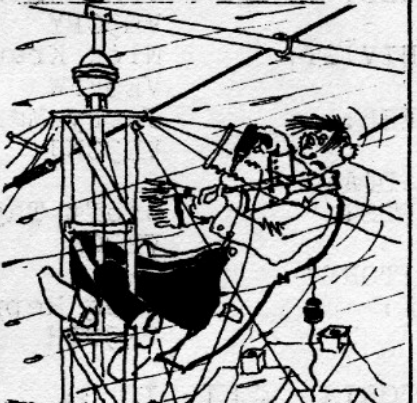
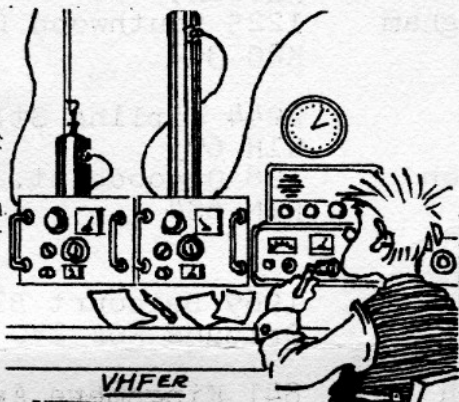
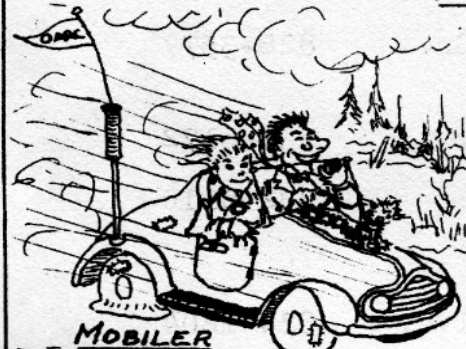


APR 74



THE GROUNDWAVE

THE OFFICIAL BULLETIN OF THE OTTAWA AMATEUR RADIO CLUB
P. O. BOX 8873, OTTAWA, ONT. K1G3J2



THE OTTAWA AMATEUR RADIO CLUB, P.O. BOX -8873, OTTAWA, ONTARIO GW APR 74 1

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EDITORIAL EMISSIONS:

The time has rolled around again to begin thinking of that Amateur outdoor sport known as Field Day, which takes place in June. It is a real test of operators and equipment in a simulated emergency situation. So now is the time to begin thinking about Field Day and to begin testing rigs, antennas and generators so that everything will go like clockwork during the event. It is a good opportunity for the fledgling operator to test his mettle in a sometimes hostile environment. Field Days this operator has experienced have all been rip-roarin', slam-bang, rootin'-tootin' endurance tests c/w cookout, campout, unexpected problems, thunder-storms, mosquitoes, poison ivy, leaky tents, pillow fights, fun, and good-companionship. Let's give it all we've got this year. Maybe we could even win either the Keith Russell or the Rusty Brennan.

We are trying to publish at least one technical article in each ^{trophis.} issue of the GW, consistent with our limited ability to produce working drawings, so please submit copy of technical interest.

MINUTES OF THE MEETING * MARCH 1974

GW APRIL 74 2.

The regular monthly meeting of the OARC was called to order by President Larry Obrien at 2000 hours on March 6 at NRC. He extended a welcome to visitors VE6 AWI and VE3 AYW. He drew the members attention to the minutes of the last meeting. VE3 FFW made a motion to accept the minutes; seconded by VE3 GCK; CARRIED.

The Ski Marathon was reported to be a success and thanks was extended to all who organized and participated in the event.

VE3 DVH presented the budget for discussion which was lengthy. The executive allotment was cut to \$400 from \$500 owing to a concensus that we deal with an AMSAT contribution at a later date. VE3 DNJ made a motion to cut the executive budget to \$300; seconded by VE3 HAT. The vote was 16 for the motion; 26 against. ~~DEFEATED~~. After further discussion, VE3 DNJ made a motion that we accept the budget with the one alteration; seconded by VE3 HAT; CARRIED.

VE3 CDC made a motion we make the American Ambassador to Canada an honorary member of the OARC as he is an active amateur. VE3 CUZ seconded the motion. CARRIED. We will present Bill Porter WA3 AAC with a suitable plaque.

VE3 CEZ reported that the change in frequencies for the repeater may have to be moved slightly. This is due to the Miles for Millions occuring at the same time as the change (May 4).

