seats, try mounting your rig on the rear end, straight up and down. Your rig really won't care how it's mounted and will work fine here.

The only other available alternative is the trunk. Most downsized cars have very good sized trunks, believe it or not. However, if you're going to take this route, then it would be wise to consider one of the better one-hand units on the market. They are available from all major manufacturers. Good single-handed units are made by Radio Shack, Cobra and Motorola, just to name a few. If you look, you'll also find many other fine rigs.

Now, with all this set out, how do you go about mounting your rig? If

you believe in the LMWODT (Lazy Man's Way Of Doing Things), you'll try and figure out beforehand every method that will keep the installation as easy as possible.

We've said it here before and we'll say it again—the first thing to do before an installation is to go out and look over your mobile thoroughly, with a pad of paper and pencil in hand. With the early dark and cool of fall here now, I know it's not a par-one of the support pillars around the dash, underneath and around to the back of the rig.

This is all well and good if you want to do it, that is, if you're a stickler about your transmission pattern. However, a rear deck mount is easier (most antennas have lip mounts) and it's easier to run your coax inside. All you have to do is slip your coax around the rear seat and then run it underneath the carpet molding. You shouldn't even have to loosen the molding because the rug has enough slack to allow the coax to be tucked underneath. Then just run your coax under the carpet to the back of your rig.

All that's left is flipping on your set and running an SWR check. If it's below 2 to 1 you're in good shape. Just leave the settings where they are and begin transmitting.

The next spot to check out is behind the dash. If you've got a small ticularly appetizing idea, but it's still the best way.

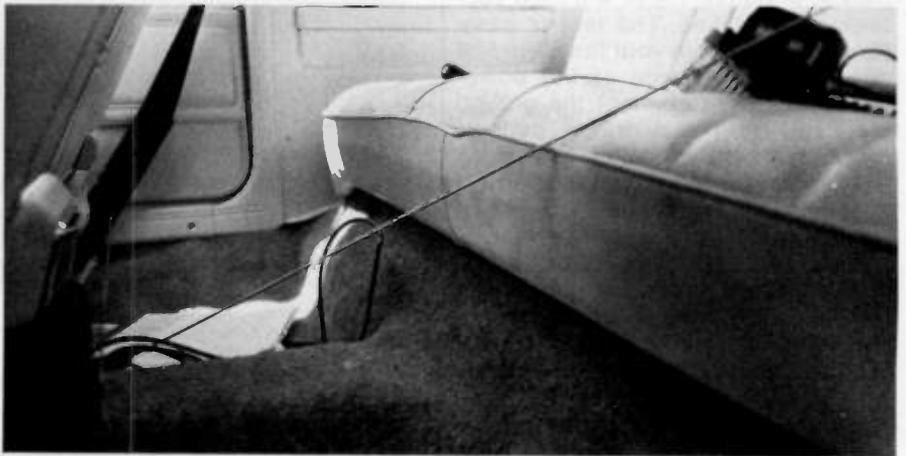
Take some time and go over your mobile and study how you'll be installing your rig; how you'll be running both the coaxial cable and power cord, and whatever else you think might be a good idea.

Then sketch this all out on your pad and take the time to do a run-through before you get involved. It will help cut the time and make the job much easier.

Since we've eliminated both the area in front of the driver's seat and just to the right of it, we'll start our installation tips with the area on the passenger's side of the front seat.

Locate the dash support crossmember—this is your starting point. Most likely, you'll find that this support doesn't run the length of the dash, but connects to a metal center support. It may even be made out of plastic, but it will be a good heavy gauge plastic and will, itself, connect to the metal support member at the center of the dash.

For this type of installation, you'll probably need a couple of good 3/8" self-tapping bolts to bite into the



An alternative might be the rear hump in your car. But, the bad points to consider include blocking access and the fact you have to turn around to set controls or look at the meter.



Some of the hump mounts you might opt for.



plastic or metal. These will hold your radio up just fine. The rest is easy. Find a hot outlet in your fuse box and connect the red side of the power cord to it. Then connect the ground wire to the metal frame support member. Using wire ties, collect all the dangling wires and tie them into a neat bunch. This keeps them out of harm's way.

Next, run your coax from the site you've chosen for your antenna (we have a rear deck mount) to the back of the radio. If you've chosen a roof mount for your antenna, remember you're going to have to punch a hole and then put in a weather-sealing and protecting grommet around it. The grommet protects your coax from chafing and keeps the weather out. Also remember that with a roof mount you're going to have to remove all the headliner retaining molding and peel the liner down. Then you're going to have to run the coax all the way down one-hander unit then you're in good shape. However, the space behind the dash, as we've noted, is getting crowded these days. Much of that space is taken up with the electrical necessities of your car's instrument panel and regular broadcast radio. There's also an absence of extensive support members, as we've said. However, if you're lucky enough to work out these problems, then you've made a good choice. This gets your rig out of the way of passengers and would-be pilferers. But, you're also probably going to need an accessory speaker, unless you want to depend on the one-hander's tiny speaker, which also acts as its mic. The tone isn't bad, but if you turn the power up much you run into lots of distortion.

Simply attach the mounting bar to the support member behind the dash, run your cables to the back of the rig and then run the master mic-control cable out to your driving position. Since it's all behind the dash it should be relatively easy to connect the power cable and coax. If you want, though, you can invest in a good tri-band antenna to keep the number of wires to a minimum.

This type of radio (a one-hander) is a good idea for this type of installation, since all the controls are on the mic. While you're at it, if you're thinking of getting anything but an AM broadcast radio for your new compact, downsized mobile, think of getting one of those AM-FM jobs that also combines the CB radio. All the controls are either on the radio itself or on the mic unit. This way the automaker does all the work for you.

hy-gain[®] Super Stix[®]

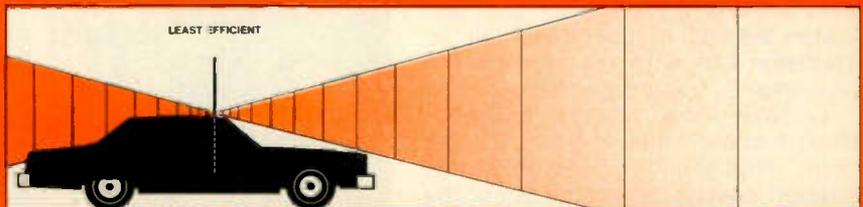
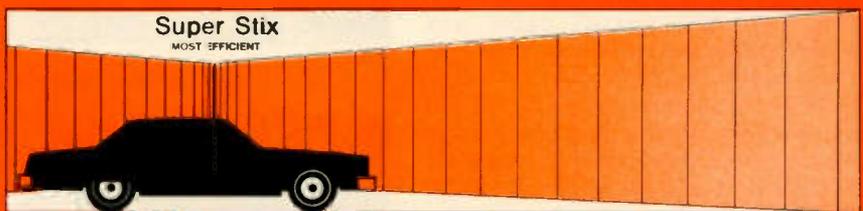
The best darn top-loaded CB antenna your money can buy!

- ☀ Just like the serious CBers, amateurs demand Hy-Gain, and 1,000,000 hams can't be wrong!
- ☀ Hand-crafted antennas, built with pride and precision by skilled craftsmen with 25 years experience.
- ☀ Every Super Stix antenna is inspected for 100% quality control, including SWR check.
- ☀ Because we use the finest materials available, we guarantee these Stix against failure. Any failure. That's how confident we are! We don't recommend it, but even bent a full 360°, it will not break.



Why Super Stix Perform Better

Super Stix are more than 5/8 wave electrically. This allows more than 80% of the signal to radiate from the most efficient portion of the antenna—the top.



TELEX[®] hy-gain[®]

TELEX COMMUNICATIONS, INC.

9E00 Aldrich Ave. So., Minneapolis, MN 55420 U.S.A.
Europe: 22, rue de la Légion-d'Honneur, 93200 St. Denis, France

Double thick tip protection.

Pure PVC-Polyvinyl chloride jacket prevents abrasions, checkering or blistering.

Mil. spec., 3/8" core is hand-picked for straightness. 63/40 fiberglass/resin mixture produces the best possible rigidity, eliminating antenna-damaging, power-robbing, highway flutter!

40,000 lbs. of pressure, plus space age epoxy, join the antenna and base to form an indestructible union.

Ferrule is quality brass, with heavy duty TRIPLE chrome plating.

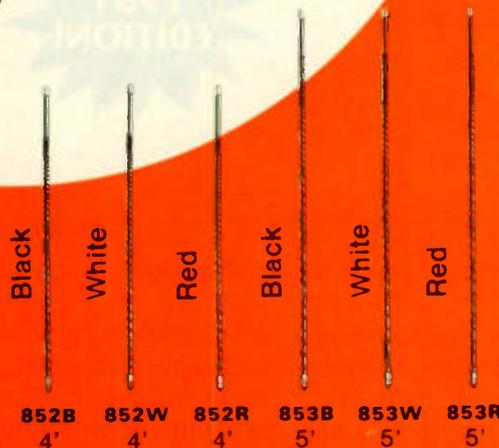
3/8 inch-24 female, brass ferrule comes with fully adjustable stud.

100% tuneable coil allows a PERFECT 1 to 1 SWR MATCH.

Precise, logarithmic winding assures fully balanced gain of at least 3dB.

Pure, 14 gauge copper wire, coated with virgin enamel for triple environmental protection.

Up to 1000 watts power handling capacity without antenna damage.



35 ACRE GOVERNMENT APPROVED ANTENNA TEST RANGE

No other antenna manufacturer has test range or antenna engineering lab equipment to match Hy-Gain's Lincoln, Nebraska facilities. Some of the most sophisticated military, industrial, marine, amateur, CB and land mobile antennas in the world are developed and tested here.

The other solutions to mounting your rig have their own associated problems. A roof installation is a good idea because it puts everything right where you can see it. However, remember that if you choose this route you're going to have to put holes in the headliner, find a roof cross member upon which to mount your rig's mounting bar, and run the coax and power cords up to the back of your rig. This way takes time and energy and is definitely not part of the LMWADT.

Underseat mounting, while also attractive, poses some problems in running the power cord and coax to the back of your rig. It can be done, but you'll probably going to risk exposing them to foot traffic, and this can kill power cords and coax quicker than you think. Also, unless you have a one-hand rig, you'll have to continually look under your seat to determine what channel your rig is on or to set any of the other controls. You also face the risk of someone squashing your rig.

There is an alternative that, while it may look attractive, also poses its own share of headaches—using the transmission hump. This is a bad choice in front because your heater may blow on your rig and fry it; in the rear, you'll be blocking your passengers.

If you want to use this setup, try using a hump mount on the rear hump. This works, but you'll have to turn your head to check out the meter and to set or reset your controls. Altogether, it's not the best possible choice for you.

If you want to pursue this position and the car has a console, try mounting your rig on the rear of the console. Here it's out of the way and will work well. However, you'll still have to turn your head.

The trunk, unless you have a one-hander, is out of the question. You'll need tremendous runs of jumper coax, power cord and mic cord—and, if the controls aren't on the mic, you're out of luck. So, this isn't the best position.

One last thing, if you're really set on using any of the various transmission bumps in your car, use hump mounts. This makes it easier to move the rig out of the way. You can also remove the rig from your car when not in use.

Next month we'll take a look at some of the problems associated with the new mini-trucks that are becoming such a force in the mobile market. Until then, 73.

Photos by Marc Stern.

YOU CAN: EAVESDROP ON U.S. GOVERNMENT COMMUNICATIONS!



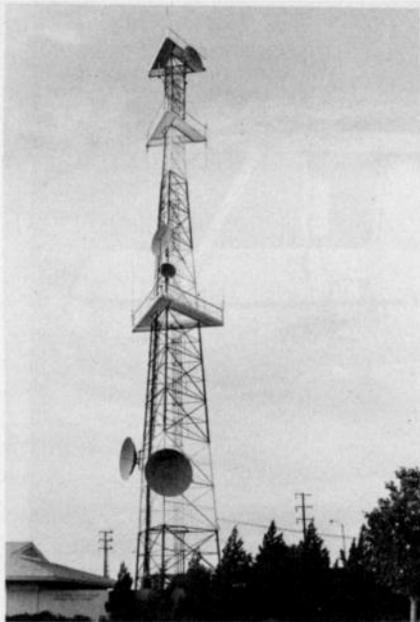
**NEW
1981
EDITION!**

There's so much to be said about this all new 3rd Edition of the well known "TOP SECRET" *Registry of U.S. Government Radio Frequencies* that it's hard to know where to start. Tom Kneitel has somehow managed to expand upon the useful and intriguing earlier editions and come up with an edition which looks to contain about 4 times as much information, most of it not only mind-blowing but when put into use with your scanner (as *Popular Mechanics Magazine* said about Tom's book) "will make you into a scanning Superman!"

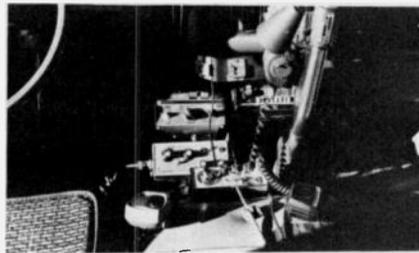
Tom's new 3rd Edition is an amazing compilation of information revealing the communications operations of U.S. Government agencies such as the FBI, FCC, Secret Service, Customs Service, Border Patrol, Immigration Service, Bureau of Prisons, "Environmental," Bureau of Alcohol, Tobacco and Firearms, U. S. Marshall, CIA, FAA, NASA, Nuclear Regulatory Commission, Postal Service, the armed forces, and all manner of other agencies, even including the National Park Service, Forest Service, Indian Affairs, and so on. The new edition of this book even contains (for the very first time) frequencies used by White House Staff members while traveling with the President! The book also reflects the many changes which have taken place since the previous edition was compiled, plus lots of additional info.

The book leads off with an updated "Introduction," which consists of an overview of what governmental monitoring is all about—the how, when, and where to listen to hear the most interesting and exciting operations. There are lots of tips and techniques on equipment and antennas; opinions on specific brands are *freely* given. All the most baffling aspects of governmental radio systems are given simple and interesting explanations, even information on how to get QSL's from these stations (In fact the new edition actually shows more than 30 QSL's from U.S.—and even foreign—"governmental" stations).

The main frequency listing contains the basic data which has made the book's well earned reputation; basically it's a listing of thousands of frequencies between 25 and 470 MHz, showing the probable users of each. In this new 3rd Edition this data has been expanded in many ways. There is now data on the actual type of operations which may be found on specific frequencies (surveillance, "bugs," emergency use, etc.); there's lots of new information on special code names or numbers used by various agencies to identify certain frequencies, information is now included on which frequencies are repeater "input" and "output" channels. What's even more exciting is that now there are specific locations listed for a great



One single tower at a federal installation can be the location of many antennas generating signals on a large number of frequencies in all scanner bands, plus microwave!



