K9YA Telegraph

Robert F. Heytow Memorial Radio Club

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Flight of the Southern Cross

Kingsford-Smith and Crew Cross the Pacific - Part I

Philip Cala-Lazar, K9PL

In June of 1928, little more than a year after Charles Lindbergh's now legendary transatlantic flight, a Fokker F.VIIb-3M tri-motor monoplane, *Southern Cross*, crossed the Pacific Ocean from Oakland, California to Brisbane, Australia on a 7,400-mile flight. Where many previous attempts had failed disastrously, this was the first to succeed in crossing "the full sweep of the Pacific."

This was accomplished with no little thanks to the advanced radio set aboard and the efforts of amateur and commercial radio operators. It was another record-setting flight in an era of record-toppling flights. Whereas Lindbergh made his 4,142-mile non-stop flight from New York to Paris flying a single-engine Ryan monoplane sans *any* radio gear, the four crewmen aboard the *Southern Cross* enjoyed the benefits of three highly effective transmitters and receivers.

"…highly effective transmitters and receivers."

The *Southern Cross* had a complex and interesting genesis. The big Fokker tri-motor monoplane began life in 1926 as Sir George Hubert Wilkins (*K9YA Telegraph*, March 2010), Antarctic exploration aircraft *Detroiter*. *Detroiter*, a Netherlands-built and U.S.-reassembled Fokker, was the outcome of Wilkins's quest for a larger aircraft with more range than his Fokker VIIa-3M. Following a crash, *Detroiter*'s wing was replaced with the wing of another of Sir Hubert's aircraft, the single Liberty engine Fokker F.VIIa, *Alaskan*. *Southern Cross* was powered by three 300 hp Wright Whirlwind J-5C, 9-cylinder radial, air-cooled engines that offered a top speed of 129 mph, cruising speed of 111 mph and a 14,400 ft. ceiling. Only after the flight's completion did the sponsor's name become known, he was "…G. Allan Hancock, Los Angeles capitalist…" and yacht enthusiast.

Aboard the 47 ft., 7 in. long aircraft was installed what was claimed to be the most advanced, purpose-built radio set yet conceived. Designed and built by Ralph M. Heintz, 6XBB, of the Heintz & Kaufman Tube Company (*K9YA Telegraph*, January 2010, p. 6), it was much discussed and celebrated in both amateur and non-amateur magazines. Heintz emphasized that nine years of experimentation preceded its development.

Southern Cross, KHAB, was equipped with three aluminum-encased transmitters: shortwave, longwave and emergency that altogether weighed less than 100 pounds. They were built "sturdy enough to withstand the terrific vibration of the air machine and to provide great transmitting power in [sic] small space."

The tuned-plate, tuned-grid shortwave rig employed a UV-211 tube outputting 50-watts on 33.5 meters (8.9 MHz); it weighed eight and one-half pounds. This was linked to a 26-foot phosphor-bronze trailing wire antenna itself trailing a spring-loaded weight or "fish" to pull it from the storage reel. Spring loading was added to prevent the all too common loss of fish when traveling at high air speeds. An additional layer of antenna security was offered by a novel antenna reel that ran "…out [no] more than one-half inch of the antenna at a time" as determined by the operator.

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Inside This Issue...

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Conversational CW

Jeff Goodspeed, KA9S

Jeff's Cootie Key (sideswiper), built by Joe Medsker, K8LKC

CW is talking. This is a stumbling block for many who "know" CW but never use it to hold conversations. I find there are three primary camps of CW operators. People tend to adopt one, two, or all three of them:

Contester, DX'er, Ragchewer

(Traffic handlers are a fourth group. They usually make good ragchewers too, but they are not that numerous, and are not included in this line of reasoning, sorry guys.)

Contesters and DX'ers are competitive, aggressive hams who want to win. Both of these specialties require great skill. The top performers are able to conduct CW contacts at high speeds under great pressure and rough, crowded operating conditions. Who can say these "Big Guns" don't represent the pinnacle of CW operators? Yet I find many of these high-speed big guns fall flat if you attempt to hold a simple CW conversation with them. They have the skill to make quick contacts exchanging predefined information in a specific order, but do not fare well with the unstructured, unpredictable nature of a casual conversation. You may encounter a contester easily cruising along at 35-wpm, but if you try and strike up a conversation with him at that speed, you will often hear him slamming on the brakes, and slowing down to something around 20-wpm. Even then, he is likely to end the conversation quickly after he has failed to copy your comments and exhausted his normal list of safe topics.