VE3 UD and VE3 GWY will be conducting the Field Day which is June 22-23. Volunteers are needed, let's see some new faces out there with the rest of us. We are again in need of a Program Chairman owing to business commitments which prevent Jack Travis from carrying on in the position.

VE3 GX Ed Morgan reported on the amateur station at the Museum of Science and Technology. The station is dedicated to the late J.W.Cotter VE3 JW and will be officially opened on March 19 at 1930 hours. Operators are badly needed for 2 shifts per weekend; 2 operators to a shift. Contact Ed if you can help out on a Sat. or Sun. afternoon 1:30 to 4:30. Heathkit donated the equipment (loan) and their President as well as Mrs. Cotter will be present for the opening.

VE3 CDC reported the 220 MHz equipment will be in March 18. Cross our fingers the Move in the USA to give part of this band to the CB may not succeed. However, south of the border the Emergency Medical Service may get part of the 450 MHz band. Doug also has a line on some surplus Sonaboy receivers from Argus aircraft. These are \$30 and can be converted for amateur use. See Doug.

The program for the evening was an interesting if controversial report by Brian Brook on the status and future aspirations of the GRS in Canada. It was interesting and informative with Brian in his best Flack Jacket. Meeting adjourned at 2230. Coffee and ragchew followed.

Secretary,
Marj Zuba VE3 HAL

APRIL MEETING

Time and Place: Wednesday, April 3rd, 1974, 8 P.M.

National Research Council, Sussex Drive

Program: A Show and Tell by Mike Coupland and Jerry Matthews of Mitel Canada Limited on some interesting innovations to the telephone system. We will get a sneak preview of benefits tomorrow's telephone will bring to us all.

C U at the Meeting!

MAY GROUNDWAVE: The deadline for submission of artcles will be:
Tuesday, April 16th

1974 CANADIAN SKI MARATHON - by George Roach VE3BNO GW APR 74 3

The weekend of February 22-24 saw thirty-six Ottawa Amateurs supplying communication for the 1974 Canadian Ski Marathon. This annual ski trek travels 100 miles from Lachute to Hull and combines elements of endurance, speed, camaraderie and just good fun. With almost two thousand skiers on the trail safety, transportation, accommodation and feeding give the organizers many problems. Add the capriciousness of weekend which ranged from rain through a freezing wind storm to a beautiful Sunday and the need for good communications was obvious. According to the Marathon officials that's just what they got - "Good communications, the best yet!"

Our Club was approached in October of 1973 to provide the radio part of the Marathon and with some trepidation your executive said yes on your behalf. Graham Patterson VE3AMN and George Roach VE3BNO became the organizers and liaison amateurs with the Ski Marathon people. From November to February path testing was carried on to determine the feasibility of tying together twelve checkpoints, six administrative headquarters and two bus dispatch centres by VHF radio. Involved in those early treks into the Laurentian Mountains were VE3s, CMK, CNJ, AZY, AMN, CEZ, ZS, FXG and BNO. They were the first to realize the formidable job we had undertaken. Because of the large amount of traffic to be handled we decided to move the safety and administrative traffic via repeaters and the skiers numbers and times through each checkpoint by direct point-to-point links on six and two meters.

Mike Johl, VE2ADT obtained permission for our use of the VE2RM Rigaud repeater for the weekend and a special thanks goes to the regular users of that repeater who patiently stood by to let us handle traffic.

Came Friday and off went the early birds in the rain to link up Montreal, Lachute, Hawkesbury, Montebello and Ottawa into the Friday evening admin. net. They were VE2s, WM and APT, VE3s, BYX, GRJ, AUM, AOE, DEP, CYM and BYO. During Friday night and early Saturday those manning ski trail checkpoints moved into position at such well known places as the "Prulli Farm", Ayers Ski Centre, "Voddervolt Motel" and "The gatehouse, somewhere about seven miles north of Montebello." If VE3s, ZS, CNJ, LJ, DOE, ARJ, CGT, SAX, AMK and BYO aren't expert nighttime map readers, it's not our fault. And when Ken and Dave (LJ, DOE) arrived in the pouring rain in the middle of the night to find their sleeping spot closed and had to detour over icy roads to a hotel in the metropolis of "Pine Hill" - well, there were more than two metre emissions coming from their corner of the mountains. And all of us listeners cringed just a little as Dave's SAX scottish brogue informed control that his six metre antennae was already twenty feet up lashed to the chimney only to be advised by Graham AMN to "get it up higher." Any by golly Dave and Ian AMK did, with a twelve foot ladder lashed to the chimney. And with only a few snags Saturday's traffic was handled. The "go-huts" were dispatched, and the skier with the broken leg was delivered to hospital and the buses shuttled skiers from checkpoints to lodgings, and the racers' times were sent, and as far as we know there were no skiers left on the trails.