As pointed out in this book, some federal agencies have radio units which not only operate in their own 2-way systems, but also as units in the 2-way communications systems of other agencies.

KAD237

U.S. DEPARTMENT OF JUSTICE, IMMIGRATION SERVICE
NEW YORK CITY, N.Y.

This will confirm your reception of station KAD237 on
167.308 m/s on 4-20-19 Antenna: _____
Power: _____ watts. Remarks: _____

Signed J.P.H.
J.P.H.

The author explains his techniques for extracting QSL's from government operated communications, and the book is illustrated with more than 30 such cards. This card, as shown in the book, is one of the only QSL's known to have ever been granted by a station of the U.S. Dept. of Justice.



Military services are large-scale users of radio spectrum space; no band is without countless channels used by the armed forces. There are even active military frequencies adjacent to the CB frequencies; this book has them all explained.

many of the most interesting frequencies used by security, intelligence, enforcement and other similar agencies, another "first" not in any earlier edition but which users requested.

Next the book reveals various callsigns and coded "tactical" identification names relating to these agencies. The last edition had about 400 callsigns, but the new 3rd Edition has well over 2,000, together with the locations (and also including many patrol vessels and aircraft)! You'll see callsigns and coded station ID's used by the FCC, FBI, Customs Service, Border Patrol, CAP, Army Engineers, and lots more here.

The book then gets into all artificial satellites which are now (or were when last heard from) operating within the 25 to 470 MHz band, and this section covers those "birds" launched by all of the nations of the world. Information in the earlier edition listed 60 satellites on 250 frequencies; this data has been expanded to cover 152 satellites on 395 frequencies, with "uplink" (ground to satellite) frequencies also shown, and (in addition) information is given on the orbit periods of the *birds*. Information in this section also includes a listing of more than 80 other frequencies which could be used for future launches. I might point out that the satellites shown in this book are civilian and military satellites, and the vast majority of the 395 operational frequencies shown are *not* presently made available to the public by NASA.

Most people don't realize that, what with all of the interesting aeronautical communications taking place in the 108 to 136 MHz VHF aero band, there is yet a *sizeable* amount of military/civilian government aeronautical operations taking place in the regular hi and low VHF bands, and also on

UHF! A great many "local civilian airports" even have special "unlisted" federal frequencies upon which they operate in order to communicate exclusively with military aircraft, frequencies outside the VHF aero band. Most military airfields also freely use frequencies *outside* the 108 to 136 MHz VHF aero band. An all-new section of the book explores this, listing about 1,800 such airfields and bases, both military and civilian. The non-military (civilian) fields are shown with their special governmental communications channels which are outside of their usual 108 to 136 VHF aero band "regular" operations. Military air bases are listed with *all* of their operational frequencies. Frequencies are indicated with their specific uses—such as "Operations," "Tactical Air Command," "Rescue," "Radar," "Air National Guard," "Air Force Reserve," "Coast Guard," etc., etc. this section also shows all coded "tactical" station identification names such as "SHOW ME ZULU," "RAYMOND 19," "CARD CALL" used by the military forces at the bases listed.

Another all-new section reveals a highly detailed break-down of all of the special UHF facilities used by the FAA for communicating exclusively with military aircraft. More than 1,000 listings here show specific transmitter locations, plus frequencies—frequencies all outside the "regular" 108 to 136 MHz VHF aero band range.

And yet *another* all-new section lists more than 250 "mystery frequencies," which the author feels, in his opinion, are *probably* being used for surveillance, security, intelligence gathering, or other "sensitive" operations, but about which little is known at this time. He presents the data as a challenge to his readers and suggests that they



Stakepots, surveillance, investigations, and numerous intelligence gathering operations are just some of the things you'll hear on these frequencies.

spend some time checking these frequencies on their equipment.

All in all, *quite* a publication—and my description is hardly adequate to really say enough about the new 3rd Edition of Tom Kneitel's "TOP SECRET" REGISTRY OF U.S. GOVERNMENT RADIO FREQUENCIES (25 to 470 MHz). There's lots more I can't even get to here—it's by far the most unique and useful scanner data publication ever! It



Your friendly local FCC "Field Engineer" can listen to your transmissions from his little monitoring van. Now you can listen to his as he communicates with other FCC monitoring units!

will zero you in on *all* of the most interesting highlights of what's happening over government communications frequencies; it'll make you, as the man said, a "scanning Superman!"

Copies of the new 3rd Edition of Tom Kneitel's "TOP SECRET" REGISTRY are now available for \$5.95 postpaid, from CRB Research, P.O. Box 56, Commack, N.Y. 11725. I think you'll agree it's a fantastic book! *Reviewed by Rick Maslau, KNY2GL*

CB RADIO/S9 FIX'M-UP

TAKE ADVANTAGE OF THESE USEFUL FREE SERVICES:

EVERYONE FOR A.M. "UNIT NUMBERS"?

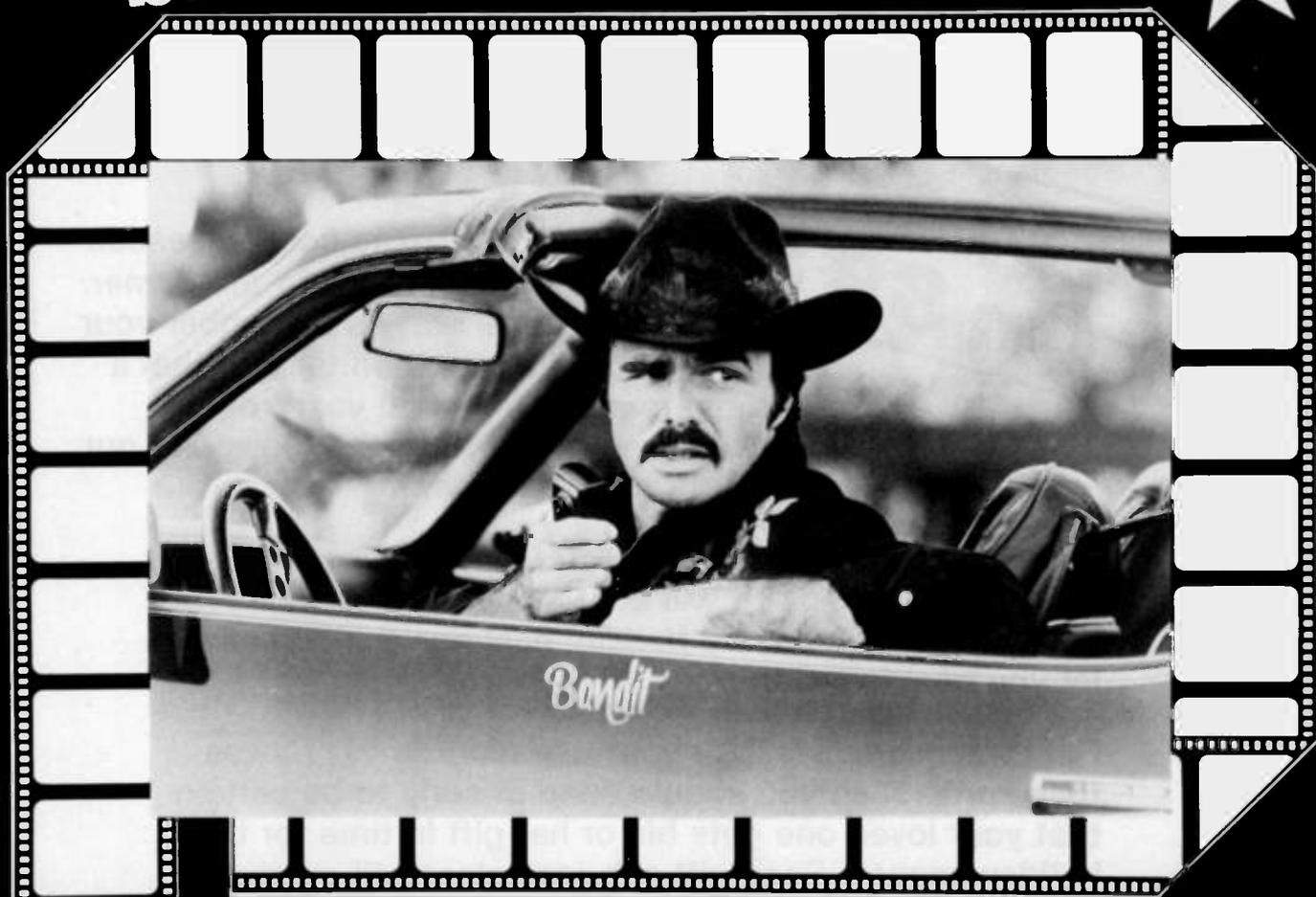
As you tune the AM channels these days you'll note that a great many CB'ers are now using "Unit Numbers" in addition to or instead of "handles." Many people think "handles" have pretty much *had it*, as they are heavily duplicated and all-too-often difficult to copy through the chatter on a crowded channel, 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.

Cover Story:

★ President CB Radios Star In "Smokey and the Bandit, II" ★



PRESIDENT CB radios are the equipment as the *Bandit* and the *Snowman* continue to elude "Smokey" in the hilarious new romp, "Smokey and the Bandit, II," the sequel to "Smokey and the Bandit," one of the most successful films ever made. As with the original, there's plenty of action, stunts, chase scenes and good old fashioned humor, and President CB's are right in the middle of it.

The *Bandit* and the *Snowman* have to haul (would you believe) a pregnant elephant from Miami to Texas within nine days to collect a fee of \$400,000 from *Big Ennis*, who's running for Governor, and the chase is on. As usual, the *Bandit* continually out-

wits "Smokey" until the sheriff's car is completely demolished. In a sequence involving almost 100 police cars, the sheriff sets a trap for the *Bandit* when he enters Texas. Just as it looks all over for the *Bandit*, the *Snowman* and dozens of trucks equipped with (President) CB radios save the day as they destroy the police cars in a gigantic festival of crashing, bashing, and smashing!

By the way, *Bandit's* mobile whip is a *Firestik!*

The Universal City Studios film stars Burt Reynolds, Sally Field, Jackie Gleason and Jerry Reed and is in release right now. Go see it!

Moving up?

More sidebanders prefer President SSB
over any other brand.
There must be a reason!



AR 144
40-Channel AM/SSB Mobile Radio



Grant
40-Channel AM/SSB Mobile Radio
For serious single sideband CB'ers, the Grant is the way to go for peak performance . . . compact size. Start with the way it looks. Fantastic but functional. And beauty that isn't just skin deep.



Madison
40-Channel Am/SSB Base Station
Something to shout about! Something to shout with! The Madison is the finest, most fully featured base station available, including digital clock. Top-of-the-line in every respect.

There are reasons why more single sideband operators prefer President! Start with our years of engineering expertise. We have the state-of-the-art technology to design and build our radios for maximum range and voice fidelity, ease of use and total reliability. In fact, our radios are so superior that we back them with a Two-Year Full Warranty . . . the strongest warranty in the industry!

Take, for instance, the President AR 144, featured above. It represents a lot of engineering ingenuity in a 4 1/2 pound package. It features Solid State construction and Phase Lock Loop circuitry to deliver sideband performance second to none. And it has all of the controls, switches and other features you're looking for . . . but won't find . . . in comparably priced competitive radios.



Adams
40-Channel AM/SSB Mobile Radio
It starts out looking like it means business. It goes on to prove it! Truly deluxe, with all the basic features found in most SSB radios, and with a host of extra features. First class.



Washington
40-Channel AM/SSB Base Station
Washington means leadership. And this 40 channel beauty has led the way, since its introduction, as the most requested SSB base station on the market. Full-featured, with power to spare!

President . . . the ultimate in Single Sideband!

PRESIDENT

Engineered to be the very best.

AR American Radio Corporation

HELLO SKIPLAND!

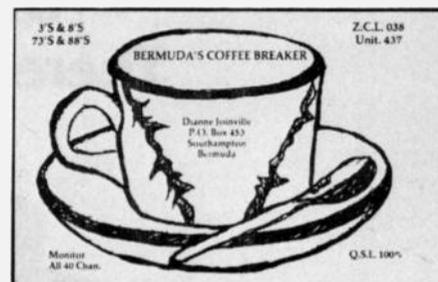
By Craig, VX-42/Unit 342-X-ray/SSB-7042

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.

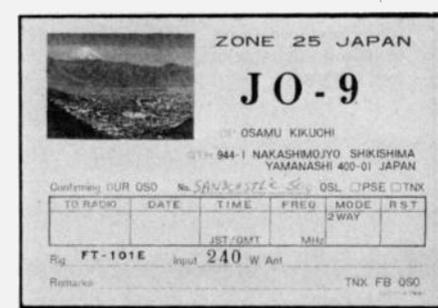
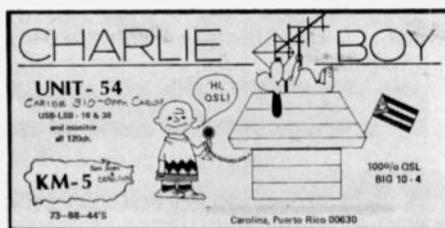
OVERSEAS ADDRESSES

SSB-079, Patrick Gelenne, Kerkhovensttenweg 249, Lommel B-3900, Belgium
 29-SI-173, Patrick Deeny, Castle Ave., Buncrana, Co. Donegal, Rep. of Ireland
 IN-1961, Peter Wilkinson, 10 Paisley St., Invercargill, New Zealand
 GM-400, John Duncan, 117 Queen St., Westport, New Zealand
 RO-808, Paula Chambers, 6 Oroua St., Te Puke, New Zealand (100% QSL)
 91-E-006, Yan, P.O. Box 595, Bandung, Indonesia
 OSKAR NOVEMBER, Franz, Postbox 2, A-3422, Langenrohr, Austria
 ZIJP, Fred, Bartokstraat 40, 7482 TW Haaksbergen, Netherlands
 DONALD DUCK, Egbert, Postbus 368, Meppel 7940-AT, Netherlands
 JO-9, Osamu Kikuchi, 944-1 Nakashimojo Shikishima, Yamanashi 400-01, Japan
 ZEBULON, Jean-Pierre Siraut, Cite du Bicage 18, 7100 LaLouviere, Belgium
 3 WHISKEY OSCAR 208, Agnes, P.O. Box 1, 8890 Tielt, Belgium
 YANKEE, Ingo Langer, Am Muhlengrund 46, D-5884, Halver, West Germany