> *"CW is talking."*

Holding a conversation using CW is its own skill. A skill that is not as appreciated as it should be. It is a non-aggressive endeavor, and no one has to be vanquished in the process. In fact, the opposite is true. Everyone involved has to be accommodated for the CW conversation to succeed. A person who technically knows CW does not, by default, know how to conduct a CW conversation. There are additional skills that must be learned and mastered before one can comfortably proclaim they are fluent in conversational CW, a.k.a., ragchewing.

A CW conversation is like writing a letter in "real time." By this I mean the sending station has to formulate something worth saying, convert it into Morse code and send it out at the rate/rhythm of the code speed being used. They cannot "type ahead" (unless they are using a keyboard keyer). We call this multi-tasking, and it does not come without practice. I think of it as typing out each character of a word, a sentence, a conversation; I am composing "on the fly," one character at a time to the rhythm of a metronome. Then I have to add the proper spacing between letters, words and sentences to make it readable. Doing this puts a lot of pressure on a person if they haven't first put in a lot of practice first.

Receiving a CW conversation is also more challenging than running a contest contact or bagging a DX contact. In both of these cases, the other station sticks to a predictable predefined set of information delivered in the same order (RST, QTH, OP, serial number, etc.). The receiving operator can anticipate what will be sent next. This is a great advantage in decoding what is heard. In a CW conversation the receiving operator has no idea what is coming next. Everyone has something different to say and a different way of saying it. This forces the receiving operator to copy everything, all the time, without any hints as to what is coming next. Again, this puts much pressure on operators who haven't first put in a lot of practice.

It can be embarrassing for the receiving operator inexperienced in conversational CW who finds himself panicking part way into a ragchew QSO. The CW that seemed familiar and predictable is suddenly throwing unknown words and phrases at him, and the world just seems to "lock up." What excuse can he have for this? He just finished breaking a DX pile-up at 30-wpm and is now choking at 20-wpm? Sending can be as much a problem. Staring at the key hoping *it* is going to come up with something worth saying. He never gets tongue-tied on phone.

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To make life easier, the operator who is not comfortable conducting a CW conversation tends to make the conversation more predictable. The operator sticks to a predetermined set of topics in a predictable order (cookie-cutter QSOs). The conversation goes something like this:

K4PPP DE W8YYY FB OM UR RST 589 589 QTH / MI / MI / NAME / JOHN / JOHN / WX IS CLOUDY AND COLD 43 DEG RIG IS KENWOOD TS-570D RUNNING 100W ANT IS A G5RV AGE IS 58 ES BEEN A HAM 42 YRS HW CPY? K4PPP DE W8YYY K

This makes sending easier because the operator does not need to come up with new material to speak about and can focus on the technical side of generating Morse code. It makes receiving easier because the other operator can predict what is coming next making Morse code decoding easier.

It Makes the Conversation Boring

My personal un-favorite is the weather report. I have a computer. I have a television. Both get the weather channel. I didn't set up an expensive radio station and contact a new person with unique life experiences to get the weather report from "QTH / MI." Unless you are being hit by a tornado or your house is being washed down a hill by a flash flood, while you are talking with me, I really don't care to hear about the weather.

I don't mind thinking of cookie-cutter comments as background information for further conversation. But all too often the QSO starts and ends there. I try to extend the conversation into new topics. This often prompts the other operator to claim the XYL just called and he must QRT—what a waste. I can understand why someone who never explores beyond the cookie-cutter format would eventually grow bored with CW and quit, or, move over to more exciting CW activities such as contesting or DX'ing.

"…feeling like a 'Big Gun.'"