Saturday night's admin. net between Hawkesbury, Montebello and Papineauville worked well, although the blessings coming from Hank and George BR, DMC, were not wholly because they were quartered in a seminary.

During Saturday night and Sunday morning the Sunday checkpoints were assembled. Larry and his wife Marg CPG, EQE arrived at Burkes Corners Bud UD and Ron CNM settled down at Long Lac Lodge. VE3s, SAX and AMK set up in (wouldn't you know it!) the Molson Van, near Buckingham. VE3s, QB, CRX and HAT drove three miles past their headquarters to find - Horrors! - that even the path testing had been done from the wrong location. BGG and GPR settled in at Weber Ski Centre and the Scouts set up VE3SHQ manned by GSA, GWY and EPK. Don CUZ was just nicely set up

railway portage in the Masson Station when he was moved over to the bar in the Masson Hotel. Ken GIR didn't complain at all when he arrived there at noon. And Sandy AAC, he answered QB's call for a test on six meters and spent the rest of the day relaying sheets and sheets of numbers and times. A heck of a job by everyone, well done! I wouldn't have missed it for anything, only next year I'll bring my skis.

George VE3BNO

HOW DOES A TRANSISTOR TRANSIST?

QUESTION: OK wise guy, so last month you told us why they called some elements semiconductors, but that doesn't tell us much, does it? What do you to do make a transistor?

ANSWER: Yes, we agree that learning about a transistor can be a frustrating task, but just try to nibble off a bit at a time. As for the question, the first thing you must do to pure semiconductors is to change it a wee bit by adding an impure element or making a doped semiconductor. Before you walk off muttering that you always knew transistors were stupid, remember that this is where you get to call it P-type or N-type semiconductor, and from that we can learn about NPN's and PNP's.

The doping process is simply adding impurities to pure semiconductor in order to add more electrons or take electrons out of the material. This last bit is sometimes known as adding holes. If you think of a hole as simply being an absence of an electron, then it might be possible for a hole to exist. The manner in which it exists is quite simple. The P-type doping material is one which fits right into the xtal lattice structure of the semiconductor except for one thing; it's an element which has one less electron in it's outermost shell. Oh Oh! Gone too far! try reading a bit between this issue and the next and maybe we can inch a bit closer!

