

PACK RATS CHEESE BITS

VOLUME II

W3CCX

NUMBER 6

MT. AIRY V.H.F. RADIO CLUB, INC., PHILA., PENNA.
(50.2, 144.2 Mc and 220)
SEPTEMBER 1959

CLUB CALL

On Thursday, July 30th we received the call W3CCX from the FCC. This is a memorial call in respect to our deceased member, Matthew Gelardi.

There are a few coincidences connected with this call which some of you are not aware of, and if you will lend an ear I would like to relate them.

- 1- Matt first came into the club in July of 1956, two months after the club was formed. Three years and two weeks later we received his call as a club call.
- 2- On July 13th we received a letter from the secretary of the FCC requesting a copy of the Constitution and By-Laws, Matt's current license and proof that he was a member before he passed away. Matt was club member number 13.
- 3- Matt was a Chief Officer (I don't remember whether it was Petty or Radio) in the Navy, and the first time his call was used as a club call, was Maritime on the boat trip the weekend of July 31st to August 2nd.

Since Matt joined the club before we had applications, the only way we could prove his membership was to send the FCC the 1957 membership list and the attendance records from July 1957 to June of 1958. Mrs. Gelardi found his membership cards, so we also sent them along. All of the information was mailed on July 23rd and just one week later we received the call, plus the return of all papers sent in.

The Trustee of the call is, W3FOZ, Charles Koelsch, 2600 Horsham Road, Hatboro Pennsylvania. Charlie is a neighbor of Mrs. Gelardi, she lives at 2606 Horsham Road.

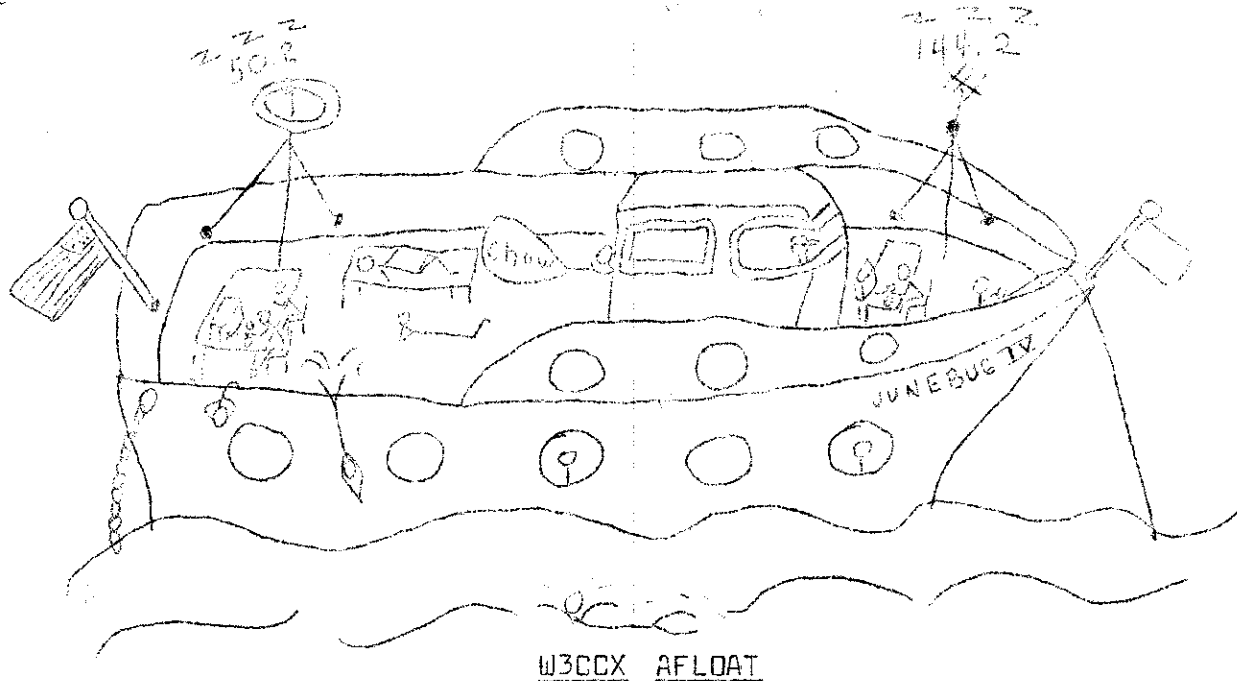
We would like to take this opportunity to thank Carmen Gelardi, Matt's widow, for her wonderful co-operation in this matter.

