

K9YA Telegraph

Robert F. Heytow Memorial Radio Club

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Manila to Pendleton, OR—Nonstop

Capt. Marion "Pat" Boling in a Beechcraft Bonanza

Philip Cala-Lazar, K9PL

Why am I going? Well, you get an idea, and you find somebody to back you, and you're off. Capt. Marion "Pat" Boling (1915-2004)

In 1945 as America's aviation industry stood down from its wartime pace, the manufacturers of civil aviation aircraft planned new models to meet the expected peacetime sales boom. Piper, Cessna, Beech, Taylorcraft, Mooney and the rest produced aircraft to supply the needs of business and private owners.

Of this crop of airplanes one stood out as a genuinely new design that broke the pre-war mold in its striking appearance and sparkling performance envelope—the V-tail Beechcraft model 35 Bonanza first sold in 1947. The model 35 sported a 165 hp Continental E-185-1 engine and offered a maximum speed of about 177 mph.

March 6-8, 1949: Capt. Bill Odom, piloting his model 35 Beechcraft Bonanza, *Waikiki Beech*, from Hickam Field, Hawaii to Teterboro, N.J., established the nonstop, single-engine aircraft distance record of 4,957 miles in 36 hours, 1 min., at an average speed of 146.3 mph.

In 1958 another Bonanza, *The Philippine Bonanza*, registration N35U, flown by Capt. Marion "Pat" Boling, a 20-year United Airlines pilot, beat Odom's record by flying 7,090 miles, at an average speed of 155 mph, in a model J-35 Beechcraft Bonanza. His route took him from Manila in the Republic of the Philippines to Pendleton, Oregon.

Boling's model year 1958 J35 V-tail Bonanza featured a fuel injected, 250-hp Continental IO-470-C engine, autopilot and improved instruments; it was one of 396

built. Added for the long distance flight were wingtip tanks that provided an additional 124 gallons for a total of 402 gallons (other sources cite 400 and 401 gallons) of fuel. N35U's take-off weight was 4,964 pounds. Upon landing in Pendleton there were 11 gallons of fuel remaining.

Beech Aircraft Co. sponsored the flight, paying expenses plus \$1,000 for reaching Seattle and \$10 for every mile past Seattle.

For communications Capt. Boling, not himself a ham, enjoyed the benefits of amateur radio to keep in touch with his family and the rest of the world. His friend, Dr. Robert "Smitty" Smithwick, W6JZU, was Capt. Boling's liaison with the amateur radio community. W6JZU was instrumental in assembling a relay of amateur operators deployed on islands spanning the Central Pacific Ocean. W6JZU (now W6CS) and Jean Gmelin, W6ZRJ (SK), coauthored the June 1959 *QST* article, "Ham Radio Aids Nonstop Flight" wherein they reported amateur radio's role in Capt. Boling's adventure.

Island Hopping West

On his westward, island hopping, flight to Manila hams linked Capt. Boling and his family. July 14,

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"Island Hopping West"

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The Elmer Letters

The Elmering Relationship of a Mid-1950s Novice: Part III

Cliff Cheng, Ph.D., AC6C



The next step after the Novice was the General. By official FCC policy, Novices were to earn the General, not the Technician. The Tech was considered an experimenter's license for those interested in technical experimentation on VHF and UHF. The "classical" Tech license had the same theory test as the General but only required 5-wpm CW. What is now called the Tech. is actually what other countries call a "Communicator"

license—an easier to obtain phone license. The title "Communicator" license was even proposed to the FCC, but rejected. In one of our other researches into Novice history, www.tedryan.bappy.com, we interviewed a former Novice (now an Advanced) who noted he and his fellow Novices were very competitive. Being first to earn the General was the goal in their peer group. Anyone who settled for a (classical) Technician was considered a failure in their cohort. The Tech was considered a consolation prize for hams who could not meet the requirement to pass a 13-wpm code exam.

See: December 17, 1956 letter, page 3

On the final page of the December 17, 1956 letter Howard writes, "You'll be out after the DX no doubt." Traditional ham radio was HF-centric. The assumption is hams want to work DX. Notice Howard shares his excitement of working DX in each letter. Before cell phones, email, social networking, and free VOIP long distance calls to anywhere in the world, hams were the only average citizens who could communicate long distance without making very expensive phone calls or waiting for snail mail. Ham radio was special then. In Dick's era hams valued their privileges and communications capabilities.

Now, most new hams' first rig is a HT they use to talk to local hams via a FM repeater. They quickly realize the limitations compared to their smart cell phones, become bored and never get on HF.