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STAFF

TWO FOR TWO - by Bud Punchard VE3UD

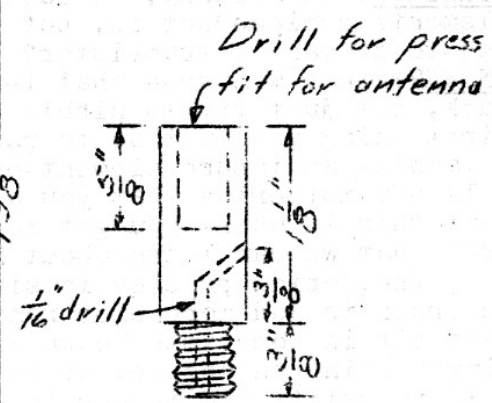
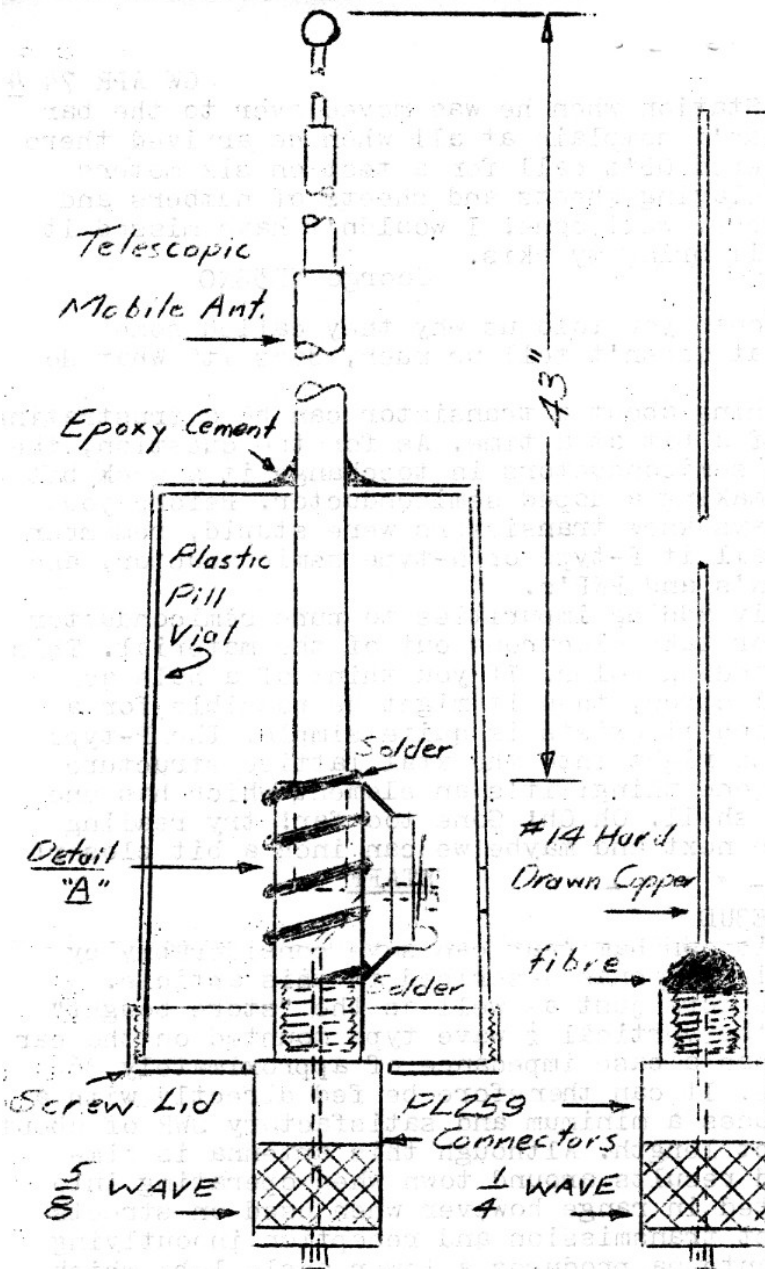
Anyone who enjoys making his own ham gear can save considerably by constructing the two meter mobile antennas described in this article. These antennas are simple and perform just as well as the "store bought" varieties. The most popular is the vertical $\frac{1}{4}$ wave type mounted on the car roof or trunk. Such an antenna has a base impedance of approximately 36 ohms with little or no reactance. It can therefore be fed directly with a 50 ohm coaxial cable which produces a minimum and satisfactory SWR of about 1:1.4 when trimmed to the correct length. Although this antenna is simplicity itself, it produces good results around town when operating into a repeater. It is somewhat limited in range however when used on streets with high buildings, or on direct transmission and reception in outlying districts. A vertical $\frac{5}{8}$ wave antenna produces a lower angle lobe which results in gain of about 2db over the $\frac{1}{4}$ wave vertical. It is particularly effective for long range work through a repeater, or on direct transmission and reception. Best results are obtained when it is mounted in the centre of the metal roof which acts as a uniform ground plane. The main disadvantage is its overall height of 47 to 48 inches, making its removal necessary before entering a home or underground garage. It is almost as effective when mounted on the front or rear fender of the car. In these locations it does not need to be removed when entering a garage.

The drawings show designs for both of these types of antennas with a mounting fixture which requires no holes in the outside skin of the car body. Either antenna may be readily attached or removed by plugging in the standard coaxial type connector.

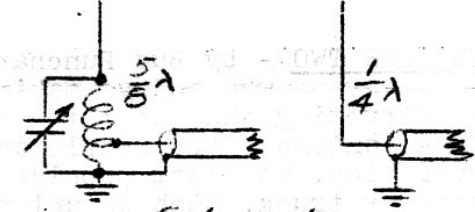
The mounting consists of an S0239 chassis mounting receptacle bolted to a 1" strip of 1/8" aluminum bent and drilled as shown in detail "B". The longer dimension and position of the two mounting screws may have to be changed to fit various cars, but the principle is the same. Counter sunk flat head machine screws should be used instead of the round head