SPINNE I, Richard Stauber, Trauricht, Tannenweg 7, 8472 Schwarzenfeld, West Germany
 SPEEDY, Peter Ruppel, Am Wehrgraben 4, 6303, Hungent, West Germany
 ORKAN I, Heinz, Post Box 53, 3174 Meine, West Germany
 CULLOG, Antoine Van Loo, Kerkstraat 29, 3220 Aarschot, Belgium
 SANDCASTLE 506, Eddy Ferg, Box 520, Whakatane, New Zealand
 SANDCASTLE 504, Reuben Dakanay, 2907 Orani St., Tondo, Manila, Phillipines
 SANDCASTLE 499, Ray Wong, P.O. Box 8547, Shum Shui P.O., Hong Kong
 SANDCASTLE 497, Joaquin Duran, P.O. Box 12, Santa Ana, El Salvador, Central America
 3 WHISKEY OSCAR 203, Jose Brussee, P.O. Box 1, 8890 Tielt, Belgium
 UNIT 74, Michael Reyes, P.O. Box 218, Belize City, Belize, Central America
 Lucio Vido, Box 56, Torrens, A.C.T. 2607, Australia
 JIRAFSA BLANCA, P.O. Box 138/C, Tegucigalpa, Honduras, Central America
 EDELSTEIN, Forstrasse 58, 5650 Solingen 11, West Germany
 TOWER, Ralf Noack, Postbox 1131, 7067 Urbach, West Germany
 UNIT 24, Peter Hall, P.O. Box 256, Ashgrove, Brisband 4060, Qsld., Australia
 SG-48, Graham Habler, P.O. Box 260, Maryborough, Qsld. 4650, Australia (100% QSL)
 UNIT 437, Dianne Joinville, P.O. Box 453, Southampton, Bermuda
 SSB-076, Felix Alman, 19/8 Willis's Passage, Gibraltar
 SSB-077, Sandra Alman, same address as SSB-076
 MIKE VICTOR, P.O. Box 34, Kempsey 2400, New South Wales, Australia



BORUSSIA 46, P.O. Box 122, D-5810 Witten, W. Germany
 UNIT 414, P.O. Box 34-20, Guadalajara, Mexico
 ZULU VICTOR, P.O. Box 6200, Amsterdam, Netherlands
 UNIT 508, P.O. Box "D", Guaynabo, P.R.
 ROMEO LIMA 1, P.O. Box 2, 9930 Zomerem, Belgium
 Kunz Mulleneisen, Kunistrasse 4, 4190 Kleve 1, W. Germany
 DR. HOOK, P.O. Box 822-E, Barbados, West Indies
 MIKE TANGO, P.O. Box 73, Athens, Greece
 ALFA DELTA, Hans Lafranchi, Seestr 34, CH-8610, Uster 1, Switzerland
 UNIT 85, P.O. Box 30-B, Barbados, West Indies
 UNIT 1297, P.O. Box 636-C, Barbados, West Indies
 UNIT 796, Box 976, Monterrey, Mexico
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AM/FM-STEREO RADIOS WITH CASSETTE TAPE PLAYER

Two new autosound models that combine AM/FM-stereo radio and cassette tape player and are suitable for universal in-dash installation in most domestic and import cars have been announced by RCA Distributor and Special Products Division.

Models 12R808 and 12R809 both are designed with universal DIN-type nosepiece, adjustable shafts and compact chassis to simplify installation in dashboard of even compact-size cars. They provide universal connectors and unterminated lead extensions.

These units feature stereo/mono switch to improve fringe area FM reception, indicator light to show when FM stereo program is properly tuned, automatic frequency control (AFC) circuitry to lock in FM signal, 3-coil tuner to provide maximum interference rejection and sensitivity on AM and FM, and ceramic IF filter that's permanently tuned for optimum FM selectivity. Both units include balance control for left-to-right stereo sound adjustment, but Model 12R809 provides fader control for front-to-rear adjustment as well. Other distinctive advantages of that step-up model are automatic power antenna activator lead, dial light dimmer lead, and provision for up to four-speaker output while the 12R808 is geared for one or two-speaker installations.

The cassette player function in both models features tape advancement button that locks in for rapid movement without need to hold the control; that same button also is used for tape eject and automatically switches mode to radio operation; and tape operation indicator light.

Continuous average power output common to these combination units is 5 watts per channel into 4 ohms (10% THD) and 8.5 watts per channel into 2 ohms (10% THD), for a total of 10 and 17 watts respectively. Shaft spacing is adjustable from 130 to 148mm; the nosepiece measures 105mm x 42.5mm (4-1/8" x 1-11/16") while chassis dimensions are 45mm

(H) x 170mm (W) and 120mm (D) or 1-3/4" x 6-1/16" x 4-3/4".

Included with both models in their colorful display cartons are knobs, trimplate, wraparound gasket, support strap, installation hardware, special 6-pin speaker lead connectors with unterminated lead extensions, and complete installation instructions.

These new radio/cassette combination units are available through RCA Universal AutoSound Distributors or further information can be obtained from RCA Distributor and Special Products Division, 2000 Clements Bridge Road, Deptford, N.J. 08096. Attn: Sales Promotion Services.



the most dramatic of the many features on the product which also includes state of the art controls and specifications including: 5 AM and 5 FM station electronic memory with digital memory display, Clarion's exclusive Magi-Tune FM section with a new improved Signal Actuated Stereo Control Circuit (SASC), Dolby noise reduction system, tape equalization switch for CRO2 and metal tapes, local/distance switch controlling a pin diode circuit, stereo/mono switch, loudness switch, program cancel switch, separate electronically controlled bass and treble controls, electronic balance control and Clarion's auto reverse cassette mechanism with locking fast forward and rewind.

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CIRCLE 13 ON READER SERVICE CARD

TOMCATTIN' WITH TOMCAT!

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



“OH-OH”

From time to time a question does come up, in fact it's been bouncing around since at least 1960 or so and it appears to be making yet one more trip to the water hole to become revitalized. What question? The question of CB'ers becoming subject to what is generally described as “self-policing.” The idea is that, in a manner somewhat similar to the way it has long been done in the Amateur Radio Service, volunteer “monitors” or “observers” tune around the frequencies and when they hear an operator breaking or bending an FCC rule, they send the operator a so-called “official letter” indicating the violation. The FCC sees no copies of this literature and it is up to the operator receiving the material to decide whether to correct the situation or keep right on doing it, either forever or until maybe an FCC monitor tunes in on the same violation and takes some action—either appropriate or inappropriate as the case may be. The hope is that the “violation” was simply an oversight, perhaps an equipment malfunction, and that the “offending” operator will be overjoyed at hearing about it from the volunteer “observer.”

As it turns out, in the Amateur Service this idea actually has worked out rather well and according to the game plan. Those operators who receive the little “violation” reminders generally appreciate the service provided by the “OO” volunteer monitor, or as they are more formally called by hams, “Official Observers.” Their status as being “Official” is only as recognized by the ARRL, which ordains them as “official”; they have no status with the FCC as being either “observers” or “official.”

Somehow or other the concept of establishing a little “volunteer FCC” does seem to crop up on 27 MHz every once in a while, undoubtedly inspired by the “OO” program in the Amateur Radio Service. At

least upon first hearing it, the idea sounds rather plausible, workable, and even of genuine value. Years ago I thought it was a workable idea too, and not long ago I received a notice from a “club” in Florida being established for this exact purpose.

When it comes right down to it, on 27 MHz, it doesn't quite follow the same merry route—and every time CB self-policing rears its rather dumb head we feel obligated to discuss it in these pages, as we did in Jan. '63, in July '65, in Feb. '69, Jan. '73, and probably a half-dozen other issues of S9.

Of course, those who seek to climb aboard the CB self-policing bandwagon cite the examples of the hams' program, and also the broadcasters who give at least lip service to the idea. They then go on to rattle about “cleaning up” CB frequencies; their desire to “mop up some of the violators.” And every time I have raked this little scheme over the coals the current proponents of the idea begin moaning about how I am the “enemy” of a “cleaned up” CB service and how I am shielding and sheltering the rule violators—this reaction is so immediate and violent that it is quite funny, and arrives “on schedule” with better regularity than the *20th Century Limited* from Chicago and points west.

Let us stroll together through some little tidbits concerning this idea; hopefully we can send it back to the fairytale factory since it just won't do anything at all constructive for the CB service.

First, let me say that I think that the FCC's CB rules are full of giblet stuffing, grossly lacking in the basics of what CB licensees want, need, or find convenient for their communications preferences. Just on the face of it, if the FCC wants to establish a set of scuzzy CB operating regulations which hardly anybody wants to follow, then they should have the sole honor of seeing to it that they are enforced—and if they are unable to enforce their

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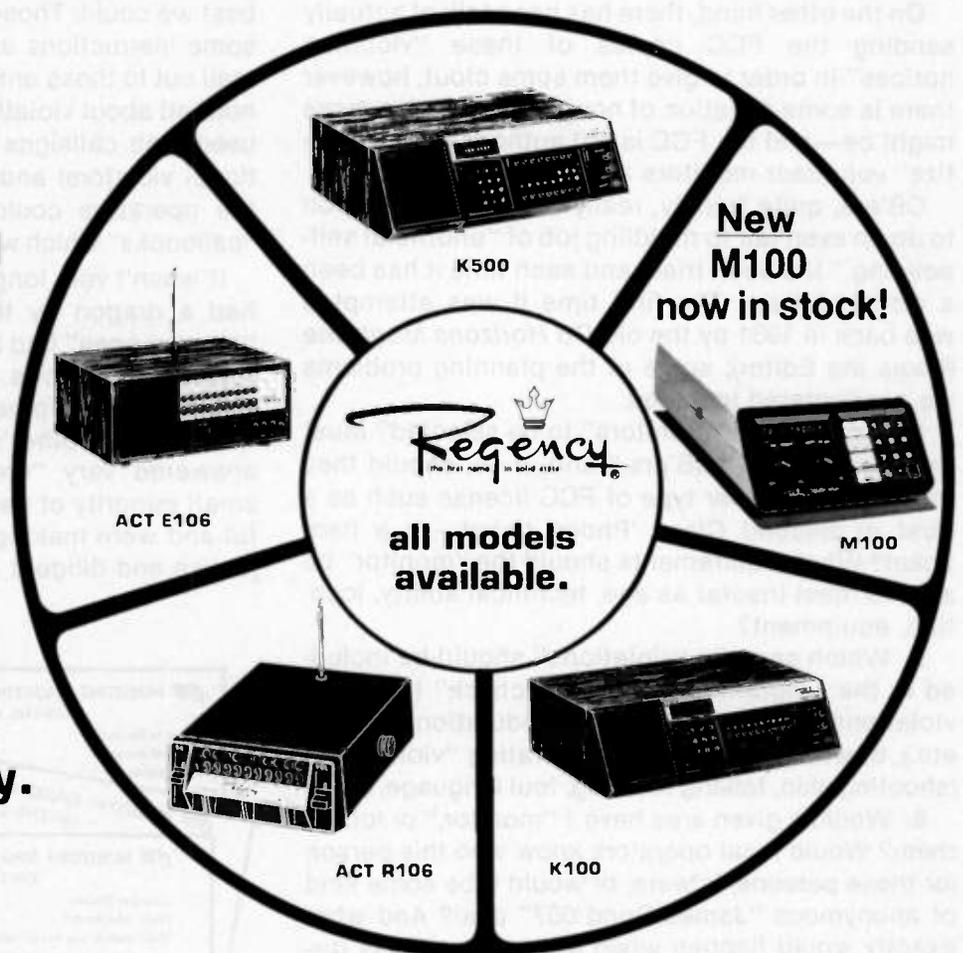


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rules, then let them modify the rules to meet modern technologies and operating preferences.

The fact is that about 98% of violations of the FCC's CB regulations are *hardly* the result of equipment malfunction or operator error—they are quite intentional and done with the operators' full knowledge that whatever it is they are doing is a violation of this-or-that rule. Sending official sounding but toothless "volunteer" monitors' notices to these persons (if they can be identified and located) will tell them nothing that they don't already know, nor will it in any way stop them from doing it—they are willing to take their chances in "getting caught" by *Uncle Charlie* himself; the odds against getting caught are in the operators' favor.

On the other hand, there has been talk of actually sending the FCC copies of these "violation notices" in order to give them some clout, however there is some question of how "legal" such a move might be—and the FCC is not authorized to "deputize" volunteer monitors as Official Junior G-Men.

CB'ers, quite frankly, really can't be relied upon to do an even fair to middling job of "unofficial self-policing." It's been tried, and each time it has been a dismal failure. The first time it was attempted was back in 1961 by the old *CB Horizons Magazine* (I was the Editor); some of the planning problems we encountered included:

1. How are the "monitors" to be selected? Must they be licensed "CB'ers," and, if so, should they also hold any other type of FCC license such as a First or Second Class 'Phone ticket—or a ham ticket? What requirements should the "monitor" be able to meet insofar as age, technical ability, location, equipment?

2. Which specific "violations" should be included in the program? Are they to "check" technical violations (off frequency, overmodulation, *splash*, etc.), or will they tackle only operating "violations" (shooting skip, talking too long, foul language, etc.)?

3. Would a given area have 1 "monitor," or lots of them? Would local operators know who this person (or these persons) is/were, or would it be some kind of anonymous "James Bond 007" deal? And what exactly would happen when a "violation" was discovered? Would it require a letter or a postcard, could it be handled via CB, or with a landline call? What about a "personal visit"? Would it turn out that different standards would be set for friends and neighbors of the "monitor," as opposed to strangers or those persons known to and disliked by the monitor? What about the on-the-air conduct of the monitors themselves?

In view of the Secrecy of Communications provisions of the Communications Act, which technically say that CB transmissions are "private communications" (as opposed to ham and broadcast transmissions which aren't), what would happen if someone was "monitored" without their permission, given the big "official notice" and then made a squawk about unlawful intrusion of their privacy? It could happen!

Those were only a few of the problems that I can recall, but we worked them out the best we could and went ahead with our "Voluntary Monitoring Program." We asked those who would like to be volunteer monitors to step forward to receive our blessings and benedictions—screening them as best we could. Those who were accepted were sent some instructions and a packet of "pink cards" to mail out to those unfortunates who were going to be notified about violations. In those days most people used their callsigns (oddly enough, even the intentional violators) and the identity and addresses of the operators could easily be looked up in the "callbooks" which were being published at the time.

It wasn't very long before we all realized that we had a dragon by the fang. All too many of our "chosen ones" had blatantly lied to us about themselves—questions about their qualifications, knowledge, equipment, and their own track records with *Big Brother's* monitoring stations were answered very "creatively." While there was a small minority of persons who seemed to be truthful and were making some sincere effort to be objective and diligent about the "VMP," the majority

CB HORIZONS MAGAZINE VOLUNTARY MONITORING PROJECT
ON-THE-AIR VIOLATION NOTICE

Issued to Station: _____ CB Channel: _____
Date Monitored: _____ Time: _____
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Operator: _____
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of "our people" turned out to be a giant rat pack of the most sleazy hooligans ever assembled since maybe Munich in 1933. They promptly established themselves as the *secret radio police* and flooded their respective areas with countless pink cards—using no more than the standard single conversion CB rigs of the day (which received 3 to 5 channels at a clip) they were telling people about being off frequency. They were nit picking over totally insignificant half-violations (such as talking 15 seconds "overtime"). Also they were setting up their buddies as secondary or auxiliary "monitoring stations."