Hams who are new to conversational CW and want to experience the fun need two additional skills. They are: greater proficiency in sending and receiving Morse code, and general conversational skills. Time on the air will take care of the Morse code proficiency issue. Just keep making CW contacts (non-cookie-cutter QSOs) and your CW proficiency will build. The vast majority of CW ragchewers will be happy to QRS to whatever speed makes you comfortable. There is no reason to be embarrassed asking a speed demon to "please slow down," even if you are answering his high speed CQ. We have all been where you are now. We all started out slow. All of us. No kidding. We get it. It's OK.

Conversational skills are the harder part. There is no absolute here. I'm not sure I can cover it properly or can lay claim to being "top-notch" myself. I can only give my view here and a couple of tidbits of advice. You could take a dozen people who have a common experience, ask them to describe it to you, and you will get the story told in twelve different ways. None of the stories will be "wrong," but some will be more interesting to listen to than others. Those are the people who are good at conversation.

VIBROPLEX© Bug

I talk to people like I have been talking to them all my life. I don't assume they know anything about me, but I do act like we are already best friends and just catching up on things that have happened since our last chat (even though it may be our first QSO ever). I listen for clues as to what may be unique about the other operator, and then ask a question about that unique aspect. I look for common interests (ham radio itself is an obvious choice) or ask what other hobbies they may have. I bring up anything unusual that has happened to me in the last week or two. If it doesn't spark any interest on the other end, I let it go and try something else. I don't go back farther than two weeks because the conversation takes on an "autobiographical" flavor (boring). I keep very short notes in my logbook about the unique things I have learned about someone. The next time I talk with them, I look at the notes and bring up the ones that weren't completely covered the last time we talked or those projects that may have progressed. Oh yes—religion, politics—you know better don't you?

I find it very rewarding when I sense the other operator easing out of the cookie-cutter mode. It is gratifying to me when he energetically launches into some topic he is genuinely interested in. The conversation takes on a momentum all its own. These QSOs generally runs out of steam about an hour later with the other ham telling me what a great QSO it has been. They often seem surprised that they could hold an hour-long QSO and have fun doing it. I do it all the time. This is my way of feeling like a "Big Gun." ■

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Satellite Communications

How to "Work the Birds" for the Rest of Us - Part 1 of 2

Paul Ross, W3FIS

W3FIS's Portable Satellite Station

OK, I got the "bug" at our club's winter field day last January. Here is this deranged fellow out in the parking lot with a camera tripod, a weird looking antenna, a couple of HTs, tape recorder and headphones freezing his backside off. Within an hour, he had logged quite a few contacts.

I have worked almost every aspect of ham radio over the last 50 years (yes!) and recall, as a student in college, listening to passes from the Russian Sputnik satellite. From those recollections, I somehow was convinced that satellite reception was going to need a very sensitive receiver, and an "antenna farm" that would surely get my neighbors quite upset.

Well, that demonstration in the parking lot put that concern to rest. A little mental inventory showed I had a decent camera tripod; two little used HTs (two-meters and 70-cm), and the requisite mechanical skills to put things together. All I needed was an antenna. After a little research, I settled on the ubiquitous "Arrow" antenna that combines two-meter and 70-cm. antennas in the same device, with an optional diplexer.

> *"…nice big rubber bands…"*

Since I had two suitable HTs, and my buddy suggested "full duplex," i.e., able to receive and send at the same time, I opted not to get the duplexer at this point. In addition, the Arrow diplexer would fit inside the boom, right where I wanted to drill some bolt holes for mounting things. I later opted for the MJF diplexer, bolted to the radio bracket.

Before I committed a lot of time, effort, and money, and being a good engineer in a previous life, I wanted to run a "proof of concept" test. I broke out my best HT whip, quickly programmed my Wouxun HT for AO-51, checked for the next pass, and headed for the backyard with compass and watch in hand.

Whee! Up it comes on time, with a real pile-up of people using it. I suspected that with the whip antenna I was going to have a lot of trouble working the "bird," even though I heard a number of people announcing they were "handheld." Houses surround where we live and there are other obstructions, so I need a fairly high pass for good reception.

The Internet is your friend on such projects, as is your local hardware store. I wanted to construct a satellite radio system with maximum flexibility for all sorts of experimental stuff, including using the antenna for emergency communications, if desired. We live in a quite rural area in southern Delaware, so some gain in the antenna system would be a good thing for emergency deployments.