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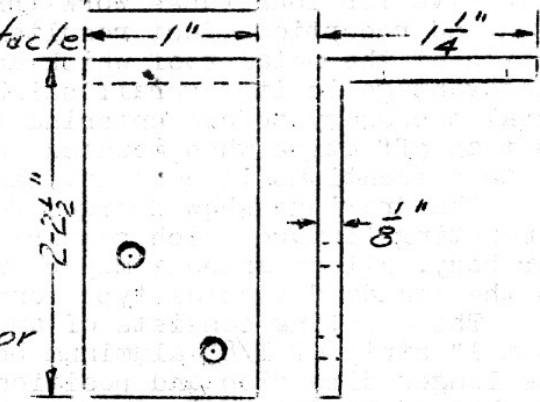
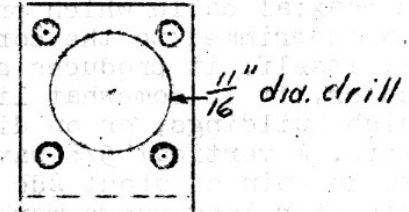
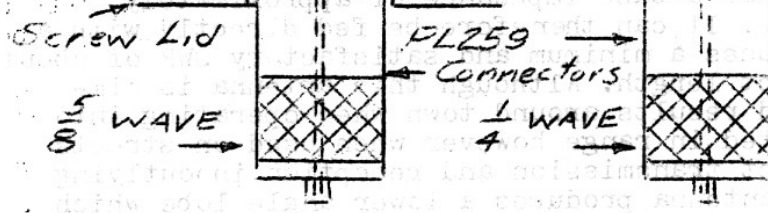
2 Meter Mobile Antennas



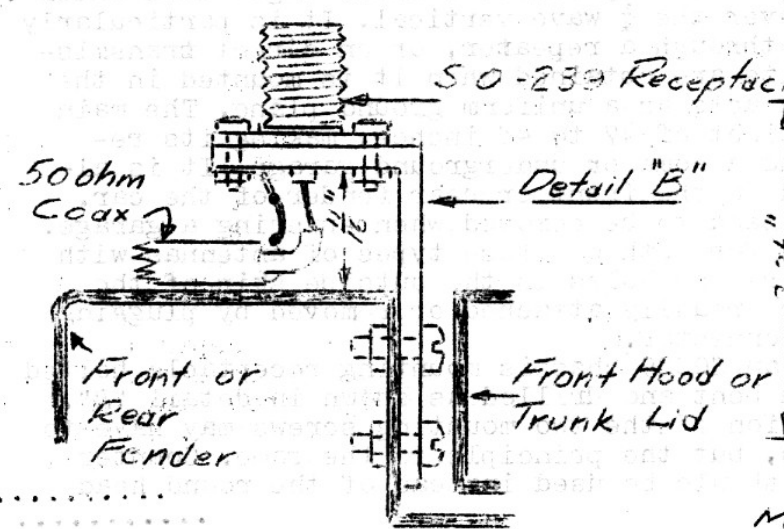
Detail "A"
Mat. 1/2" dia. Fibre Rod



Schematics



Detail "B"
Mat. 1/8" Alumin. Bud VE3UD



Section "A"

screws shown in the drawing, because the clearance between the hood or trunk lid and body of the car is usually no more than about 1/8". The author has placed the mounting about 18" in front of the windshield on the left hand side of the front hood (opposite the broadcast telescopic antenna on the right side.) Section "A" shows the method of mounting on the front hood. This allows a total coaxial cable run of not more than 4' along the body and in through the clearance on the front of the left hand front door. The reduction of loss due to the short cable makes up for losses in shielding of radiation due to proximity to the windshield.

The $\frac{1}{4}$ wave antenna is made by filing a $\frac{1}{2}$ " diameter fiber rod into a hemispherical shape and threading to fit the threaded part of the PL259 coaxial connector. A 1/16" diameter hole drilled through the axis of this detail allows the #14 hard drawn copper wire to be anchored securely in the connector by soldering to the centre connector tube. If desired, a 1/16" diameter steel welding rod may be used instead of the copper wire. Make the antenna at least 20" long from the top end of the connector and adjust for minimum SWR under power by trimming 1/8" pieces off the top with a pair of cutters. The length of 19 1/8" as shown will be quite close to final dimension, but this may vary with the style of the car and the position of the mounting.