We would also like to thank Roger Phelps, Chief Engineer of the Philadelphia office of the FCC, for his co-operation, via the landline, in helping us to get the club call.

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In regards to the club call, I would like to make a request; Please, when using the call for club purposes, do your best to conduct yourself in such a manner that we will not be cited by the FCC for anything illegal. The club sponsored activities so far are; Field Day, June QSO Party, Picnic, Nets and any other club participation, such as this year's Maritime Party. Remember, if you should make a mistake, or your rig is recorded out of the band, the FCC will send the citation to the Trustee, and unless he can prove, by your log that it was an accident, the club will lose the call. Being Trustee of a club call is not an easy job.

Our sincere thanks to Charlie, W3FOZ for accepting the position as Trustee.



"CRUISING DOWN THE (PHEW) DELAWARE"

On Friday evening, July 31st a group of the members met at the QTH of W3IHT, Doc's, and left from there for Croydon, where he keeps his cruiser, Junebug IV. They left for a cruise down the Delaware to Chesapeake Bay, returning Sunday, August 2nd. (Brave XYL's letting their OM's off for a weekend of ??) I am trying to figure out the name of the boat; June is his XYL, and IV must be number four, but where did the bug come from?

In the group on board was W3IHT, Doc, W3CPT, Ken, W3FSC, Ossie, W3SAO; Frankie, K3GAY; Don, K3BEF, Al, K3BPP, Walt, K3GQJ, Jack, K3BGT, Harvey, W3GXB, Bob, K3AUH, Al and K3ECB, Ian, plus the Captain.

We know that the fellows were very surprised to know that we received the club call, W3CCX, in time for the cruise. W3CPT, Ken stopped at the QTH of W3FOZ, Charlie and picked it up before leaving so that they could use it since this was a club sponsored experiment.

From listening on the air I know that W2A8Q, Mac was the first to work them as they started out, and W3HYO, Lenny, was the first club member to work them at 12:45 A.M. on 144 Mc.

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 REPORT OF CRUISE OF JUNEBUG IV
 by W3SAO

JUNEBUG IV -- 45' Cabin Cruiser Beam 13'6" Twin screws and 165 HP motors
 9" blades on props Draft 3' Cruising speed 22 knots perhour.

Left Croydon at 2335 July 31st. Due to heavy fog we were forced to seek shelter 1/2 mile north of Delaware Memorial Bridge from 0430 to 0600.

When we went o make coffee, we found that there was a leak at the Propane Gas tank; no gas - no coffee. Stopped at Chesapeake City for new container.

Stopped at Wharton Creek, Maryland for gas for motors.

Went swimming at Belly Button Beach, Maryland. K3BGT, Harvey, walked on a broken bottle and cut the pad of his big toe on the left foot. Doc looked at it and decided that it needed hospital attention. Doc put a tourniquet on it, and we took him to Chester Town Hospital. There they gave him a tetinus shot and sewed it inside and outside. Seems he cut an artery and four veins. He is doing OK.

Storm clouds forced us to up-anchor at 1900 and head for Ordinary Point, on Sassafras River. Most of the crew slept on deck due to the heat.

Upped-anchor at 0600 Sunday, August 2nd and headed for home. Rough weather all the way home. Heavy winds and river.

Anchored at Port Richmond at 1400 to have a chance to work 2 and 6 meters without motor interference. Ignition interference was 20 db over 9. Had a ball working the fellows while anchored there. In Maryland we only worked one station. Home at 1822.