Several of the "monitors" were given to appearing at the front doors of CB'ers homes, loudly pounding on the door, flashing gold badges, and demanding to "inspect" the station equipment.

The primary targets of their efforts were members of "rival" clubs and those who had the gall to attempt to transmit on the one or more channels which had been set aside by the "monitor" and his cronies for "important official monitoring communications." To a great extent, these important messages were comprised of highly offensive remarks and thinly disguised descriptions of those who'd been "caught."

In a brief period of time the "VMP" got so far out of hand that it operated without any control from us whatsoever. Those whom we *attempted* to drop from our rolls simply kept right on going without our sanction, printing up their own copies of the "pink cards" which we had stopped sending them. Fact was that it wasn't long before we had to throw the master switch on the whole project—although it made little difference. By then it was a self-perpetuating thing. It took a *very* long time to taper off, and all the while the name of the magazine was tied to it and being dragged through the mud with these characters. When I think that I was part of the thing I still cringe, even after almost 20 years! It was a nightmare!

There's *still* some guy in Phoenix who has a supply of those damned cards, and every once in a while he sends me one "as a gag"—which is just what I do when I see it.

Now don't get me wrong, CB operators can do a lot of things well—and we have proven our value to the community ten-thousand fold. But there are several things we don't seem to be able to do well, and being given even the slightest "sanction" to be an "official" *this* or an "official" *that* must be included at the top of the list of those things which we just don't handle at all well. Think about the way

some of the "Channel 9" monitoring groups ran up against this same tacky "problem"—armed with no more than a "charter" from a club there have long been complaints about the "taking over" of Channel 9 and refusing to let others have free access to it; several of these groups have gone the badges/uniforms/helmets/siren route. Many of the law enforcement agencies which tried to offer some sort of "official" status to CB'ers would later learn this same lesson, much to their regret.

Just not our *thing*, sorry to say—and the self-policing delusion should be put to rest forever!



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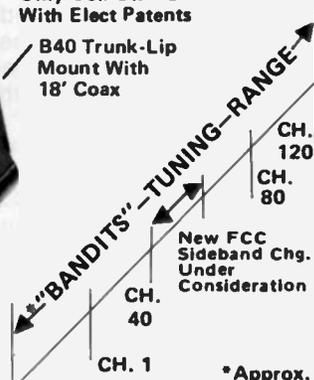
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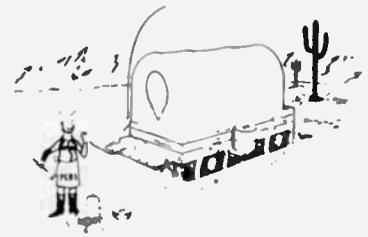
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CIRCLE 67 ON READER SERVICE CARD

THE CB PIONEERS' CORNER



By Judy, SSB-99/PCBS-99

THOSE KOOKY CB CALLSIGNS

I receive lots of mail from readers asking me to give them some background information on the evolution of CB callsigns, since one look at the pioneer CB QSL cards we have run here in past months indicates that whatever they are now is, for sure, quite different from what they were long years back.

Actually, CB callsigns have had an interesting and varied history over the years, one which has more twists and turns than a pretzel—in fact it was a real merry-go-round which at one time became so confused and confusing that it was almost impossible to get any more than the most vague and general idea of what was happening with CB—in fact, we used to refer to the whole mess with that great and very descriptive 1960's word "kooky."

There was a time, back in the late 1940's, before things got out of hand and things were far less confusing. Back then, before the terms "CB" or "Citizens Band" became household expressions, "Citizens Radio" stations were all licensed as experimental operations and their callsigns were the kind which were then assigned to all experimenters. This was before the late 1950's when the FCC decided to carve the nation up into 24 CB "callsign districts," and so the experimenters of the 1940's were assigned callsigns similar to those given to hams in the ten ham "call areas." Calls included W2XRV, W8XAF, and so on. These, in fact, were exactly like ham callsigns except that the "X" after the numeral stood for "experimental."

By the early 1950's CB had come into its own, originally as a UHF service on 465 MHz, so the FCC decided to grant the stations a distinctive manner of identification. The callsigns issued under this new system consisted of the prefix numbers "one" through "twenty four" representing the FCC district in which the licensee resided. The prefix number(s) was followed by the letter "A" or "W" and 4 digits—as in 2A0305, 9W3226, etc.

At that time you had a choice of applying for your UHF CB license from



the FCC in Washington or from your nearest district FCC office. District offices gave out the "A" callsigns while Washington issued the ones with the letter "W." It was already becoming confusing; taking into account 24 different districts and the letters "A" and "W," there were almost as many different prefixes as there were UHF CB'ers.

In mid-1958 the Class D (27 MHz) CB service was opened to the public, and applications immediately began to flow into all district FCC offices as well as HQ in Washington. It didn't take long before the district offices started complaining about being too understaffed to handle the load of issuing licenses. Only 11 of the old "A" callsigns were issued to 27 MHz CB'ers by district offices when the whole thing shifted to Washington. At that time the issuing of "A" calls was discontinued.

Things were going well and by mid-1959 International Crystal Co. was even issuing CB "callbooks"; a project which went through several editions into the early 1960's when things became so complicated that this idea was dropped.

By the middle of 1960 the FCC had used up all of the "W" callsigns in the more CB-oriented call areas—and as they finally issued calls like 18W9999 and 19W9999 they had to come up with another idea, and fast. It was then decided that Washington would issue the old "A" type callsigns which had once been issued by the District Offices—but eventually even those became depleted; when that happened they invented callsigns with the letter "B" in them (such as 18B1234) to fill in the holes.

But by January of 1961 they had

come up with a whole new concept of CB callsigns, the first of the so-called "Q" calls. The Q-type callsigns were concocted to be the kickoff to a proposed 7-year cycle of callsigns which would replace the haphazard patchwork pattern of all of the "W," "A," and "B" callsigns which had gone before. The idea was that all stations were given 5-year licenses, no licensee was (at that time) permitted to "keep" a CB callsign upon license renewal—so FCC monitors would be able to "know" a lot about a licensee by hearing the callsign. The "area code" prefix would immediately "fix" the general location of the station, and the "Q" in the callsign (such as 12Q1747) would denote that the license was issued in 1961—therefore any station heard with a "Q" callsign after December 31, 1966, had to be operating with an expired license.

To perpetuate this plan, the intent was that all licenses issued in 1962 would have "R" callsigns, 1963 "S" calls, 1964 "T" calls, 1965 "U" calls, 1966 "V" calls, 1967 would herald a return to the old "W" callsigns and in 1968 they would again begin the year "Q" to "W" journey. The FCC's policy not to permit CB'ers to "renew" their old callsigns was, they said, because the paperwork was too complicated; it was supposedly easier just to cancel any existing callsign at times of address changes or renewal and issue a new one from scratch.

Despite the FCC's noble attempt at standardization of CB calls, they were again faced with the decision of what to do when some areas began to use up callsigns before the year was ended. This created the decision to add the letter "A" after the "Q" (as in



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18QA2345) in some 1961 callsigns, and presented the potential of "RA," "SA," and other similar callsigns in forthcoming years—the new system was as much of a patchwork as the old one, and also the callsigns were cumbersome and difficult to pronounce.

Then a new problem came up! The callsigns came under fire because it was learned that it was actually in violation of international agreements for the FCC to issue this type of call-sign! Under international agreements, the U.S. is permitted to issue callsigns using only certain specific prefixes, "W," "K," "N," and some with the prefix letter "A." Certainly the CB callsigns commencing with various single and double digits were not part of any callsign authorization "given" to the U.S., moreover callsigns with numbers at the beginning were supposed to be assigned by other nations—and they were crying "foul." The FCC contended that these weren't *really* callsigns, but were *more or less* "serial numbers" for little flea powered transceivers. Unfortunately all those little flea powered transceivers were now being heard all over the world via 27 MHz skip and the FCC finally was forced to scrap their CB callsign plans and go back to square one. What was needed was more callsign and less serial number!

A new plan emerged. It was then decided that Class A CB (currently GMRS) UHF stations would inaugurate yet *one more* attempt at final conformity of CB callsigns. By this time it wasn't funny any more, it was a *real* mess. Starting in 1961 Class A CB stations all began receiving callsigns consisting of the letters "KAA" followed by 4 numerals.

Towards the end of December of

1961 the FCC made a last minute decision to switch to a similar callsign system for all classes of CB stations. The "new" plan established an elaborate series of prefixes commencing with the letter "K" followed by two letters (BA to ZZ) denoting (as before in earlier systems) where a licensee was located and the year in which the license was issued.

In the years which followed several more developments took place which would yet modify this noble attempt at giving CB uniform callsigns. The concept of attempting to make callsigns relate to the location of the licensee and the year of issue was eventually scrapped for several reasons, among them the old problem of some call areas using up their callsign prefix allocations too soon—even after "reserve" prefixes were used up the FCC still had to "borrow" prefixes from areas where few licenses were being issued; also, CB'ers were driving from one call area to another and it wasn't really possible to make a definite determination of the working of illegal "skip" simply based upon the callsign prefix to denote the location of a station. Besides, the schedule of the 650 distinctive callsign prefixes the FCC had established to be used between 1962 and 1967 was so complex, cumbersome, confusing, and complicated that it was obvious that it was one more bureaucratic Frankenstein monster and *far* more trouble for the FCC to "follow" than it was worth. At that point they simply kept the callsign structure but commenced assigning callsigns in numerical sequence regardless of station location or year of license issue.

By 1968, after many years of CB pleas, the FCC decided to let CB'ers retain their existing callsigns upon renewal of licenses and address changes.

All went well until the skyrocketing popularity of CB in the 1970's, which rapidly started depleting all of the potential callsigns in the series KBA-0001 through KZZ-9999. What would the FCC do? Would it mean the end of the world? All of us who had survived earlier CB callsign disasters (I used to be 2W8830) waited to see what would happen when KZZ-9999 (the "doomsday" callsign) was rung up in the computer.

No problem. At that point the FCC computer started out at KAAA-0001 and presumably will perk merrily along until KZZZ-9999 comes around. I suspect that will be many long years into the future! Who will be KAAAA-0001?

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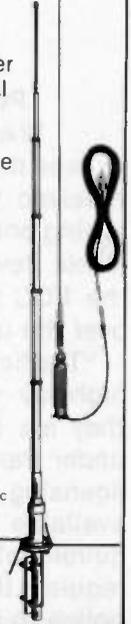
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The Radar Column

by "Jammer"

FCC REGULATES POLICE RADAR TRANSMISSIONS: WARNS AGAINST RADAR JAMMERS

Over the past few months, the FCC says it has received "many inquiries" about regulations governing police radar, radar detectors, and other electronic devices used on the highways. Here's how the FCC explains the scope of their jurisdiction over the use of such devices.

"Traffic radars used by police to enforce highway speed limits are transmitters. As such, they are type-accepted and licensed by the FCC under Parts 2 and 90 of its rules, which spell out licensing eligibility, permissible communications, available frequencies, and special operating requirements or limitations. But the FCC does not regulate the methods of radar enforcement used by police to identify speeding vehicles.

"Officially, the FCC is more concerned about the potential of radar transmitters for causing radio interference than about their performance in measuring vehicle speeds. The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is the federal regulatory agency concerned with enforcement of highway speed limits and with the effectiveness of police radars as enforcement tools.

"Both the FCC and the NHTSA are concerned with the growing use by motorists of electronic devices designed to thwart police radar enforcement. Among these devices are radar detectors, police band scanners and radar *jammers*.



"Radar detectors are radio receivers tuned to receive police radar signals and to warn motorists of radar "traps" ahead of them. Scanners are receivers that can pick up police radio messages to warn motorists of the locations of patrol cars. The FCC doesn't regulate receivers, so the use of radar detectors or scanners is not in itself a violation of FCC rules or of any federal law. However, several States have laws that specifically prohibit the use of radar detectors or other devices designed to evade local traffic laws. In addition, NHTSA supports efforts by law enforcement agencies to oppose the manufacture, sale, possession, and use of radar detectors.

"Radar *jammers*, on the other hand, are definitely prohibited by the FCC. *Jammers* are devices that emit a radio signal tuned to interfere with, or *jam*, a police radar signal. They are clearly unauthorized transmitters and their use would violate FCC rules and the Communications Act of 1934, as amended. Anyone using a *jammer* risks such penalties as revocation of any FCC licenses, payment of a fine, or even criminal prosecution.

"In summary, the FCC regulates all transmitters but has limited jurisdiction over receivers. Regulation in all radio services is guided, however, by a policy favoring the authorized use of radio—including police radar—to promote highway safety. Under that policy, the FCC discourages any use of radio that might endanger highway safety."

SLY OLD SUPERFOX

ComRadar Corporation's remote, superheterodyne radar detector, SuperFox, was put to an independent, over-the-road test against another popular unit by trucker Robert Scarce, and literally showed up miles ahead of the competition.

For the purpose of testing the detectors, he equipped his 1979 Freight Liner with SuperFox on one visor and the other model on the other, during a recent run through Virginia, Maryland, Delaware, New Jersey, New York, Connecticut and Rhode Island.

For the purpose of the test, Scarce maintained a complete log including illustrations and data pertaining to conditions, locations, positions of his truck with radar and response time of both radar detector units in terms of distance from the radar.

"The Fox not only got them (radars) straight on, its side and off center detection is better than some others' front detection." In addition, Scarce reports, "The Fox's range is 3 to 5 miles overall. The other unit had 1 to 2 miles, and it will not detect a side angle until you are on it."

A true man of the road, Scarce runs an average of 200,000 miles a year, and says boldly that his SuperFox is a real asset to his long-haul trips.

For more information on the ComRadar, contact ComRadar Corp., 4518 Taylorsville Rd., Dayton, OH 45424.

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The five most dangerous words in the English language.

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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 COUNTERS

S9'S MONTHLY PRODUCT REVIEW

ALL-BAND "SUPER RECEIVER" WITH MEMORY OPTION

Gilfer Associates has just introduced in the USA the Japan Radio Company's NRD-515 high performance professional communications receiver—featuring innovations and performance unexcelled in its price range (about \$1,400).

The precision NRD-515 continuously tunes AM/SSB/CW signals from 100 kHz to 30 MHz using a 100 Hz "step" photo-type encoder—no backlash, variable capacitor, PTO or gear train to wear out. Received frequencies are read to 100 Hz and the PLL-synthesized circuit can be locked to any frequency with assurance that the drift will be less

than 50 Hz/hour. The RF/IF circuit is a double conversion upverter (70.455 MHz first IF).