The 5/8 wave antenna is made from a telescopic broadcast type antenna fitted securely by press fit into a fiber rod drilled and threaded as in detail "A" to fit the PL259 connector. Care should be taken to obtain a solid fit between the antenna and rod, and the rod and the PL259 connector, because this determines the ability of the antenna to stand up under wind and vibration conditions. Since the base impedance of a 5/8 antenna is capacitive with a resistance anywhere from 65-100 ohms, a tapped down tuneable inductive reactance is required. This is made by winding 4 1/4 turns of #14 enameled wire on the fiber rod as shown. Solder the ends to the connector and to the antenna. Run a piece of #14 or #16 wire up through the centre of the connector and the fiber rod and out through the slanting hole and solder to the coil 1 1/4 turns from the connector. Solder a standard 0-25 or 0-30 micro micro farad mica trimmer capacitor across the coil.

The tuning arrangement is protected from the weather by a plastic pill vial drilled for a tight fit around the antenna rod. The threaded lid is drilled to fit loosely over the connector ferrule. It is important to allow enough space for the fingers to turn the connector ferrule when mounting the antenna, so position exactly as shown. Raising it too high on the connector will lessen the protection of the coil due to splashing. The vial is held securely in place and sealed by epoxy cement applied at the top. A small clearance hole on the side opposite the capacitor screw allows screw driver adjustment.

Tuning is accomplished by setting the telescopic antenna length to 43", applying power and adjusting the capacitor screw for maximum output as indicated on a field strength meter 10 or 15 feet distance, or minimum SWR in the coax cable. Minimum SWR of about 1:1.2 will give very efficient performance.

If you don't mind drilling holes in the car body the S0239 connector may be mounted in the centre of the car roof without using the mounting bracket. Sealing compound should be applied to make it watertight. The coax cable is of course run inside the car to the transmitter/receiver.

Both of the antennas described have been in service for 8 months in all types of weather and with this mounting have given excellent results. It is comforting to know the antenna can be quickly removed for car washing, or locked up in the car when parking for long periods at airports etc. See you on 2.

Bud VE3 Utter Disaster.

CHANGES TO THE DIRECTORY:

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K1J 7W2

Charles Cook VE3GPX
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Ottawa, Ontario
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824-3078 225-4726

David Owen
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Riverview
New Brunswick
E1B 2K5

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TO: 722-4094

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445-2953

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Ottawa, Ontario
K1H 6C8
733-9140 232-2481

VIC VE3DEP

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OTTAWA AREA NEWS

QCWA

On February 28th, 1974, a group of members of the Quarter Century Wireless Association (An association comprised of Radio Amateurs who have been licenced for twenty-five years or longer) met in Ottawa to form Canada's first chapter of this International organization. The Ottawa group will be known as the "NATIONAL CAPITAL CHAPTER". Ken Scrivens, VE3LJ was elected the President and Henry Harley, VE3BR Secretary. Eligible Amateurs in eastern Ontario and western Quebec who are desirous of further information are invited to contact Ken, or write to Box 25, Site 1, RR2, ORLEANS, Ontario KOA 2V0.

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SILENT KEYS

John J. McWatters VE3MC, retired DOT Radio Inspector passed away in Toronto on Feb. 9th, 1974. He was a former member of this club, and started in Amateur Radio in the days of spark coil transmitters and crystal and coherer receivers. He was an old "Marconi Man" on the Great Lakes and the Orient Run out of Vancouver. Most of his hamming was done on CW and he was an exponent of the "Lake Erie Swing" style of hand sending which is the trade mark of all old-time Great Lakes "SPARKS". During his long career in radio, he was the owner-operator of a retail radio store in Toronto and a radio rental service to patients in Ottawa area hospitals. He was the inventor, among other devices, of a widely distributed razor blade sharpener and a pillow speaker. His presence will be missed by all who QSOed him on the bands. Our sympathy to his wife Muriel and the family.

Tommy "Pip Pip" Letts VE2BG quietly passed away at his residence in Longueuil, Quebec on January 25th, 1974. He was a pioneer of Amateur Radio and his cheery banter was heard continually on the Professional Loafers Net. He will be remembered with great affection by those who checked into the Net daily, as well as by all those who "read the mail". He was in his 87th year.

SPRING AUCTION - Sponsored by the OVMRC Inc. will be held April 27 at EMO Headquarters 495 Richmond Rd. Registration 9AM to 12 Noon. Auction starts at 1 PM and ends approximately 5 PM. Coffee and sandwiches will be for sale.