Our good captain, Harry Bryan still had as much hair when we returned as he did when we left. He said that for a bunch of "landlubbers" we made a pretty good crew.

W3FSC, Ossie, was the cook, and even though we hate to admit it, he is a very good one. No one got sick from it, and no one got seasick.

HERE AND THERE from ARRL CD BULLETIN

Identification. Mobiles give geographical location (voice) after your call, as "mobile in Podunk, Conn." or "about 8 mi. south of Gadfly on route 9". (Mobile-6 fixed-portable or portable-9 are all incorrect terms.) C.W. designations for portable or mobile are by slant bar and numeral. Even if afloat you do not use maritime mobile or /MM except when outside continental limits in international waters.

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FROM COMMUNICATIONS MANAGER,
F.E. HANDY, W1B0I

145-147 Mc. OPENED BY FCC TO TECHNICIAN-AMATEURS STARTING AUG. 21st.

Finalizing Docket 12728 in mid-July, the FCC granted the central half of the 2-meter band to techs. This grant is effective from Aug. 21, 1959 as will be mentioned in September QST.

FCC mentions with its REPORT AND ORDER that it got a large number of comments on this docket, both for and against. The Commission cites ARRL's filing, then lists 12 main reasons advanced by various parties "for" 144-148 Mc. assignment to Technicians followed by seven counter arguments. The Commission states that it evaluated the soundness of each 'reason' and then tabulates findings in support of its action.

Among these findings FCC lists (1) the usefulness of the band for Civil Defense and Emergency communication over short and medium ranges (2) that two meters is the ONLY area in which technicians and Novices can intercommunicate (3) that some opening of this band to Techs. will tend to more evenly distribute activity in the v.h.f. bands, as well as promote occupancy (in more than just metropolitan areas)

FCC found merit in the opposition comments suggesting that less than the full band be allocated for Technician operation. We quote, "The reasons given (FCC) were related to the belief that opening the whole band to Technicians would decrease the incentive of these amateurs (a) to experiment with and develop the higher portions of the spectrum, and (b) also decrease the incentive to increase their code speed, with the intent to advance to General Class licensees." It was then with the idea of RETAINING SOME OF THE INCENTIVE to work for full amateur privileges the FCC felt it could not go all the way. FCC further said, "...the 145-147 Mc. segment... is a reasonable choice...it would permit Tech. and Novice to intercommunicate on the same band using voice or telegraphy; the two classes could take advantage of this FOR THE PURPOSE OF INCREASING THEIR CODE SPEED AND HENCE FORTH QUALIFYING FOR GENERAL CLASS PRIVILEGES: it would result in the least disruption of General Class licensees who are using specific segments of the band"

From Communications Mgr. Cont'd

RADIO CLUBS AND SCM'S --- NEW CHALLENGE AND OPPORTUNITY IN PRECEDING

There are, we think, new organizational implications, opportunities and significance in the operational and occupancy changes that will follow from the preceding action. Clubs that have had membership groupings that developed separately around amateurs able to use ALL BANDS and those limited to Technician frequencies, should now find a greater common denominator for the groups to work together. With increased manpower better local-net coverage and bigger turnouts for on the air tests should be assured. BOTH two and six meter bands afford practical means for stand-by radio emergency nets, and there should be a better chance to develop AREC and RACES set ups, with the assistance of ECs, ROs, and Ass't ECs (for Ecs may place one in each frequency band group).

V.H.F. Nets besides purely locals that have better section coverage (and interchange connections from member stations freely working more than one band and connections with section nets on other frequencies) also should be encouraged and fostered by SCM's and Clubs. After appropriate study, we hope SCM's will help promote such continuing v.h.f. net groups, by appointing Phone Activities Managers with this special objective.

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OFFICIAL BULLETIN NR 713 FROM ARRL HDQ WEST HARTFORD CONN. JULY 31, 1959

TO ALL RADIO AMATEURS BT

Starting Friday August 7, and every Friday thereafter, station XEMO will broadcast a fifteen minute program devoted to Amateur Radio. XEMO, broadcasting on 860 kc at 6 PM local time, should put out a strong signal throughout the southwestern states.