The "KHZ" tuning knob moves 10 kHz per revolution and a momentary UP/DOWN switch permits rapid frequency changes at 200 kHz/sec. There are no mechanical tuning stops and the all-electronic bandswitching circuit automatically tracks from MHz to MHz. Also featured in the NRD-515 is pass-band tuning, AM broadcast preselection, noise blanker, 10 and 20 dB switchable attenuator, variable BFO, LSB/USB/RTTY offsets and RIT. Four switchable selectivity options are available (two supplied).

The optional 24-channel memory unit eliminates manually re-tuning your favorite frequencies—just turn the channel selector switch and the receiver is automatically and completely re-tuned. The memory is non-volatile and the input/output data base is a 22-bit BCD code.

Other optional extras include a matching loudspeaker and CW filters of 600 and 300 Hz selectivity.

For further details, write GILFER SHORTWAVE, Box 239, Park Ridge, NJ 07656. Be sure to mention *S9 Magazine* when writing!

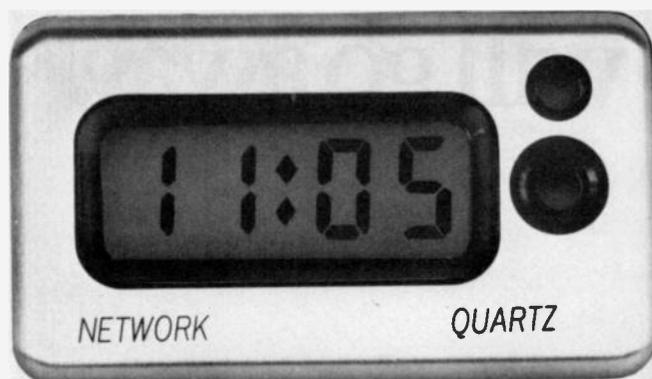
Mark number 64 on Reader Service Card.



DIGITAL CLOCK GOES ANYWHERE

Network Promotions, Inc. has introduced a cordless, battery-operated 5 function LCD quartz digital clock for cars, vans, trucks, boats, home and office. Its extra large LCD read-out features high contrast, high numerals and back light for night viewing, giving continuous read-out of hours and minutes in easy to read numbers. A push of the button gives month/date and seconds. No installation or wiring is necessary. You can mount it to the dashboard of your car or any flat surface easily with a Velcro® strip. It can also be used as a desk clock by means of its built-in easel. The clock is available in chrome and gold tone. Long lasting batteries are included. The clock carries a one year guarantee.

For further information contact: Network Promo-



tions, Inc., 475 Park Avenue South, New York, NY 10016 or call (212) 689-0679.

Mark number 51 on Reader Service Card.

INTERFERENCE FILTERS

Electronic Specialists announces a line of compact, easy-to-install interference filters especially designed for CB.

Now neighborhood and family complaints of TV or FM interference caused by CB operation can be eliminated in seconds. Three models are available. A tunable model permits adjustment for maximum effectiveness in the immediate area; a pre-tuned model is factory adjusted for maximum TV and FM interference ejection; and a factory tuned model is designed for installation directly on the affected TV or FM receiver.

For more information, contact: Electronic Specialists, Inc., 171 South Main Street, Natick, Massachusetts 01760.

Mark number 54 on Reader Service Card.

GLOBAL SPECIALTIES DEBUTS FREQUENCY STANDARD

Global Specialties Corporation (formerly known as the Continental Specialties Corporation) has announced their new Model 4401 Frequency Standard, a time and frequency reference expected to be used as an oscilloscope timebase calibrator and in many other applications.

The Model 4401 Frequency Standard incorporated a unique crystal oven oscillator developed by Global Specialties for their recently announced 650 MHz Frequency Counter (Model 6001). This oven is specified as being accurate to within 0.5 parts per million over a 0-50°C temperature range, although the company reports that all units built and tested so far perform within 0.3 ppm. Aging is 1 ppm/year. Global Specialties has applied for a patent on this new crystal oven oscillator, which is said to combine analog and digital techniques in performing this well at a very low cost.

Twenty-five output frequencies are available. In



addition to a full-time output at 10 MHz, one of 24 secondary outputs may be selected between 0.1 Hertz and 5 MegaHertz through the combined action of a pushbutton 8-decade output scanner and a x1/x2/x5 multiplier selector switch. Both the 10 MHz output and the selected output are buffered 50 Ohm TTL-compatible-square waves, are short-circuit-proof, and are available at front panel BNC connectors.

The model 4401 is factory calibrated to the National Bureau of Standards via WWVB, and the calibration control inside the case is user accessible.

While company spokespeople project the majority of sales to be as an inexpensive timebase calibrator for use in maintaining and calibrating oscilloscopes, they are quick to point out the variety of applications available for the 4401. These include timekeeping for microprocessor systems (0.5 ppm is one minute in 3.8 years); chronometry; time-lapse photography; and innumerable applications as frequency counter calibrators, external timebase sources, precision clocking and other time and frequency domain reference use.

For additional information write Global Specialties Corporation, P.O. Box 1942, New Haven, Connecticut 06509.

Mark number 65 on Reader Service Card.

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 movement, and at last obtain a number which is part of the uniform international Sideband identification system, recognized throughout the world.

IT SEEMED LIKE A GOOD IDEA AT THE TIME, BUT . . .

The FCC, as you probably have heard by now, has dumped the whole appletart containing the proposed new "Sideband only" frequencies which were supposed to be established between .405 and .540. It was quite a surprise since it seemed that the plan would, in one form or another, manage to at least make it through to the point where the FCC would ask for the public's comments on it (which would have been still an early stage of its development). In fact, the idea was drawn up at the request of the FCC Commissioners, the same group which voted it down by a unanimous 7-0 vote last July! 1!

The idea was, you may recall, to attempt to solve the situation of "outbanders" who have, by the many thousands (some say millions), been using those frequencies for many years without any FCC authorization. The Private Radio Bureau of the FCC

seemed to believe that the allocation of these frequencies would be a valid and effective approach to getting a handle on "outbanders," and members of the PRB (Carlos Roberts, John Small and Ron Stone) have been in there pitching hard for the new frequencies—and they were there at the FCC conference which decided the fate of it all. Unfortunately the whole plan became unravelled when a major split developed between the Private Radio Bureau (which licenses CB operators) and the Field Operations Bureau (which enforces the FCC regulations)—it was a member of the Field Operations Bureau who was quoted in the news media a while back as calling CB operators "nerds," you may recall.

James C. McKinney, who heads up the FOB, objected to the proposal because he contended that the FCC currently receives 80,000 interference complaints per year and that the new additional frequencies could lead to a significant increase in those complaints. He also contended that lifting the existing 150 mile "skip" working rule would encourage the use of higher powered equipment and larger antennas, which he contended were the major causes of interference.

PRB's Carlos Roberts disagreed with McKinney, saying that the rule changes would actually cut interference because CB'ers would be able to operate legally on the frequency and therefore be subject to FCC regulations and type approved equipment on the frequencies. He said, "We think the current situation will worsen without this. If we say you can't do this legally, then we will continue to purchase high-power ham radio equipment and do it illegally."

The 7 FCC Commissioners responded to this with their 7-0 vote to say "you can do this." This is how they saw the concept, based upon James McKinney's contentions versus the pleas of the Private Radio Bureau members who tried very hard to carry the ball on the idea.

But *all* is not lost—it became a matter of "back to the drawing board." On the 3rd of July the FCC said that it wanted to "gather additional information" on the possibilities of "potential interference to television receivers and other electronic equipment which could increase as a result of expansion of the present CB frequency allocation and from the use of higher power which may be encouraged if CB communications beyond the 250 kilometer limit are permitted."

Actually, the FCC is still talking about a "rulemaking period" on the idea, but the Private Radio Bureau was given the task of drafting a "Notice of Inquiry" to find out about the following things:

- A. The problems caused by AM/SSB incompatibility and whether an exclusive SSB allocation would alleviate this problem in the CB Service;
- B. The current use of CB and whether modification of some of its rules including the time and distance limitations, would better enable the CB Service to meet current and future user needs;
- C. The "lack of discipline" in the CB Service and whether testing as part of the licensing procedure would help solve "this problem";
- D. Whether limited transmitter tuning (*sliders*) on all channels should be permitted to enable SSB operators to communicate more easily with one another.

At the time S9 went to press with this issue, no comment period had been announced. Presumably, when the PRB can conduct the foregoing survey it can then go back to the Commissioners and again see if exclusive SSB frequencies can be put through.

From speaking to certain "insiders" after this meeting we can't help but continue to think about the

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LSB 36-37 Penna. Unit 305

U.S.A.
KBON-4592

73's The Dee's
KC - Stardust
Sweet One - Queenie

Jack & Cathy SSB-2A119 Dawn & Chris

several vocal organizations which devoted so much time in the past few years to loudly insisting that their many members operate only above .405—and did it to the point where the FCC started announcing that the “outbanders” were actually an “organized scheme to defy FCC regulations.” Some people feel that maybe if certain people at the FCC hadn’t gotten that “organized scheme” concept into their heads then the “outbanders” would have not caused the Field Operations Bureau to become so hysterical about all of this. And, to boot, all of those very noisy groups which were exhorting their people to operate above .405 have folded up and wandered off into the night—but the legacy they left behind was much in evidence.

On the other hand, I would point out that, when it comes to TVI, SSB is far less a culprit than is AM. Also, I question the FOB's inference that the 80,000 interference complaints lie largely in the realm of CB operations—CB equipment, you may recall, has been FCC certified and approved to produce no TV interference! But it's not the “legal CB” equipment, you say, it's the higher ham equipment which is being used illegally! But that's the equipment that the PRB hopes will be replaced by “legal” type approved equipment. And, say, how come that high powered ham equipment only seems to cause interference when it's in the hands of persons other than hams—does the very fact that some of it may be being used by “illegals” cause it to generate all of the world's harmonics, front end overload, splash, splatter?

Is the FOB saying that it is the operators personally, and not the equipment itself, which is causing interference? I do not see them suggesting type approval of the higher powered equipment which they cite as the scourge of the frequencies!

Does the FOB think that any radio operator in any radio service can forbid the signals from radio transmitters to be reflected by the ionosphere? If a person in the State of California is talking to a local operator, and yet his signals are being heard in Massachusetts—is it creating A) *more* or B) *no more* “interference” if the California operator communicated with the operator in Massachusetts? Nobody has yet been able to offer a satisfactory explanation how two CB'ers communicating with one another across the continent are any more the work of Satan than if the same two operators are working locals, and simply walking all over one another's cross country signals. Personally, if a guy a few thousands miles away is putting a heavy signal through on a frequency then one really has a choice of A) standing on the side, or B) stepping on him, or C) engaging him in a conversation. Pick an answer which best reflects good communications practice!

What some “in the know” people seem to be saying is that the FOB's illogical logic, which so dazzled the Commissioners that they voted 7-0, was probably little more than that old demon—the bureaucratic power struggle. Internally, within the FCC power structure, the FOB managed to not only rock the PRB's boat but also to damn near blow it out of the water altogether—a monumental “kill,” it would seem, in the inter-office political arena. On yet another level, the rationale of some of the personnel at the FOB is that allocating new frequencies would be “rewarding those nasty rule breaking sidebanders when, if anything, they should be punished and made to suffer because they wouldn't listen to our rules for how they should operate.” This is the old “parents don't reward bad children with ice cream and cake, they punish them.” The well-known “fire and brimstone” approach, one might say—and, unfortunately, less than one would hope to see issuing forth from a federal agency.

What will be the outcome? The only thing we can do at this point is see what moves are made by the PRB in assembling the information they were asked to compile. It's going to be a long haul, I'm afraid.

I can't help but think that the PRB's “case” might have been a bit stronger if their original request for letters and opinions had brought in a large response from Sidebanders. The reasons as to why it probably drew little response have been mentioned in these pages previously, but that should only serve as a lesson for future reference. The FCC doesn't take a count, as in an election, and then “go” in the direction of the largest vote—but it cannot easily ignore what amounts to overwhelming public support of an idea. When the PRB asked for letters of support the rank and file Sidebanders did not send in individual letters to back up the clubs and organizations, publications, and others which had begged

ARP

INTERNATIONAL
DX GROUP

13XOW
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APD 487
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ITALY

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3-E-1024-VE
ECA-740
NEI-1145
PI-404
QR 287
CI 892
RCA 3140
LRI-3852
RLC 1663
GSP-145
RW-109

for this overwhelming show of support. Sure, a relatively few letters did arrive at the FCC from individuals—but maybe not enough of them. Let's put it this way, they might not have helped but they wouldn't have hurt!

Next time around, if there is one, let's hope that some of the individual operators out there in radioland rise to the occasion and back up some of those who ran around trying to drum up support for these additional frequencies—that includes us here at S9, also the SSB Network, the Washington State CB Association, and (probably too few) others! Continue to build the unity of Sidebanding; this experience should only serve to drive home the point we made here a few months ago about unity within our ranks.

Like the man said, “Let's save Sidebanding—it's up to all of us!”

QSL from **13 Alpha Echo**
West Germany Channel 4-15 = Rio 01

TO STATION
DATE 22 OCT 88
TIME 4y 55 call
QRO 27347262
MY QTH Cincinnati
MY BY Super Beater
R: 3-3

DX



MUCH LUCK FROM THE PA. DUTCH FOLKS

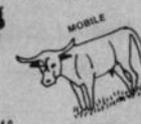
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TRY THIS ON YER SIDEBAND!

A new five-band receiver from Radio Shack lets you listen to the world.

The Realistic DX-200 Communications Receiver tunes longwave from 150 to 400 kHz, 520 kHz to 1600 kHz AM broadcast band, and 1600 kHz through 30 MHz for CB, international



shortwave, Amateur radio, WWV time signals and more.

Illuminated drum-type dials for both main tuning and bandsread tuning are said to make it easy to locate the frequencies you want. Bandsread covers both Amateur and shortwave bands. A built-in 500 kHz quartz-referenced calibrator and an adjustable cursor on the main dial assure frequency accuracy.

Other features include LED band indicators, an antenna trimmer for best reception with any antenna, an RF gain control that adjusts for best signal sensitivity, five-element ceramic filter for selectivity, lighted signal strength meter and a built-in speaker.

An adjustable BFO pitch control permits reception of CW (code) and SSB (single sideband) signals. The receiver also has a standby switch and rear panel "mute" terminal for use in two-way "Ham" installations.

The receiver is single conversion with a 455 kHz IF. Sensitivity is given as 1 μV for 10 dB S/N ratio, and selectivity, ± 4 kHz, - 6 dB; ± 8 kHz, - 40 dB. Operates on 120 VAC, 60 Hz. U.L. listed. In a steel cabinet with a molded front. Size: 5 3/4 x 14 1/2 x 8".

The Realistic DX-200 Communications Receiver is available exclusively from participating Radio Shack stores and dealers.