Off to the Internet again where I ordered the Arrow antenna and a couple of BNC/BNC jumper cables. The HTs (Yaesu VX-170 and VX-177) are fitted with SMA connectors, so I needed BNC to SMA adapters.

A week or so later UPS delivered the antenna, which I assembled in the middle of the living room to the XYL's dismay. While awaiting the antenna's delivery I went to the local hardware store–careful not to share with the clerk what I was up to. I purchased a length of aluminum angle, bolts of various sizes and tubes of good epoxy resin. I wanted to make the mounting frame rigid as possible. Some small pieces of pine from my workshop's scrap bin acted as spacers between the radio support "rails." The local marine supply house (I live on the Atlantic shore in Delaware) had nice big rubber bands (to hold what manner of fish, I have no idea) to help me secure the HTs to the frame. A piece of foam padding, from the local upholstery shop, was used to avoid scratches.

In addition, I had downloaded as much information as I could on the "easy to work" FM satellites: AO-51, SO-50 and AO-27. Of course, you have to know where they are at any given time. For that I used the satellite-tracking program from the Ham Radio Deluxe suite (which can be run as a "stand alone") and an application for my 'Droid smart phone, HamSatDroid. More about using those later.

There are some very helpful amateur satellite news groups on Yahoo offering a wealth of useful informa-

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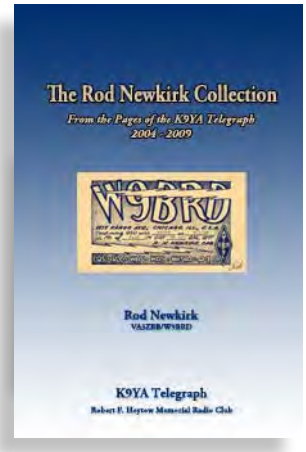
The Rod Newkirk Collection

From the Pages of the K9YA Telegraph *2004 - 2009*

Reviewed by Terry Fletcher, WAØITP

This 104-page book (ISBN 978-1-4583-6939-0) is a collection of articles by Rod Newkirk, VA3ZBB/W9BRD, written for the *K9YA Telegraph*. In these articles Mr. Newkirk chronicles amateur radio operators he has known, many personal experiences and some ham radio history. This book has to be the most entertaining $7 value in ham radio reading material.

Rod Newkirk is well known not only for his *Telegraph* articles, but also because he was the ARRL's DX Editor, writing *QST*'s "How's DX?" column for 25 years. He is credited with coining the term "Elmer" in a 1971 *QST* article. Additionally, he is the recipient of a 55-wpm award and is a member of *CQ* magazine's CQ Amateur Radio Hall of Fame.



This collection of 47 short stories includes titles such as "My Accidental Beam," "Morse Code Magic," "Running Forty Kilowatts-Legally," "Bailey's Barn," "The Beer Can Rumble" and other tantalizing titles.

Rod tells all his stories in an easy reading, pleasant and comfortable, self-effacing style. No sterile theoretical pontifications here, these vignettes are about real people and real stories with whom we all can identify. Philip, K9PL, editor of the *K9YA Telegraph*, says it much, much better than I can in this quote from the book's foreword, "Within these pages you will find wit and humor, drama and pathos, character studies, razor-sharp reminiscence of amateur radio 'Golden Age' and some novel antenna designs."

All are wonderful stories, here are a few of my favorites:

"Beat Me Daddy, Eight to the Bar" A story about high-speed straight key CW; would you believe two-handed 30-wpm?

"The Indoor Sportsman" A four-part series on indoor loop antennas.

"A Tale of the South Pacific" A great story about long-lost ops making contact again.

"From a Galaxy Far Away" A poignant long-delayed echo. Grandparents will love this one.

"Morse Code Magic" My personal favorite, written by Rod's wife, Betty Broome Newkirk, VE3ZBB. This line provides a glimpse into this splendid story: "It's difficult to believe that what happened in my life could be possible. Cynics will frown, but seasoned amateur radio operators and dreamers will smile knowingly."