Applicants for the Worked All States certificate are reminded to include Alaska in submitting confirmations Hawaiian statehood will officially date from the proclamation of the President expected to be forthcoming in the next few months. Until such time 49 states only will qualify for WAS certificate. A grace period will be allowed for 49 state WAS after Hawaii is proclaimed a state.

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(Editor's Note) The first part of the above bulletin does not pertain to us as a club, but it is an idea for the council to work on.

ARE YOU LICENSED TO MAIM AND KILL?

OFFICIAL BULLETIN NR 712 FROM ARRL HDQ
WEST HARTFORD, CONN. JULY 24, 1959

TO ALL RADIO AMATEURS BT

The radiation of harmonics from amateur stations in the 7.4 and 11 Mc or other frequency ranges outside the amateur bands continues to invite FCC notices. Amateurs, especially those newly licensed, are urged to check and make sure their transmitters and antennas radiate at the desired output frequency and not at any harmonic. A check with a general coverage receiver by an assisting amateur close by is recommended to locate such faults. The antenna coupler described in August 1958 QST and Chapter 23 in the Radio Amateur's Handbook are an aid to initiating corrective measures.

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Editor note RE; the above Bulletin:

On Saturday evening June 27, while listening for W3CL/3, I clocked thirteen stations between 47 and 50 Mc. When I made a phone call to check it, I was told that the receiver was off. When Frankie came home I had him check the receiver and it is on the ball. One of the calls with the harmonic was a club member. So-o-o, boys, check your antennas and transmitters. I still am picking up harmonics out of the band, and most of them are real close to the edge.

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FROM TELETECH, JULY 1959

Submitted by W3CL

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LENGTHY IMPORTANT PROCEEDING

The FCC has just completed its all-important hearings into the allocation of and use of frequencies in the 25-890 MC portion of the spectrum. This will provide the blueprint for its delineation of the spectrum apportionment and usage for the vast array of radio services. These services range from FM broadcasting and TV and tropospheric scatter of activities including police-fire services, petroleum, telephone companies, utilities, manufacturers, rail-taxi-trucking transportation, and highway construction and maintenance. Analysis of the requirements and positions of the 60-odd organizations and companies, presented in written and oral form with cross-examination only by the FCC Commissioners and staff, will be a tremendous task. It will take months for determinations to be promulgated.

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I know that I stated in the last issue that this one would be late, but so much information has come in that I am putting it out before vacation time.

Perhaps you will feel that this does not belong in "Choose Bits" as it has nothing to do with Ham Radio, but it does apply to you whether you are a ham or not, just so long as you have a license to drive a car.

You can read, you see it in the paper everyday, the flagerant disregard of the law where motor vehicles are concerned; driving through stop signs and red lights, failure to give way to the pedestrian, blocking the intersection, illegal parking, hit and run accidents and illegal operation of a car.

From my own experience I can state a few incidences.

1- DRIVING THROUGH RED LIGHTS

From my QTH, I see everyday, drivers who see the yellow light one block away and refuse to slow down, when they reach the corner they have to slam on their brakes, and nine times out of ten, they are half way across the intersection before they stop. If you don't know our location; we are located in the center of a "T" crossing, which means that all cars must turn, stop or hit the house

2-FAILURE TO GIVE WAY TO THE PEDESTRIAN

Before traffic lights were placed at our corner it was a wonderful experience to get across the street. Onetime during a snow storm, I stood on the corner with a baby in my arms, and if it hadn't been for a truck driver pulling into the intersection, and blocking traffic, I wouldn't have gotten across. Our location is also two blocks away from a school, and each morning I see the drivers make the children stand on the corner and wait just because they must make the turn. If the children have started to cross the street they force them back. I am not in sympathy with the Jaywalker, but with the pedestrian trying to cross at the intersection.

3- BLOCKING THE INTERSECTION

I can understand this at blind corners, the driver must pull up to see if anything is coming the other way, but where there are traffic lights, there is no excuse for it.