On January 28, 1957, Howard responded to Dick's letter about building a beam antenna. Many hams in the 1950s built their own equipment, particularly high school students with limited resources. Improving one's station was a major preoccupation for the serious radio amateur in the Novice Era. Contrast with today's shack-on-a-belt hams: hams whose whole station is an HT(s) on their belt. The criticism is not over what one is able to buy or not buy. It is over the shack-on-a-belt hams' unwillingness to learn and improve. Shack-on-a-belt hams counter if learning how-to-program and use a radio, or that an external antenna will improve their signal, then how come the FCC did ask me this question on the Tech test? Note that serious radio amateurs

like Howard and Dick are willing to do what it takes improve their stations and their signals. They do not fault the FCC for not asking what is required to improve their stations and their signals. They go learn what the problem is, they humbly ask elmers for solutions, they develop skills necessary to carry out the solution, if they can not afford to buy something they improvise and

scrounge. In the end they engage in continuous improvement to improve their signals, skills and knowledge.

Howard instructs Dick about building a 10-meter vertical and antenna coupler.

See: January 28, 1957 letter, pages 6, 7, 8, 9

Getting the General meant a new set of technical and operating problems that had to be solved to get on the air and have fun. An elmer was still needed!

See: March 19, 1957 letter, pages 1-5

*"Dick, K6RAH,
and Howard,
K6EDA"*



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The Boy Electrician

And Other Strange Tales

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Paul W. Ross, W3FIS

Everybody has a story about their early experiences in electronics and ham radio. Permit me to share mine. I was digging through some old books and papers the other day as part of my eternal quest to straighten out my office and ham shack. The XYL said something to the effect that, “No way am I going to come into that room until you clear up some of the clutter.” In the corner of a bookcase, I ran across a rather interesting book, and a marvelous letter. First, the “back story,” as they say in the newspaper business...

Right after the Second World War, before Howard E. Anthony started to market his amazing Heathkits, a few enterprising individuals tossed together piles of surplus parts and started to market kits for the home experimenter. I had the good fortune as a small boy to get the gift of such a kit—a nice broadcast band receiver kit using a 1D8GT (triode, diode, pentode), with the triode as a plate detector, and the pentode section as an audio amplifier. With a lot of help from my father and an antenna draped out of my bedroom window, I was good to go. Using my meager allowance, I quickly ordered up a pair of “high impedance” headphones from Allied Radio in Chicago for \$1.30 plus postage, as the single earphone provided with the kit wasn’t all that sensitive.

In the long run, the headphones weren’t really all that swift, and I wanted a loudspeaker. A trip to the local library, and the layout of some more hard-earned cash for parts ensued. I found a book called the *The Boy’s First Book of Radio*. Before I was done with putting together a nice amplifier with a #30 triode, I borrowed the book about six times. In fact, I used my mother’s library card, as hers allowed me to take out more books for a longer time.

My father got the message, but thought I should have something more general, so I was presented with a copy of *The Boy Electrician* by Alfred P. Morgan. This was full of great stuff from batteries to radios. I had the good fortune to have an indulgent father, who was a chemist by profession, a decent workshop in the basement, and a couple of my father’s friends who would “Elmer” me through the hard parts. I do remember one episode

with one of his friends where my poor soldering skills were painfully brought to my attention. I have since remedied that deficiency!

Well, “fast forward” to the 1960s. I had finished graduate school in electrical engineering, acquired a wife, son, and a job with the RCA David Sarnoff Laboratories in Princeton, New Jersey.

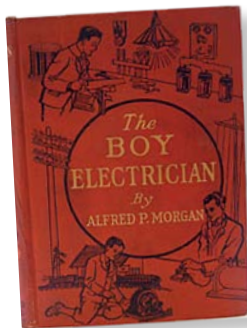
For safety and mentoring reasons, I was assigned an office mate, Dick. In a causal conversation one day, I mentioned how life takes strange turns, and how the Morgan book made such a difference in the professional direction I took. Dick’s eyes lit up at the topic. It turned out that he had lived just down the street from the author, who was still alive. I was so taken by this information that I dashed off a letter of thanks and appreciation to Morgan. Much to my amazement, he responded. The letter is now safely glued inside my copy of *The Boy Electrician*. I have provided a copy for your amusement. I’ve moved the book up to the top shelf.

As to Alfred P. Morgan, more needs to be said. He had three sons, hence the focus on the *boy* electrician. In later editions, before his death in 1972, girls were included in the titles. He also moved ahead into transistors! Other than writing a great collection of books that have likely inspired more than a few hams and tinkerers over the years, he was one of the early pioneers in radio, being a partner in the Adams-Morgan radio company. They produced a wide variety of early transmitters and receivers, using the “Paragon” trade name. Of course, at least of few of them were regenerative receivers and later, TRF receivers with regeneration. I bet those were a “bear” to tune! Three hands are helpful.

Oh yes, how about some trivia? What is the origin of the “Zenith” trade name? It ties into Alfred P. Morgan. Google is your friend. ■



Alfred P. Morgan



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Barrow Amateur Radio Club

A Short History

Bill Wilson, KJ4EX, President, BARC, 2010



Jere Couch, N4DQ, operating the CW station from "Christmas in Bethlehem" Special Event Station.