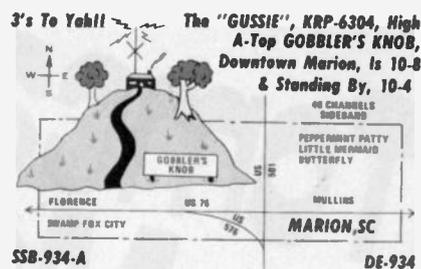
REVOKE LICENSES OF "UF CLUB" MEMBERS

The FCC has revoked the Citizens Band and Amateur radio licenses of 19 Californians for operating their radios on frequencies assigned for the exclusive use of United States Government radio stations, in willful violation of Section 301 of the Communications Act (unlicensed radio

operation). The Commission has repeatedly made it clear that even a single instance of such out-of-band operation cannot be tolerated and warrants license revocation.

The licenses of the following persons were revoked by FCC Administrative Law Judge Joseph Stirmer, based on evidence presented at hearings held in Los Angeles, California in September 1979: Ronald A. Baker, Azusa, CA, KQP-4737; Perry Cheney, South El Monte, CA, KBGJ-3357; Bloss, Inc., Pasadena, CA, Fred J. Bloss, President, KBFJ-0538; Robert D. Alfeld, Alfeld's Engraving, Altadena, CA, KA6BJU, KAUH-8119; Cecilia A. Alfeld, Altadena, CA, KAOR-6330.

The licenses of the following persons who waived their hearing rights were revoked by FCC Private Radio Bureau Chief Carlos V. Roberts under delegated authority: Harold W. Calkins, Monterey Park, CA, KBEV-5086; Lawrence B. Cronk, Pasadena, CA, KBCP-0735; William E. Eddy, La Habra, CA, KQB-0394; David A. Lopez, Altadena, CA, KAVU-7176; William Mattos, La Puente, CA, KAKY-7794; Oswald Messier, South Pasadena, CA, KOX-5975; Larry B. Orona, Jr., Pico Rivera, CA,



KADD-9417; John C. Platt, Sante Fe Springs, CA, KACM-2045; Lloyd E. Reeves, Ontario, CA, WB6VEF, KCZ-8104; Robert E. Reynolds, Altadena, CA, KPZ-0395; James Richardson, Los Angeles, CA, KOV-6544; Harry P. Sanders, San Dimas, CA, KAOB-0194; Harold N. Tingley, Jr., San Dimas, CA, KAMD-8338; William D. Wilson, Baldwin Park, CA, KIW-7597.

The former licensees were members of the U.F. International Club, an organization promoting radio operation on and between the frequencies 27.755 MHz and 28.000 MHz, with 27.785 MHz as a "call frequency." All of these frequencies are assigned for the exclusive use of radio stations of the United States Government.

TAB POPULAR CB BOOKS

- **CB Radio Operators Guide - 2nd Edition**
Tells what CB is, how it is used, how to buy and install equipment - PLUS Part 95, the FCC rules regulating CB. 256 pps
Order No. 799
Paper \$5.95 Hardbound \$8.95
- **Practical CB Radio Troubleshooting & Repair**
Complete details on CB operation, installation and repair, including 21 programmed troubleshooting charts and complete schematics for 18 popular transceivers. Also an in-depth section on antennas and feedlines. 238 pps.
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- **Pictorial Guide to CB Radio Installation & Repair**
Step-by-step guide to car and base systems installation and basic maintenance. 256 pps.
Order No. 683
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- **Citizens Band Radio Service Manual**
All-in-one troubleshooting and maintenance guide for all types of CB sets, including a 36-page schematic foldout section. Step-by-step repair procedures and trouble-analysis charts. 192 pps.
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— ORDER FORM —

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Ship the books listed below. To cover shipping, I've added 50¢ for the first book and 25¢ for each additional book. Enclosed \$_____.
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Tomcat's Mailbag

By S9 Editor
Tom Kneitel



JACK ARMSTRONG, WHERE ARE YOU?

Over the years I've heard several operators make reference to having an "Armstrong" antenna rotator, although I've never been able to locate their source. Recently when I went out to shop around for an antenna rotator I asked several local dealers about the Armstrong unit; three said they never heard of it and the other treated the question like a joke, saying that his wife was in charge of those things. Not only didn't I get the Armstrong rotator, but I also didn't get what the heck he meant. Maybe I'm stupid or something, but is there or isn't there an Armstrong rotator available?

WHIPLASH WALT
Ft. Valley, Ga.

I'll tell you this, if that dealer has a wife who attended to those matters she must be eating her spinach. So far as I've ever heard the term used in radio, it means that the method used to turn the beam from one direction to another direction is by the strength of one's arms—known to devotees of this inexpensive yet fully effective method as having an "Armstrong" rotator. It's related to the poor man's power mike—a big mouth and a loud voice.

C.A.P.TIVATED

While tuning not too far below the low frequency end of the CB frequencies I've heard a network in operation using handles such as "MAGNOLIA 4" and "MUSKRAT 72." It's been monitored several times, but one time they were calling themselves things like "UNCLE WILLIE 6," "UNCLE MIKE 4," and similar. I don't think they're "outbanders," but I was wondering if anybody has ever reported hearing this. The frequency is 26.620 MHz. How do I get in on it?

JOLIE BLOND (Willie)
Dulac, La.



You're right, these weren't outbanders. You were tuned to one of the frequencies used by the Civil Air Patrol (CAP), an auxiliary arm of the U.S.A.F. (although its members are civilians). In fact, it was an article I wrote for a magazine many years back which set the ball rolling to get 26.62 MHz allocated for CAP use in the continental U.S. (prior to that it was allocated for Hawaii exclusively). The "Magnolia" and "Muskrat" stations are local to you in Louisiana, but "Uncle Willie" and "Uncle Mike" must have been skipping in from Utah (each state "CAP Wing" uses its own distinctive station identification codewords, and more than 150 are in use). In order to "get in on it," you'd have to at least start off on joining the CAP, an organization which started out in World War II looking for enemy subs in our coastal waters, and these days involved primarily in searches and rescues. The CAP Cadet program is aimed at youngsters, while the "regular" CAP

is mostly made up of pilots, hams, and persons interested in aviation and its services to the community—it's all strictly volunteer. During the past several years membership and public interest in the CAP has sort of faltered, especially the Cadet program—the reason usually given is a suspicion or mistrust in joining a quasi-military organization and having to wear a uniform, learning to drill, and other similar "military" related things. My own observations on this (based upon listening to their 148.15 MHz on my scanner) is that, relative to the amount of time actually devoted to searches and rescues, an inordinate amount of time and effort seems to be expended on administrative red tape—getting endless signatures and approvals for the most insignificant things imaginable, bawling people out for minor breaches of communications "protocol," and calling one another "Captain," "Major," and the like. This turns more folks off than on, alas.

WANNA BUY A DUCK?

A couple of weeks ago I found some interesting old 78 RPM recordings at a flea market. These things are enormous, 16 inches across! One of these recordings has a Joe Penner on it, the other is a Ben Bernie program. What I'm curious to know is why the recordings (so say the labels on them) start from the inside grooves and when the record ends your tone arm winds up on the outer edge of the disc? It's backwards and doesn't make much sense to me, unless it was a protection against people playing these discs on their home record players, or (as they used to say) "Victrolas."

Joe Squitieri,
Peoria, IL

The way I understand it, the discs you have are known as "transcriptions" and were made by recording the programs "live" during the actual radio broadcasts. This was in the days before tape, or even wire, recordings were in general use. The transcriptions were used for delayed broadcast purposes. The idea of starting the program on the inside grooves did have its own quaint logic. In those days the record players didn't use diamond tipped needles, they were stainless steel. For broadcast use there was only about 1 good quality record "play" in a needle and by the end of that play the sound quality was starting to deteriorate quite rapidly. Disc recordings have much better fidelity on their outer grooves than on the inner grooves. So the idea of starting the transcriptions on the inner (poorer quality sound) grooves was because that's when the needle was new and produced the best results. By the time the needle got to the end of the transcription it was pretty well shot, but then it was in the grooves with better sound quality, so things evened out reasonably well. If your transcriptions are in good condition they're probably worth a nice piece of change—and the reason they're 16 inches is because that was the 1939's version of an LP disc, 33 1/3 RPM recordings weren't invented.

STONER BONER?

In August, 1979, my technician called Stoner ("The Sideband People") ... in regard to a drift problem I have with a Stoner Pro-40 sideband radio. He was told to replace the ... crystal, which he did but it didn't eliminate the problem. The radio was bought ... at the National Sideband Conven-

tion. The first part of October, 1979, a certified letter was sent to Stoner which he personally signed for. When no response came, a letter to the editors of various CB magazines was sent. In March (1980) a letter was sent to (the company) which has taken over the marketing of Stoner Radio. After almost one year (May, 1980) the problem still exists with no offer of help.

Carl S. Marx, SSB-385-B
St. Paul, Minn.

Do you know how to contact Stoner? There seems to be no way of making contact at the previously used address or phone number.

Cliff Wild, WC-4/SSB-0A4
Pelham, N.Y.

There have been a number of other letters along the same lines, however all agree that there is no easy way of getting a line on the former source of the Stoner equipment. In May I was sent a mailing which led me to believe that, under a new name, the folks who were previously the driving force behind the company are now involved with other (non-CB related) products, not the least of which is a device intended to let owners of one type of computer "exploit the money making aspects of this popular home computer." Other products were also home-computer related. No indication was given relating to their having any interest in helping solve problems experienced by persons who may have purchased the rather expensive sideband equipment which was produced in the past by these people. For whatever it might be worth (and I guarantee nothing), readers having service or other guarantee problems can at least try writing to Lucy A. Stoner, The Peripheral People, P.O. Box 524, Mercer Island, Wash. 98040.

AM vs. PM = ANOTHER MESS vs. PERILOUS MESS

Is 12 noon considered to be 12 AM or 12 PM? A couple of times I've wanted to arrange for a CB sked with another station at that time but I've never really known which of the two possibilities I want to tell an overseas operator who may not be too familiar with stateside terminology.

"Chooch," UNIT 655-J,
Boyertown, Pa.

According to the only reference source I could locate which tackles this dilemma, the day begins at mid-

night (or 12 PM if you wish to view it as a continuation of the numbering system which led up to it from 7 PM, 8 PM, 10 PM, etc.) and runs through 24 hours. In the U.S. armed forces and in Europe the hours and minutes are given as a 4-digit number. Thus 0040 means 40 minutes past midnight and 1240 means 40 minutes past noon; in Europe the numbers are used with a colon, as 12:40. Also, 2400 (midnight) of October 3rd is the same as 0000 of October 4th. In the 12-hour system, there are two sets of 12 hours each; those from midnight to noon are designated AM (ante meridiem "before noon"), and those from noon to midnight are PM (post meridiem "after noon"). The use of AM and PM to designate either midnight or noon can be confusing and so the preferred way of putting it is simply as either "noon" (which technically is 12 PM, surprisingly enough) or "midnight" (instead of 12 AM). Of course if you're trying to make all of this known to another CB'er it won't mean much unless you add that you're making reference to the time in a specific time zone, such as Eastern, Central, Mountain or Pacific. If the operator is outside of the western hemisphere, even that won't mean much and you'll have to say the time in Universal Time (also known as Zulu Time, Coordinated Universal Time, or Greenwich Mean Time), which is a system based upon what time it is at the Royal Observatory in England—and that's another long story!

HE TOOK A FENCE & WE'RE IN THE STOCKADE

In your August issue you had a story on QSL cards. It was a good story, however one of the QSL cards used in the story to show an example of an ugly QSL was a card designed and used by a very close friend of mine. He is a wonderful man and has sent this card to many people and none of them said it was "ugly." He did not wish to write to you because he thought you would think it petty, but I know he was very hurt by your words about his QSL. I might also add that I, myself, took umbrage with those particular comments.

R. H. Reistmueller, Sr.,
Milwaukee, Wisc.

Sir, I certainly think you did the right thing to take umbrage. If that doesn't help, try Valium and you'll feel better about things within the hour. And why not tell your pal, the guy with the ugly card, to take some too?

THE MONITOR POST

RICK MASLAU / KNY2GL SCANS THE CHANNELS

THE "MYSTERY" VOICE

Federal authorities have launched an intense manhunt for the person who has earned the reputation for himself as an airways "menace." He's a mystery voice who uses a bootleg VHF aeronautical band transmitter to send bogus flight instructions to pilots of jetliners.

During the first 6 months of 1980 he has been reported as having "struck" at least once a month in the Tampa (Fla.) area. Pilots who have monitored the transmissions have said that whoever it is, he is well versed in flight operations, aviation lingo, and which frequencies to use.

His activities have been responsible for some narrow calls, including one last summer when he instructed the pilot of a jet airliner to change from 29,000 feet to 31,000 feet. FAA Air Route Traffic Controllers heard the false instructions and contacted the pilot immediately to advise him that he'd been given bogus advice.

A spokesman for the FAA says that although disaster has been averted the person doing it "has got to be a lunatic," since he has repeatedly created the potential for very dangerous situations.

During regular in-flight communications, there is somewhat of a safeguard against a pilot actually taking such false instructions. Usually the pilot asks the ground station controller to repeat instructions to make certain that they've been understood, so even if the bootleg ground station is out of receiving range of the FAA controller, when the bogus instructions are repeated by the pilot the FAA controller would hear them and be able to countermand them. The fear is that the phony instructions might be given at some critical time when there isn't adequate time to straighten them out.

Based upon the messages this fellow has sent, the FAA is assuming that he's a pilot; the instructions, language, and familiarity with flight operations appear to be too well presented to be the work of a casual prankster owning a radio transmitter—and this fellow really seems to be trying to cause a disaster. One time he told a pilot to quickly change his flight course because of a possible collision, another time he interrupted the landing of a 707 and told the pilot to circle the field while he gave landing instructions to two nonexistent planes.

When they catch this guy (and they will) he'll face a multitude of charges. Interfering with com-

munications is a federal crime with a possible 5-year jail term. If he causes an accident the things with which he might be charged would be quite a different story.

SATELLITE COMMUNICATIONS FOR RESCUES

In the days immediately following the eruption of Mount St. Helens last May, a unique facility operated by the General Electric Research and Development Center provided a crucial "satellite telephone service" for search and rescue operations in the state of Washington.

Located atop a small mountain in rural Rotterdam, N.Y., some 2,800 miles from the actual disaster area, the Center's Earth Station Laboratory enabled emergency personnel working near the volcano to communicate with their "home" headquarters (be it elsewhere in Washington or elsewhere in the nation), as well as with other emergency agencies.

Shortly after the May 18 explosion, General Electric became involved in a joint effort with the U.S. Air Force, the National Aeronautics and Space Administration, the National Association for Search and Rescue, and the Federal Emergency Management Agency to overcome the communications problems posed by the lack of telephone lines and the range limitations of conventional mobile radio equipment in the remote and mountainous region.