4- ILLEGAL PARKING

I see this everyday with the trucks making delivery to the store across the street. They park the wrong way and right up to the corner. To cross the street you must walk into oncoming traffic.

5- HIT AND RUN ACCIDENTS

Thank God I have not had any experience with these. I can understand a driver panicing and leaving the scene, but then returning later and giving himself up to the police, that is a natural reaction, but the driver who leaves and then hides, I can't understand. Where is his moral sense of responsibility? He would be the

MAIM OR KILL CONT'D

first one to complain should this happen to a member of his family. In my opinion and a lot of you will not agree with me, a person that kills another person in a hit and run accident is a murderer. True, it is not premeditated, but he did take a life that did not belong to him, and failed in his duty to God and man to own up to his responsibility.

6- ILLEGAL OPERATION OF A CAR

This I have had experience with. The first time I took the car out by myself, a driver blew to pass me. That was fine, but he passed me on the right, and had I automatically pulled to the right, I would have pulled into him. Had I hit him, he would have blamed me, even though he was in the wrong.

Until you came to article no. 6, I am sure you figured that I was merely a passenger. Now you can see why I do not drive unless it is absolutely necessary.

What prompted this tirade on safe driving follows.

During the violent thunderstorm of July 20, W3CL, Harry, had a very narrow escape, on Upsal Street, near the Chelton Hills Recreation Center. He was driving South, and a police car was driving North on Upsal Street, when a car shot out of a stop street between the two of them. Luckily all cars stopped in time to prevent an accident. Upon investigation it was found that the lady driver had a small child with her and was driving on a learners permit without a licensed driver. The officer wrote her up for failure to stop at a stop sign. Driving alone on a permit is a State offense, and action will be taken up by them.

Thank God, all brakes were in working order, or four persons would have landed in the hospital.

No wonder Harry was "all shook up" when he arrived at our QTH with the Field Day Scores.

FROM THE MAILBAG

Congratulations are in order to Chester County Emergency Net on their third Birthday. From what we read in "CQ Chester County" they do a fine job in both CD and assisting the county in an event requiring radio communications. Congratulations again and may you continue to have many more birthdays.

I received my answer as to why we received no paper from them before they received their copy of the August issue of "Cheese Bits". Sorry to hear that you were in the hospital, Florence, and hope that you have a speedy recovery. I think you have a good excuse for not getting your paper out on time.

K. U. I.

By W3HKZ, Ed.

An entire family of amplifiers and oscillators designed to operate over different portions of the spectrum is being sired by successful research efforts with the maser.

Most work in this neo-maser area is primarily of a theoretical nature, but several scientists involved in research studies have expressed the belief that it is only a matter of time until prototypes are built and operated.

Like the maser these will be quantum mechanical devices and will bear names similar to that of the maser with only the first letter or letters will be changed to designate the frequency range over which the device will operate.

Thus, just as maser is an acronym for microwave amplification by stimulated emission of radiation, raser stands for radio frequency amplification, laser-light amplification, and iraser-infrared amplification.

It seems that not only hams are troubled with interference. In a seminar just concluded the urgent need was for radical advances in RF interference control, as well as better instruments and standards for interference measurements.

Increasing efforts are being made by the military to concentrate on eliminating interference problems in early design of new equipment, despite the fact that not enough basic information about interference problems is available, it was pointed out.

Thordarson-Meissner and Southwest Wholesale Radio, Inc. will produce a line of ham transmitter kits. The firm to be known as Meissner-Phoenix, will be established as a division of Thordarson-Meissner. The new venture will consist initially in helping to set up a program of engineering and development of circuits, components and design of the new kits. First to be produced will be CW and phone transmitters for the ham market. Later the firm will add kits for amateur receivers, accessories, and possibly hi-fi gear. They expect to have a plant operating in 18 months.

Telechrome Manufacturing Corp. and Hammarlund Manufacturing Co. are "verbally in accord on the terms of a merger agreement". They are in the late stages of negotiations and as the agreement now stands there will be a transfer of Telechrome stocks for all of the outstanding shares of Hammarlund. Telechrome makes equipment for television broadcast stations.