Rod Newkirk (center) as Communications Operator for Illinois State Police in 1947

"WAR-CW at 500 WPM" Hams to the rescue.

Rod's amazing recollections, and his skill and ability to write about his experiences in such a genuine manner, make *The Rod Newkirk Collection* one of my all time favorite books.

This little book has the power to uplift the reader and it's on my coffee table, in full view, where it receives much well-deserved attention. ■

Buy the Book...

The Rod Newkirk Collection: From the Pages of the K9YA Telegraph 2004-2009

Click **HERE** to purchase Rod's book from the *K9YA Telegraph* print collection.

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The 600-740 meter (499.6 kHz to 405.1 kHz), transmitter was used to communicate with ship and shore stations. Its 200-foot antenna exited via a Bakelite tube through the fuselage and it, too, sported a spring-loaded fish. This antenna was used both for receiving and transmitting on longwave and monitoring shortwave signals.

The waterproof emergency transmitter was also tuned to 600-meters. Heintz claimed this transmitter "…could operate underwater for eight hours." It had its own 200-foot long hydrogen balloon-lofted antenna.

Aladdin Generator

The aircraft's three receivers, shortwave, longwave and beacon shared a "common audio amplifier."

Powering all this radio gear were two wind-driven generators mounted on either side of the fuselage in duralumin "eggs." The generators, manufactured by Aladdin, were "dual type, having two generators in one," and ran at 2,000 to 4,000 rpm.

Chicago Daily Tribune, May 31, 1928
U.S.-AUSTRALIA FLYERS
PLAN TO HOP OFF TODAY

The four-man crew of the *Southern Cross* comprised two Australians: Royal Flying Corps veteran pilot, Capt. Charles Kingsford-Smith, commander, and commercial aviator and WWI Anzac veteran, Charles T.O. Ulm, relief pilot, and two Americans: USN (ret.), Lieut. Harry W. Lyon, navigator, and USN Chief Radioman (ret.), James Warner, radio operator. They planned to depart Oakland airport for Wheeler Field, Honolulu, June 1 on the first leg of their journey to Australia.

"…duralumin 'eggs.'"

June 1
FLYERS HALF WAY TO HAWAII:
Plane Strikes Air Pocket; Radio Goes Out

Southern Cross, 1,100 miles out from San Francisco, nearly halfway on its 2,400-mile route to Hawaii, twice temporarily lost radio contact as the aircraft "plunged" after hitting an air pocket. Within minutes a Mackay Radio and Telegraph Company operator reported again hearing the monoplane. This followed soon remedied problems earlier in the flight with faulty reading fuel gauges, wind-driven generators and the short-lived inability to raise the Matson transport SS *Wilhelmina* on 33.5 meters for a bearings contact. Later it was declared that *Wilhelmina*'s part in relaying messages from San Francisco to the airborne crew was "the first time such a thing had been accomplished."

During the flight Warner was kept busy listening to beacon signals emanating from army stations in San Francisco and Hilo, weather reports and "messages from ship and shore stations."

The aircraft was not equipped with emergency gear for a forced water landing, Kingsford-Smith explained he expected the plane was sufficiently buoyant to float "indefinitely" in calm seas and, in rough seas, the wings would be cut loose with a pair of hacksaws and used as rafts. Within the wings were stored food rations and a small still to produce drinking water.

June 2
TELL HAWAII FLIGHT STORY
Oakland to Honolulu, 2,418 mi., 27 hrs. 27 min.

Arriving at Wheeler Field with 130 gallons left of 1,200 gallons at take-off, *Southern Cross* was the "fifth monoplane to make the Pacific Coast to Hawaii crossing." Those 130 gallons were sufficient fuel for an additional three hours of flight.

June 3
Pacific Plane on Runway for Fiji Hop Today

Arriving at Wheeler Field, there followed a 36-hour layover for aircraft inspection, fueling and navigational study. The crew then made a short hop of about 100 miles to Barking Sands, Kauai where it took on additional supplies and, making use of the longer runway, departed for Suva, Fiji Islands, a distance of 3,138 miles. The 1,290 gallons of fuel aboard promised a margin of 200 miles. A stopover at Canton Island, in the Phoenix Islands group, 1,866 miles southwest of Hawaii was planned if fuel consumption was greater than expected.