OFFICIAL OPENING ARS VE3JW

The James W. Cotter memorial Amateur Radio Station VE3JW was officially opened at 7:30 PM March 19, 1974 at the Museum of Science and Technology, Ottawa. Jim Cotter was the first blind Amateur in Canada and perhaps in the world. He started into Amateur Radio in the days before the dividing of the spectrum in 1924, using the call 3EN. He obtained the call VE3JW over forty years ago. Dr. Baird, Curator of the Museum stated that the station was dedicated, not only to Mr. Cotter but also to all early pioneers of shortwave radio. Ed Morgan, of the Ottawa Valley Mobile Radio Club, Inc. and Chairman of the Museum Assistance Committee, thanked the Museum officials, as well as the Heathkit Company, represented by Mr. Dewar, which supplied the equipment for the station. He also thanked all those who dedicated their time to get the station on the air. The station was officially opened by Jim Cotter's granddaughter, nine-year-old Jayne Arbuckle, who pressed the handsome, old, brass, "sending iron" to fire up the vintage 10-inch sparkcoil transmitter. The key was from Marine Coast Station VAS Glace Bay, N.S., the station from which the first commercial wireless message, ever, was sent in 1902. Mr. Cotter's wife, Rose, was scheduled to open the station, but was unable to attend due to illness.

NEWS RELEASES:

220 MH/z - RUMORS...RUMORS...RUMORS... Now for some facts!

As a result of the FCC grab for a chunk of 220 Amateur frequencies for United States Citizens' Radio Service (CB), the rumors of this occurring in Canada abound in quantity and extent.

Despite earlier information from CARF to the Canadian fraternity that the grab was a U.S. domestic affair, the protests in U.S. magazines and by ARRL worried a lot of Canadians.

The latest rumor quoted as a fact by a West Coast source as having come from DOC was type approval testing 220 gear for CB use. An immediate investigation by the Federation revealed that DOC has no knowledge of any request for type approval of such equipment.

Furthermore, it was learned that DOC has written to the FCC expressing its concern in the matter of the proposed use of 1 MH/z of the U.S. 220-225 MH/z band for the Citizens' Band in the U.S.

This unilateral decision by the FCC would go against International agreements and would cause difficulties in border areas. It is understood that both Canadians and Mexican DOCs have written to FCC on this matter.

Credit - The Canadian Amateur

"ONTARS" Net Second Anniversary

On 8 January 1974, the RSO sponsored service net ONTARS celebrated its second anniversary.

Originally designed to provide an outlet for the expanding group of blind and disabled Amateurs, ONTARS was an overnight success.

ONTARS presently meets on 3755 KHz daily from 7 a.m. to 6 p.m. and provides Ontario Amateurs and others with a single meeting place to hear

weather and road reports and to arrange QSOs or the passing of traffic off the net frequency.

Credit - VE3DV, Amateur Radio Nes.

Larry Kayser VE3QB who was given the well-deserved ARRL Technical Merit Award, in a marathon two or three days of non-stop work, rescued Oscar 6 from an early demise in December 1972, and knocked together a control station in Ottawa when the "bird" ran wild and access to the U.S. control site was foiled by bad weather. His award also reflects credit on those other Canadians and Canadian firms who came through in a matter of hours with the needed bits and pieces which would normally take days or weeks to get. Oscar 6 is currently being largely controlled by an automated system built by VE3QB in Ottawa. As well, he is building, with the help of other Amateurs the 435 MHz beacon for Oscar 7, and operated the Division's ten meter beacon, VE3TEN.

Credit - The Canadian Amateur

Howie Cowling VE3WT, St. Catherines, has accepted the position of Vice Director of Can. Div. ARRL to fill George Spencer's unexpired term.

Credit - The Canadian Amateur

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REPEATER NEWS:

The date for the exchange of input frequencies between VE2CRA and VE3STP is changed to May 5th, due to the need for the repeater for Miles for Millions on May 4th.

VE3PBO the new Peterborough repeater 34/94 is now in full operation.

NEW EQUIPMENT:- The Micro-Mem V

- * * * -

A calculator style revolutionary CW message generator with two memories. The unit, unlike others, does not require an external electronic keyer. It is unique in its method of programming. This is achieved by keyboard entry of code elements, the dot, dash, and space. These elements are produced by a built-in micro-programmer which also inserts automatic spaces after each dot and dash. Ideal for use in DX Contests, Field Days, and Traffic Nets. Further information available from A.C.S. Ltd., Box 11185, Station H, Ottawa, Ontario.