Four of the groups—GE, the Air Force, NASA, and NASAR—had previously worked together on a research project involving the use of satellite communications during emergencies, and a space-age network for coordinating search, rescue, and recovery efforts was quickly set up.

The day after the eruption, a special communications jeep was flown in a C-130 transport from March Air Force Base in California to a command post near the volcano.

The brainchild of M. Sgt. William Kratch of March's 303rd Air Rescue and Recovery Service, the jeep is equipped to transmit and receive on most communications radio frequencies and has a mobile radio set with a special antenna capable of sending and receiving signals to and from a NASA satellite some 22,300 miles above the earth.

One of the main communications problems at any disaster site is the frequent inability of different types of emergency personnel to communicate with each other, even though they may be just a few miles apart. This is because the mobile



radios they use can transmit and receive only on certain specified frequencies, but not on others.

For example, pilots in helicopters or planes cannot talk to police in patrol cars, who in turn cannot communicate directly with emergency coordinators. The jeep, which is named "Rescue 621," solves this problem with special equipment that allows "interconnects" to be made between the frequencies.

To allow the jeep—and emergency personnel at the disaster area—to communicate with those outside the area, GE made available the services of personnel and equipment at its Earth Station Laboratory and became the relay station for emergency satellite communications.

In addition, the GE facility was designated by NASA as "net control" for NASA's ATS-3 satellite—charged with supervising transmissions by regular users of the experimental communications satellite (which include various research groups) to insure that signals from emergency messages were not weakened by signals from "normal traffic."

The satellite telephone service" operates in this manner: An emergency worker inside the jeep at the emergency command post talks into a standard "push-to-talk" microphone on the satellite transceiver (a standard mobile radio equipped with a special amplifier and antenna) and communicates instantaneously via the ATS-3 satellite with the Earth Station Laboratory. (Actually, it isn't

necessary for the emergency worker to be inside the jeep; anyone able to communicate via mobile radio with the jeep can be "hooked up" to the satellite).

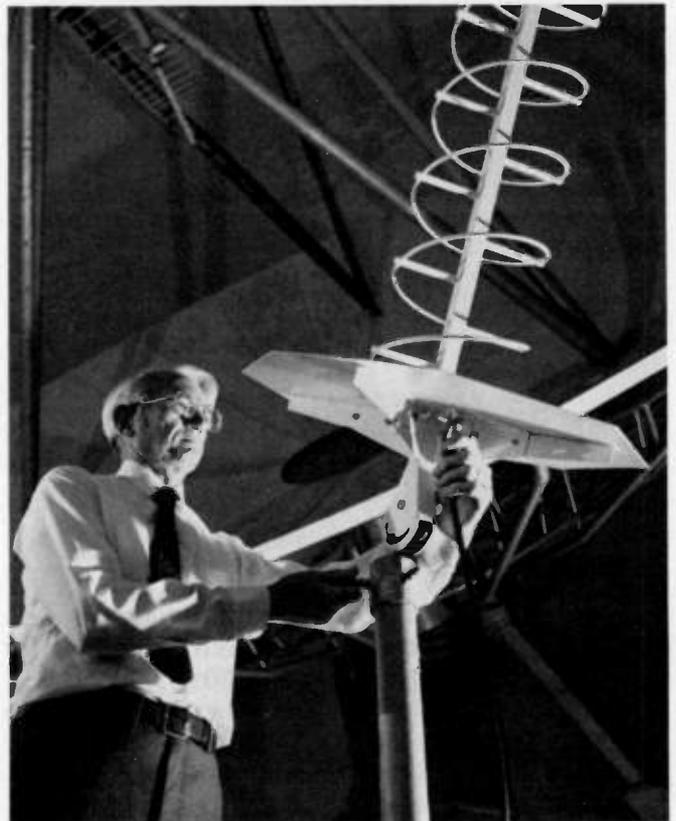
Then, either James R. Lewis, a technical communications specialist at the GE facility, or Richard L. Frey, a GE communications engineer, dials the requested telephone number and makes a "phone patch" to connect the emergency worker with whomever he or she wishes to talk.

In addition, agencies and emergency personnel far from the disaster area were able to initiate communications with on-site personnel by telephoning the GE facility and then being patched into the satellite communications network.

The GE facility basically consists of a 30-foot parabolic "dish" antenna for receiving satellite signals, a 14-foot helical antenna for sending signals to a satellite, and a "control station," which includes equipment for testing signal strength, as well as a standard conference telephone for "phone-patching" satellite communications.

"We are pleased to have served as a vital link in this emergency satellite communications network," Dr. Roland W. Schmitt, GE vice president for corporate research and development, said.

"Our Earth Station Laboratory, which is one of the most powerful ground stations for communicating through the NASA satellite, and our highly



skilled and experienced personnel there, put us in a unique position to be of service."

GE's Earth Station Laboratory is directed by Roy E. Anderson, a consulting engineer at the Center. Built in 1959, the facility was initially known as the GE Radio-Optical Observatory—the first such facility to permit simultaneous experiments in radio and optical astronomy.

"LOW-PROFILE MOUNT" MOBILE ANTENNAS

The Antenna Specialists Company has introduced new unity gain mobile antennas, the ASPR690 Series, employing sleek low-profile mounts. Rated at 100 watts in either 108-174 MHz or 406-572 MHz bands, the new antennas are tunable from the top and feature a special rubber vibration damper in the base. Roof top, trunk lid, magnet mount, GE and RCA conversion and 3/8" snap-in mount models are available. The ASPR690 Series can be converted to gain antennas without changing mounts or installing adaptors.

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



performance replacement of virtually any radio antenna in this band.

The Series L antennas are protected by a mil-spec neoprene jacket with flexibility from -55°C . to $+100^{\circ}\text{C}$. The jacket is self-extinguishing when exposed to flame. Approximate length is 10".

For more info, contact: Centurion International, P.O. Box 82846, Lincoln, NE 68501.

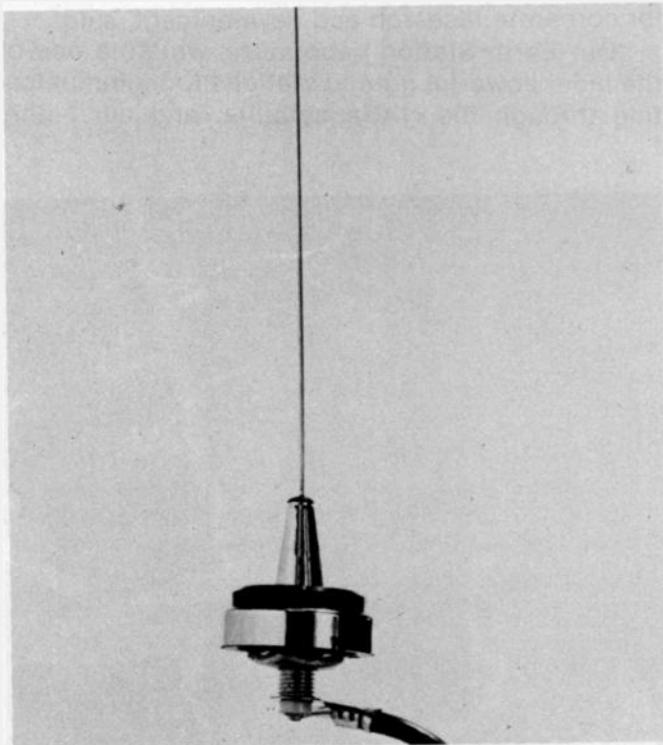
CONGESTION ON 450/455 MHZ IN SOUTHERN CALIFORNIA

The FCC approved a proposal by the Southern California Frequency Coordinating Committee to split channels to alleviate congestion on the 450/455 MHz channels in southern California, conditioned on the results of the first year's operation under this scheme being reported to the FCC.

The Committee is an organization of 21 broadcast licensees and three national television networks operating remote pick-up (RPU) broadcast stations in the southern California area in connection with licensed radio and TV station or network activities.

In order to relieve the congestion caused by increased use of this part of the spectrum by RPU stations for electronic news gathering and the peculiar terrain features of the area, the Committee worked out a scheme requiring splitting of N1 channels of 50 kHz each into channels of 50 kHz which is not permitted under Section 74.402 and 74.462 of the rules. Therefore, the Committee requested that a waiver of Section 74.402 be granted.

In granting the waiver, the Commission noted that this plan appeared to offer a workable solution to the congestion problem which should produce information that could aid greatly future consideration of other long-term split-channel authorizations, applicability of such channel splitting techniques to other geographical areas and appropriateness of initiating a rulemaking looking toward permanent splitting of certain RPU channels.



NEW FLEX ANTENNAS

Centurion International has introduced a new field-tunable flexible replacement antenna for hand-held radios in the range of 30 to 50 MHz.

Designated Series L, the new antennas are available with any of the 14 different connector configurations in the standard Centurion factory-tuned line. This selection is said to assure high-

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.

KPM 0221 78 Hudsonale St., Weatherly, PA 18255
 KASZ-2323 Faye Unit 720, PO Box 5983 August GA 30906
 KGC-1045 The Blanchettes, 1 South St., Danielson CT 06239
 Hill Top Ethel Gomez, 24 Woodland Dr., Wappingers Falls, NY 12590
 Mr. Coffee Michael Ray, 200 West Carney Ave., E. Herkimer NY 13350
 SSB-1406-A Chip Lucas, P.O.B 265, Verona, PA 15147
 KEY 2443 M Spranger Jr., Rt 1 Perry Lake, Fairview, MI 48621

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
 KHN-4892 Mike Zimer, 2917 Coventry Blvd., N.E., Canton, OH 44705
 Unit 76 P.O. Box 14786, Philadelphia, PA 19134
 Wizard/ Travler Box 16164, Ft. Harrison IN 46216
 Purple Viking Jon Klotz 6501 Old Boonville Hwy., Evansville, IN 47715
 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-II86-B LP Sell, Sr. 9423 Waverly Dr., El Paso TX 79924
 KAST-6919 Mildred S. Bugbee Rt 1, Box 39 Pennville IN 47369
 Cutty Sark J. Renshaw, 8361 Woody Dr., Norfolk VA 23518
 Lucky-Lady Hazel Gettinger, 78 Hudsonale St., Weatherly, PA 18255

Unit SSB 212 Bonnie Lane, Willits CA 95490
 KND-6021 Al Eisner (50) Siyanco (Saudi Arabia) APO New York 09017
 SSB-9718 Jack B. Richter, 23 E. George Street, Yoe, PA 17313
 Unit 451 11632 Las Luces, Santa Ana, CA 92705
 KHN-4892 M. Zimer, 2917 Coventry Blvd. NE, Canton OH 44705
 R-Cat-6 Al Eisner (50) Siyanco (Saudi Arabia) APO New York 09017
 Tango 5 Box 292, RR 3, West Hotdog, IL 62896
 Screaming Eagle P.O. Box 5115, Security, CO 80931
 Big John/ Snuggles P.O. Box 9266, Phoenix, AZ 85068
 6W132 H.M. Koski, 19 Squam Rd, Rockport MA 01966

MDA...

Dedicated to the idea that "No disease is incurable... there are only diseases whose cures are yet to be found!"

Muscular Dystrophy Association

810 Seventh Avenue
 New York, N.Y. 10019

CANADIAN NOTES



By Lynn Tyler, XM17-294 (HOT LIPS)

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

“**M**ONTREAL'S Dispatcher” (XM52-11404) sent me this letter:

“Dear Lynn,

“Congratulations to S9 for being the first CB magazine to have an article on Canadian CB. Being an active CB operator and a member of a local REACT team (Blue Eagle Emergency Team 4064), I find Canadian CB different from American CB.

“In the province of Quebec most modulating is done *en francais* (in French). Channel 10 is the bilingual highway channel and local information channel in most parts of the province. Although the DOC has reserved Ch. 9 for emergencies, the Quebec Provincial Police do not monitor Ch. 9. There are several REACT teams as well as other independent groups that monitor Ch. 9. Being outside a metropolitan area, it is next to impossible to get answered on this channel, so most mobile stations stand by on Ch. 10.

“Keep up the good work at S9 and feel free to write me for any further information that you would like. If you wish to print any of the above mentioned info, it would be a great help to American tourists who use their CB's here.

Yours very truly,

Brian Taylor

XM52-11404 XM52-39517

Montreal, Que.”

CROSS-BORDER CAPERS

Received a letter from another American CBer—north of the border, at that! Boy I thought he had gone bonkers with that statement, but sure 'nuff, “Blue” (KBN-9261 and KA EA-0142) of Roseville, Michigan does live north of the border near Windsor, Ont. and tells me he has loads of fun with that saying with the good SSB stations on both sides of the border. No, Don, I didn't look at the map of Alaska. I just happened to remember my geography from school—not really *that* long ago!

Don's question involved “namely communications via the eleven meter band with the radio stations that are outside the USA. The FCC says that

it's against the rules (Part 95, Subpart D, dated Aug. 1978). Two radio games have appeared and grown in popularity in recent years and since good operators don't want to break rules, particularly those rules that protect and promote the public interest.”

The game Don speaks of consists of a “monitor” of two player stations with different licensing authority. Each station alternately monitors the other, then makes comments “about” what was heard. Both are careful never to talk directly “to” the other station.

“Assumed-QTH,” with the same players as Monitor, makes for easier conversation. It's based on the FCC rule GRS mobile operating in the USA may invoke, with proper authorization. The station simply gives a GRS callsign and the geographical location where presently operating. The game starts when a GRS station signs on and a CB station wishes a hookup. The CB operator “assumes” the mobile rule. Here's how it goes:

GRS: “XM17-294 on the side.”

FCC: “XM17-294, Detroit, Michigan, this is KBKN-9261 calling.”

Not wishing to ignore a good operator, the GRS station responds. Fully intending to make the correction and suspend communication, the GRS operator keeps waiting for the right opportunity to state his true location (QTH) without embarrassing the other operator about his mistaken “assumption.” In the heat of the QSO the thought finally leaves the GRS operator's mind entirely. Sign off takes the usual prescribed form.

The games people play!! Sorry Don, I have never heard of the game “Monitor” and “Assumed QTH.” But as you've probably heard and read (S9 March issue), as of May 6, 1980, the FCC has changed its rules to permit CB licensed operators to communicate across the border with GRS operators. However, this does not mean skip, and the ground wave of 150-155 miles (FCC) is still in effect.

Yours Truly was jumping up and down and chomping at the bit as I had heard absolutely nothing from our illustrious DOC concerning cross-border communication for GRS operators with the US CB'ers. It seems rather odd (to say the least)

that DOC newsletters are not sent to licensees!

As for crossborder communications, Cranbrook DOC received a landline from our home 20 and Mr. Jorgenson (district manager) gave me the verbal nod and said that we too, can now legally communicate across the border (as of May 6, 1980) with our US counterparts. Our legal ground wave communication is for only 25-30 miles. As it is for the US CB'ers, this communication is unassisted communication, meaning no boots, footwarmers, etc.