June 4
SEA FLYERS RIDE OUT STORM

At 1,320 miles southwest of Hawaii and "flying low all day to insure gasoline economy" at 80 mph, *Southern Cross* dodged a storm as one generator quit. Now, flying with auxiliary lighting, their starboard engine "started fluttering." A few hours into this flight all Warner could hear was beacon signals before reception improved sufficiently for two-way communications.

Fort Shafter, Hawaii reported that by mid-afternoon signals from *Southern Cross* were fading to the point of being unreadable. Warner only partially succeeded in sending messages to the San Francisco Examiner's

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"non-amateur" station 6ARD. Despite these problems Warner never completely lost radio contact as he "told to the world the story of their progress, of its speed, altitude, a little generator trouble, of smooth seas, light squalls, luncheon [sandwiches and hot coffee] and 'all the comforts of home.'"

June 5
REACH FIJI; A WORLD RECORD
Kauai to Suva, 3,144 mi., 34 hrs. 33 min.

Southern Cross arrived in Suva having covered the longest leg of their endeavor, 3,144 miles in 34 hours and 33 minutes. The crew was now 5,538 miles into their 7,800-mile trip. They landed at the city's specially prepared Albert Park. The park was cleared of vegetation and overhead wires for a distance of 1,350 feet to provide a suitable runway to land the monoplane.

Just before landing at Suva and reeling in the antenna, Warner telegraphed a greeting to "fellow operators": Southern Cross *is in sight of Fiji Islands now. Seventy-three [best regards to all operators.] I guess I'll reel in now. 30.*

Taking on additional supplies, the Fokker departed Naselai Beach, again making use of a longer runway, 16 miles from Albert Park, for its trip to Brisbane.

June 6
PACIFIC FLYERS' NEXT HOP IS OVER NEST OF TYPHOON

Now 5,562 miles from Oakland, the fliers have 1,795 miles to cover before reaching Brisbane. In the article, this area of the Pacific was poetically described as located where the "…typhoons have their nests…" and where "…volcanoes make and destroy islands…."

"Best regards to all operators."

June 8
SEA FLYERS BATTLE STORMS:
Ride Out First; Radio Signals Fail on Second

Encountering the second storm on her way from Suva to Brisbane, *Southern Cross*' radio signal went inaudible. A Mackay operator reported hearing, "Southern Cross XXXXXX," followed by the signal dropping and "the carrier wave whistling sharply as the ship evidently took a slanting downward pitch."

Three news bulletins appended to this article illustrated the competitive nature of aeronautics in this period: Amelia Earhart was off on a transatlantic journey in her Fokker *Friendship*. The flamboyant, non-pilot, Mabel Boll was reported departing Roosevelt Field [as a passenger] in a Bellanca for Old Orchard, Maine. Pilots Lee Schoenkair and Harry Tucker left San Diego for New York in their Lockheed monoplane, *Yankee Doodle*, on their attempt to break the cross-country record.

June 9
SALUTE FLYERS IN AUSTRALIA
Suva to Brisbane, 1,795 mi., 21 hrs. 15 min.

"Enormous crowds" greeted *Southern Cross* as she set down at Brisbane's Eagle Farm Airdrome after covering 7,357 miles. Despite battling a storm that blew them off course and caused a one-hour delay, both aircraft and crew arrived in good order aside from temporary total deafness caused by the motor and wind noise encountered during their long flight. In order to communicate aboard the aircraft they exchanged written notes.

Southern Cross

Kingsford-Smith expected to remain in Brisbane for an undetermined period as the plane was refueled in preparation for its 500-mile jaunt to Sydney.

June 10
PACIFIC FLYERS FINISH FINAL HOP OF EPIC FLIGHT

Southern Cross arrives at Sydney with 7,857 over the ocean miles under her wings. An estimated "200,000 enthusiastic admirers" were on hand to celebrate her arrival.