- * * * -

DID YOU KNOW?

- * that the original distress signal consisted of the letters CQD "Come Quick, Danger"? It was used by John George Phillips at the loss of the S.S. "Titanic", April 15, 1912.
- * that the distress signal, commonly referred to as "SOS", is, correctly speaking, a character consisting of three dots, three dashes and three dots - it is not a group of the letters SOS? The character was developed as a distinct signal which would not easily be confused with other signals, and yet at the same time be very distinctive.
- * that the I.T.U. prohibits the assignment of call signs containing combinations of letters and/or figures likely to be confused with distress signals?
- * that, in professional communications, the Q signal "QRT" is seldom used except in distress incidents as a command to other stations to cease transmitting? It does not mean "I am going to stop transmitting" or "I am closing my station".

Art VE3ZS

THE FIRST "S O S"

Few would know what we were talking about if we mentioned the early calls "SOE" used by the Germans in 1904, or "SSSDDD" used for a time in 1902/3, or even "CQD" that the Marconi Company adopted in 1904.

It may be recalled that in 1904 the American Lightship "RELIEF" wirelessly the simple word "HELP" and the crew members were rescued. The signal "SOS" was not actually used, according to most accepted records, until Aug. 11, 1909 when the American ship SS ARAPAHOE of the Clyde Line - Operator Ted Hauber -, called "SOS" when disabled off Cape Hatteras and was hopelessly drifting towards Diamond Shoals. Even as late as 1912 when the TITANIC sunk, there was confusion, so Phillips sent both CQD and SOS.

CC33V Credit - Society of Wireless Pioneers,
1973 Yearbook.

- * * * -

THE SINKING OF THE TITANIC

Captain Smith of the new 66,000 ton White Star Liner TITANIC, walked down the port side of the Boat Deck to the Wireless Shack.

"We've struck an iceberg," he said, "You'd better get ready to send the call for assistance."

He left for a few minutes, then returned and said, "Send the call for assistance." He handed First Operator John George Phillips a paper with the TITANIC's position, and at 12:15 AM Phillips took the headphones from Second Operator Harold Bride and began pounding out the letters "CQD" followed by "MGY", the TITANIC's call sign. Six times over, the signal rasped out into the cold Atlantic night.

The silence in the wireless shack was broken only by the blast of the wireless spark as Phillips rapped out the desperate call and copied the answers of vessels somewhere off in the night. Answers came from the German FRANKFORT, the Canadian Pacific MT. TEMPLE, the Allan liner VIRGINIAN, the Russian tramp BURMA, and eventually the CARPATHIA, only 58 miles away, which turned and steamed hard to the rescue. The TITANIC's sister ship the OLYMPIA was 500 miles away. At 12:45 AM Phillips switched to SOS at Bride's suggestion.

At 1:25 Captain Smith dropped in to advise that the power was failing and the ship couldn't last much longer. At 1:45 the water reached the engine room and soon the forward well deck was awash. At 2:05 the Captain entered the wireless shack for the last time. "Men, you have done your full duty; you can do no more. Abandon your cabin."

Phillips stuck to his post, urging the rescue ships to hurry.

"You look out for yourselves," said the Captain, "I release you."

But Phillips, completely absorbed, remained hunched over the key.

At 2:10 AM Phillips was still struggling to keep the set going with the failing power. The ship, far down at the head, and the stern rising, was at a precarious angle. When the waves washed over the bridge, the ship went into a horrible vibration as she struggled in her death throes. As she began her slide to the bottom, the operators cleared out. Phillips disappeared aft and Bride went forward. When the TITANIC made her death plunge, Bride swam clear of the massive whirlpool in the 28 degree water and clung to an overturned lifeboat until rescued.

John George Phillips was never seen again.

...From various sources including "Wireless Pioneer," "SOS to the Rescue", and "A Night to Remember". Stan VE3DQ

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ARCOVERS:

Hugh VE2WM and his XYL Kathleen VE2DKZ have left for Toronto where Hugh became a DOC R.I. ---Bob VE3CDG and family hopped a jet for Hawaii Mar.16 ---Gord VE3EKS has moved to a 14 acre antenna farm near Richmond---Doc VE3LC (Ex BDO) has his pre-war call back---ONTARS net had a call-in of 678 stns Mar.17--- All for now. 73 de VE3GUV, VE3HAT, VE3DQ---