No longer is a permit required by the GRS operator to operate in the States, or vice versa (March issue of S9). As it was before, a GRS licensee had to write to the FCC for the form 410-B, fill it out, return it and wait for a permit valid for one year from the date of issue. The licensees now have the privilege of operating in the neighboring country but are subject to any term affecting the operating privilege that country may impose.

I have not heard of Radio Station Canada, Don, unless you mean Trans Canada Radio (last month's column), or it could be one of the many SSB clubs in Canada—possibly one no longer in existence. If anyone has information on Radio Station Canada, please enlighten me.

HALIFAX HALLOWE'EN PATROL

"The Fly Fisherman" (XM63-34988) is director and membership chairman of the Kingfisher Citizen's Band Radio Club in Halifax, Nova Scotia. This oldest operating club provides several community services, such as assisting the Halifax City Police on Hallowe'en. The club provides 20 of their radio-equipped cars, each with a police officer and a club member, to provide unmarked police patrols of the city streets to help cut down on vandalism. Warren says his club has provided this service for several years and has found it very effective.

When the annual Red Cross blood donor drive clinic comes to town one can find members providing transportation for the blood donors in the Halifax-Dartmouth area.

This is what GRS clubs are all about—providing community service as well as keeping their own members informed on the up-to-date DOC rules and regulations. It's unfortunate, however, that some clubs, in order to keep members, or to get new members to join, have to have a big booze-up at every meeting or promise a big bash in the future.

CABBIE SAVED VIA CB

A citizens' band radio enthusiast in Ottawa, Ont. is being credited with helping free a taxi driver held hostage at knifepoint in his cab for about 90 minutes.

The taxi driver, whose name has not been re-

leased, picked up a fare at a hotel, police said. A few minutes later, the passenger pulled a knife and held it to the driver's throat, telling him to "just cruise around town."

The driver, however, left open one of his radio channels, kept on referring to the abduction and repeated "very loudly and very clearly" the names of streets he drove past, police said.

An unidentified CB listener alerted police.

A 39 year old man of that city appeared in court and was charged with armed robbery, forcible confinement and possession of a weapon dangerous to a public place.

CRIMINAL CASSETTES

Marc, of Cleveland, Ohio, wants an actual taped cassette recording from the Metropolitan Toronto Police Dept. Radio System. He thought perhaps I or S9 could help.

The only thing I can suggest is write to CRB Research, P.O. Box 56, Commack, N.Y. 11752. They publish a directory of Canadian Scanner Frequencies (U.S. \$4.95).

As for Yours Truly acknowledging your request, this is all I can tell you:

1. To tape a broadcast of a Police Agency in Canada, or anything else one may hear, is a breach of the Official Secrecy Act.

2. To send such matter through the mail is also against the law. Our federal Police are notorious for opening mail—or so I've read and heard.

3. If you have 10-15 years to spare, by all means *you* tape the broadcasts, I've got better things to do with my time! One thing more, *himself* ("Radar") has signed an "oath of secrecy" (for his line of work) with the federal government, therefore a disclosure of this type would not be beneficial to his job—or his health!!

P.S. I live 3,000 miles away from Toronto, but if anyone has plans for a scanner antenna that would draw signals from that far away—send me those plans. *Himself* and I would make a mint!!

On that note—73rds.

Give money.
Even more, give
understanding.

United
Cerebral Palsy 

DX KORNER

C.M. STANBURY II REPORTS

ON THE INTERNATIONAL SHORTWAVE SCENE

Send SWL reports to:
C. M. Stanbury II
S9 Magazine
14 Vanderventer Ave.
Port Washington, NY 11050

MORE SHORTWAVE SOUNDS

Almost every DX'er who has listened extensively on SW frequencies has at times heard an unmodulated carrier sweep across the channel to which they were tuned. Sometimes the signal passes by in a split second (creating a "blip" effect), while on other occasions the process may take longer. These are ionosondes—probing electron densities

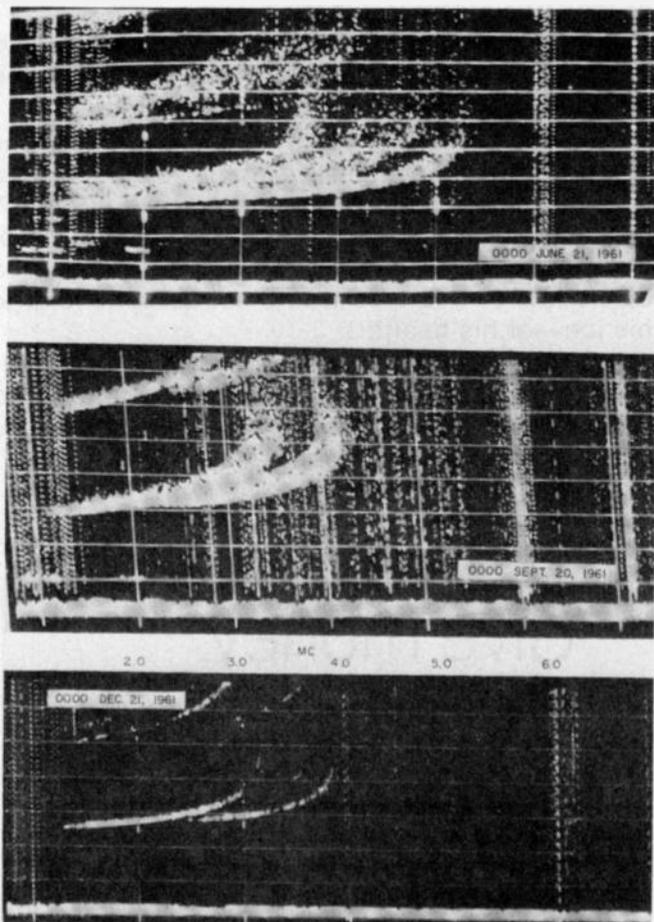


FIGURE II. These ionograms were made by a Moscow ionosonde transmitter.

(critical frequencies) at various heights in the ionosphere. Powers of 15 KW and up are not unusual. Measurements from ionosondes are displayed visually in "ionograms"—a sample of which is Figure I.

Ionosondes, of course, played a key role in the development of multi-megawatt shortwave radar systems. The U.S. has finally acknowledged test transmissions from their new Maine site, but the acknowledged signals do not sound like the Russian "woodpecker" (which by now should be familiar to many CB'ers). Instead the signals resemble AC line hum, although varying in pitch between 20 and 60 Hz. Frequency range is reportedly 6.7 to 22 MHz. All of this leaves us in the dark as to what North American site transmits Russian style shortwave radar (see the August DXK).

Hum-type radar was noted in Europe during the early 1970's, and on occasions caused severe interference to shortwave broadcast reception. One day half the 25 Meter band was wiped out briefly in Copenhagen. At that time the USAF was operating a radar facility, with a nominal frequency range of 6 to 50 MHz, at Orfordness, England. Orfordness was closed on July 30, 1973, under mysterious circumstances. For some reason, never satisfactorily explained, the facility's (mostly) British staff received only 24 hours notice of its closing.

Meanwhile, many DX'ers are also familiar with Soviet pulse-style jamming directed at Radio Free Europe, Radio Liberty, etc. The Russians often superimpose morse code ID's atop their noisemakers. But this summer one of these jammers, identifying as UM, was given an unusual assignment. It showed up on 17920 kHz between 1200 and 1240 EST apparently trying to jam Radio Vatan, an anti-Khomeini clandestine. As the fanatic in Qum is about as far right as you can get, one has to conclude that Moscow's jammers are tools of international power politics rather than ideology.

LONGWAVE

In the March DXK we reproduced a QSL note from the Sault Ste. Marie (Michigan) aeronautical weather broadcast station which stated these transmissions were to move from 400 to 410 kHz.

Not so, says Ken Stryker of the Long Wave Club of America. Broadcasts will stay on 400 but will now double as the outer marker (LOM) for Sault Ste. Marie's (LW) instrument landing system. The LOM formerly operated as a separate transmitter on 410 kHz. The identifier for 400 kHz becomes CI. Incidentally, if you're into LW DX, or license-free beacons on 1750 meters, you might think about joining the LWCA. Annual dues, which include a subscription to their monthly publication *The Lowdown*, are \$6. Address is Box 33188, Granada Hills, CA 91344.

By the way, how low will your standard AM receiver tune? Even the simplest of MW radios will usually reach down to 530 kHz (which is why some interests want the FCC to license BCB stations there). At least one Canadian military beacon is already there and often logged by DX'ers: NB North Bay, Ontario. Some Travellers Information Service transmitters are also licensed on that frequency but none have ever been reported at any significant distance. Moving down from 530 you will encounter such DX targets as beacon UUP Ottawa, Ontario on 526 kHz, Radio Rumbos—a broadcast station around 525 kHz at Cartage, Costa Rica—and beacons GF Cleveland, Ohio and INE Missoula, Montana, both on 521 kHz.

BROADCAST BAND CHANGES

The FCC has now definitely decided to break up those last 11 U.S. clear channels (listed in Figure II). From now on those stations will be protected at night only up to 750 miles. This is bad news for DX'ers because clear channels were great places to look for Latin American loggings, which is probably why the FCC decided to do away with them.

Hardest hit is the west coast DX'er. There 650, 700, 750, 820, 830 and 840 were often all wide open. Meanwhile distant listeners in the east, particularly the northeast, will primarily notice the difference on 640, 820, 1160 and 1200 kHz. However, although the scramble is now on for these lucrative new (presumably 50 KW) assignments, it will probably be a couple of years before the FCC is in a position to license any of the new facilities. So this is the time to log Latin American stations on clear channels while they're still "clear." Some of the easier loggings, which will eventually be much more difficult, are also listed in Figure II.

Note that one station on the get-it-while-you-can list is Radio Sandino (750 kHz) at Managua. Many readers will recall that it began as a shortwave clandestine and was very prominent during the 1979 Nicaraguan civil war. After the Somoza dictatorship was ousted, Radio Sandino took over 50 KW "Estacion Equis" (YNX) which was previously Somoza's personal property.

Returning to the subject of frequency changes, the North American Regional Broadcasting Agree-

U.S. CLEAR KHZ CHANNEL STATION	LATIN AMERICAN STATIONS
640 KFI Los Angeles	Radio Liberacion, Cuba La Voz de Santa Marta, Colombia
650 WSM, Nashville	Radio Vision, Maracay, Venezuela Radio Monumental, San Jose, Costa Rica
700 WLW Cincinnati	Radio Reloj de Costa Rica, San Jose Radio Sutatenza, Cali, Colombia
750 WSB Atlanta	Radio Caracas, Venezuela La Voz de la Antioquia, Medellin, Colombia Radio Sandino, Managua, Nicaragua
820 WBAP Fort Worth	La Voz de Rio Cauca, Cali, Colombia Radio Ciudad de Habana, Cuba
830 WCCO Minneapolis	HIJB, Santo Domingo, Dominican Republic
840 WHAS Louisville	Ondas del Caribe, Santa Marta, Colombia
870 WWL New Orleans	Radio Tropical, Barranquilla, Colombia
1040 WHO Des Moines	Radio Super, Bogota, Colombia Cadena Habana, Cuba
1160 KSL Salt Lake City	Radio Aeropuerto, Barranquilla, Colombia Radiolandia, Santiago, Dominican Republic
1200 WOAI San Antonio	Radio Revolucion, Cuba Radio Tiempo, Caracas, Venezuela Radio Almirante, Riohacha, Colombia

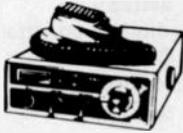
FIGURE II. The vanishing DX.

ment, which controls international BCB interference in this part of the world, is going to be scrapped and replaced with a new treaty. Of course, Cuba scrapped it some years ago. We can only speculate as to the result, but it probably means poorer DX'ing, especially on 800 and 900 kHz where no stations in the continental U.S. are presently allowed to operate at night.

DIEGO GARCIA

This tiny island in the Indian Ocean is one of the world's rarer DX catches and the site of a key U.S. Navy installation, one which Washington definitely intends to expand. Now, however, another Indian Ocean island, Mauritius, has laid claim to Diego Garcia in an attempt to close the American base there. This spring an Arizona member of SPEEDX reported Diego Garcia working aircraft on 11234 kHz. He also listed a logging of the British Royal Air Force base at Nairobi, Kenya on the same frequency. Obviously 11234 is a DX channel worth checking out.

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Richard Cowan, Publisher
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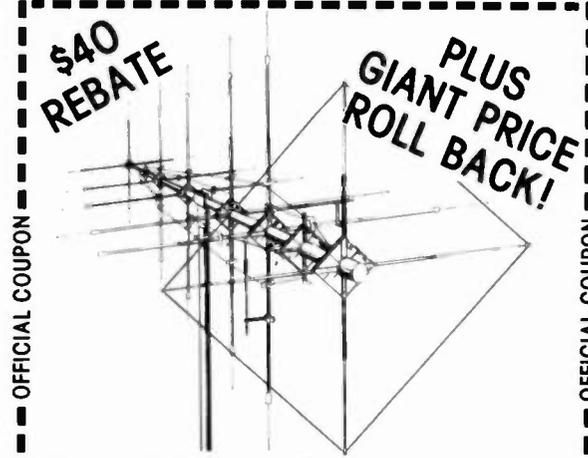
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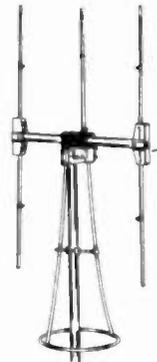
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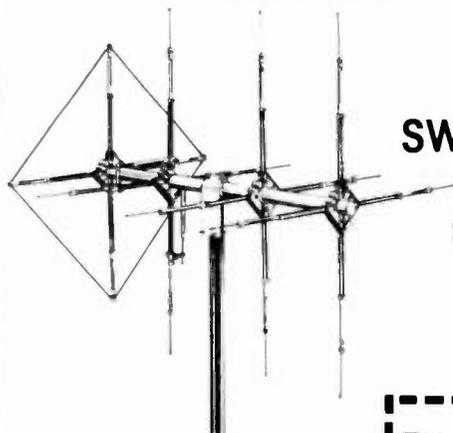
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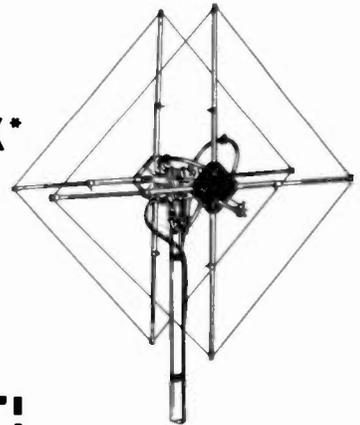
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