The Australian government presented Kingsford-Smith $25,000. Prime Minister S.M. Bruce lauded him and his crew: *With indomitable courage and tenacity you conquered the vast ocean spaces and brought nearer to realization a new and important line of aerial communication. We are gratified that you associated with you two citizens of our great sister democracy beyond the Pacific.*

From Washington, D.C., U.S. Secretary of State Frank B. Kellogg's cablegram read: *The bridging of the Pacific by air as accomplished in the flight of the* Southern Cross *I consider one of the greatest achievements of modern times.*

June 24
Southern Cross' Flight Proves Value of Radio: Kept World in Touch with Ship at All Times

Article described the then state of the art radio communications gear aboard *Southern Cross*. Homage was paid to Heintz's masterwork, "The shortwave unit was

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practically 'foolproof,' no adjustments being necessary after its final test before installation."

"Radio has served its greatest service to aviation in guiding four daring airmen safely 7,500 miles from San Francisco to Australia, most of the way over the Pacific Ocean," and *Southern Cross*' radio operator, "To James Warner, radio operator of the crew, fell the lot of clicking out in dots and dashes the dramatic story of their progress." ■

Photos: National Library of Australia

WHAT'S YOUR STORY?

Like what you're reading in this month's *K9YA Telegraph*? If so, you're in good company, as amateur radio operators in more than 100 countries agree with you. Know what else? Hams just like you write the *K9YA Telegraph*. Hams participating in the enthralling lifestyle that is the amateur radio experience.

These operators want to read your story. Evidenced by your feedback and our expanding worldwide subscriber base we know we've hit on a winning formula: YOU + *K9YA Telegraph* = A Great Read. But without your side of the equation, it just doesn't add up.

Not sure of your writing skills? No problem, the *Telegraph's* staff will edit your manuscript. The important thing is to share your story. Remember: "A good story is a terrible thing to go untold."

http://www.k9ya.org/write_for_us.htm

Ham Quips

DICK SYLVAN, W9CBT

THE ORIGINAL CONTEST VOICE KEYER

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tion and helpful people. Like many things in ham radio, your best bet is to do some listening first. Find out just what the protocol is, good etiquette, etc.

The second article in this series will discuss the basics of satellite orbits, software and other enhancements to the system. ■

SERENDIPITY II

Wayne Green, W2NSD

As the editor of *CQ*, I got news of coming special ham events. One, back in 1959, that looked like fantastic fun, was a trip around the world with a ham rig in the plane and stops in 24 countries. Wow, would that be fun!

Two hams were listed as the operators… one my good friend Bill Leonard, W2SKE, of CBS News. Then, a few days later, I got word that the second operator had some health problems. It took me several microseconds to decide to call Bill and throw my hat in the ring. Wow, I made it!

The trip was planned by W8OLJ, the publicity guy for the PurPak Division of the Ex-Cell-O Corporation. They had plants all around the world reconstituting powdered milk and packing it in their cartons, and they wanted to make a film of their operations. They were able to drastically cut the project's cost by getting MATS, the Military Air Transport System, to supply an old C54, which had been used on the Berlin airlift, and a crew, in exchange for the film crew also doing a MATS documentary.

To help the publicity for Operation Worldwide, W8OLJ got Hallicrafters to supply a ham station for the flight. Bill and I were the operators on the two-month, all expenses paid, 28,000-mile trip.

We started from Maguire Air Force Base in New Jersey, with the first stop in Nova Scotia, then Bermuda, the Azores, Scotland, Paris, Denmark, Berlin, Rome, Turkey, Athens, Egypt, Aden, Pakistan, India, Sri Lanka, Thailand, Viet Nam, Hong Kong, Taiwan, Philippines, South Korea, Guam, Wake Island, Hawaii, and home.

I've since made a couple more trips around the world, but none nearly as exciting as that one. Having a ham station on the plane, we were met at every stop by hams we'd contacted, who took pleasure on showing us around… like Cleopatra's famous water catchments in Aden (South Yemen), and an elephant ride in Sri Lanka.

Keep up with me at: www.waynegreen.com, and email: w2nsd@aol.com. Bet you've got some of my old DX QSLs. When I visited VK6RK in Perth he whipped out my card from our first contact, twenty years earlier. ■

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