A DRIZZLY-DREARY SUNDAY, AUGUST 9th

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We arose at 7:30 A.M. and looked at the weather. It was blah. The wheels in our brains (?) started to scrape and turn. Should we, or should we not, hold the picnic? Then we got a landline call from W3IBH asking what to do as the fellows from New York and Northern New Jersey were on their way, and we knew that Ed, W1RJA and his family were already here for the picnic, so we crossed our fingers and toes, and decided to hold it. Are we glad that we did? We'll let you decide.

We planned for about 500 people and we know that had it been sunny we probably would have had that many. In spite of the wet grounds and drizzle, which canceled the games, all 315 who attended seemed to have a grand time. We know that the little ones were disappointed and some of the older children, and we extend our apologies to them.

Among our guests we had a delegation from Wilkesbarre, Pa. and W4888 and family from Louisville, Kentucky.

W3JSD, John, our Master of Ceremonies introduced and interviewed all of the lady hams present. Quite interesting. He also presented "BUCK YOUR BUDDY" awards to W3IBH and W3SAD, Plus a "TENNESEE VALLEY INDIANS" award (no call mentioned here.) We had other awards to be presented but the recipients were not present. These awards were through the courtesy of W3BRU, Frank.

"THE BILGE RATS"; that is what they named themselves, presented W3IHT, Doc, with a new pair of shorts. (Doll size)

We would like to thank all who bucked the elements and attended. We are sorry that we had to cancel the games, but from the comments received, we know that you enjoyed having the eyeball QSO's.

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OFFICIAL BULLETIN NR 714 FROM ARRL HDQ
WEST HARTFORD, CONN. AUGUST 6, 1959

TO ALL RADIO AMATEURS

Effective August 30, Mexican and American amateurs will be permitted to exchange messages on behalf of third parties. When available, details of the treaty will be presented in QST. The only other countries having similar treaties with the United States are Canada, Chile, Costa Rica, Cuba, Ecuador, Liberia, Nicaragua, Panama and Peru.

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SPECIAL NOTICES

CORN ROAST

SPONSORED BY BUCKS COUNTY RADIO CLUB

WHERE? WASHINGTON CROSSING PARK

WHEN? SUNDAY, AUGUST 30th

COST? \$1.00 per FAMILY

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Exact location---opposite the church.
Signs will be posted to direct you.

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S.J.R.A. HAMFEST

WHERE? MOLIA FARMS (Dalsea Drive
near MALAGA, N.J.)

WHEN? SUNDAY, SEPTEMBER 13th.

COST? \$1.50 advance registration
\$2.00 at the park

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COMING NEXT ISSUE

SWAP AND SHOP BY RAY, W3ZRR

Please send all information on swap and shop to W3ZRR, Raymond Whitehead
4524 N. Smedley Street
Phila, 40, Pa.
Da. 4-5910

Please get all information in by the 10th of the month so he can get it to me in time for publication.

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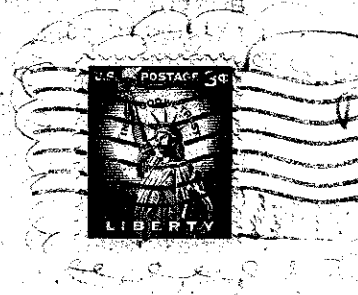
Note from the editor: I am sorry that some of the features are missing in this issue such as; "SH!" "Past Events" and "Coming Events." From the six pages in this issue you can see that if I waited until after our vacation there would have been atleast fifteen pages. I hope you all attended the meeting at W3KKN, Ernie's on August 19th and had a good time. Don't forget the meeting on Wednesday, September 16th at the West Oak Lane Jewish Community Center Sedgwick and Thouron Streets.

So-Long see all of you after our vacation.

740 C-1002

FRANCIS D. BRICK W39AD
829 W. FISHERS AVE.
PHILA. 41, PA.

WTLV 4
5-29-59



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