Cal Neff, K4JSR, and Bill Wilson, KJ4EX, founded the Barrow Amateur Radio Club in 2007. The two are long time acquaintances having worked together in SMT production electronics in the 90s, in addition to sharing a birthday, a few years apart.

Cal sent letters out to all hams in the county, and the club, originally known as The Barrow Amateur Radio Emergency Services Club was formed officially in 2008 with

about ten founding members.

The following two years, 2008 and 2009, were organizational years: ARES, CERT, Skywarn, ham classes, VE Exams and other activities were promoted and club membership grew. Programs at club meetings were planned and presented, and we had our first event, Field Day 2008 in an old Walmart parking lot. Cal, K4JSR, served two terms as club president.

In 2010, Bill Wilson, KJ4EX, was elected president and took the club into second gear. The club name was changed, as "ARES" and "Amateur Radio Emergency Services" in our club name were trademarked by the ARRL. Once the name was changed, the club became an ARRL affiliated club.

We (the executive committee) planned numerous operating events for 2010, including the Georgia QSO Party and Club Spring BBQ, Field Day and demonstration stations at two local fall festivals. In addition, ham classes continued under Cal Neff for Technician, General and Extra Class. Steve Donellan, N5SMD, was lead VE for the club, and as of this writing we have about 12 VEs on the team, and a total club membership of about 50 hams from Barrow and surrounding counties.

The last 2010 operational event was the jewel, a special event station, from Bethlehem, Georgia (in our own Barrow County) prior to Christmas, to celebrate the holiday. Special QSL cards, Christmas lights, cameras, radios, antennas—ACTION! Steve, N5SMD, is our Webmaster and responsible for the streaming video from Bethlehem. Way to go Steve! It was awesome!

All had a great time, and we sincerely enjoyed sharing "Our Bethlehem Special Event" with our radio family for the weekend. We'll be there again next year, a new QSL card, more new operators getting their feet wet, old timers elmering, radios modulating and antennas beaming.

We sincerely hope you all can join us for the Georgia QSO Party, Field Day or one of our 2011 demonstration stations. Steve, N5SMD, is our president elect, and I know we will have another fun-filled year in 2011.

We appreciate the opportunity to share our club story, please feel free to visit our Website and explore: great articles, antenna plans and more. ■

A Very Special Event

Anxiously awaiting WR4BC on CW, I watched as they setup the CW station via streaming video. I heard them say they were starting on 40m, so I tuned to their posted frequency and heard their CQ. I sent "N9BOR" and was quickly answered. I mentioned I was watching them on the Web and Jere, N4DQ, told his fellow club members, I was watching them on live video. He waved to me on camera and it brought a smile to both our faces. A truly special event.



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Gone to Dayton

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Bob Cashdollar, NR8U

It's late January in Ohio as I write this, temperature is around 10 degrees and wind gusts of 26 mph producing a wind chill below zero. There is a light covering of snow on the ground and the weather people on the local TV stations are predicting even more cold and snow in the coming days.

So, naturally for local hams, the conversations at lunches, meetings, and on the air invariably come around to the question, "Going to Dayton this year?"

The Dayton in question is the Dayton Hamvention® held each spring in Dayton, Ohio. Dayton, as all the locals call it, used to be in April, but now is held in May. (The Dayton Amateur Radio Association, the operators of the Hamvention® moved it to May to try and avoid some of the unpredictable Ohio bad weather of past hamfests.)

I started going to Dayton some 30-plus years ago, even before I got my Novice license. In those early years, I didn't have a clue as to most of what I was looking at, but I was fascinated by all this "stuff" spread out in the flea market and inside the arena. My late wife went with me the first few years and she would marvel at the people both inside and outside wandering around. She would sit in the arena and watch the ebb and flow down on the arena floor of the mass of humanity. Occasionally, she would tell me about the madhouse around one of the major radio manufacturers as people struggled to get a hat or a tee shirt. She never could see what was so important about a hat or a tee shirt with the manufacturer's name on it.

After a few years, there came a time when I would mention going to Dayton and she would just kinda smile and tell me, "You go ahead, you enjoy going down there." By this time, I was licensed and had met some of the local hams so we would caravan down or pack a bunch of us into a car for the trip.

Over the years, this turned into going down for the weekend and staying overnight. With a group of ham friends, I've done all the dinners: DX, Contest, QCWA and back when DARA sponsored a dinner, I always tried to make the Saturday night get together. I've spent countless hours in the rain, snow and sunshine walking the gigantic flea market and a lot of time wondering just how I could use that

weird-shaped pipe, box, or whatever, if I listened to the guy selling it and believed I couldn't live without it.

This January as talk turned to Dayton, I got to wondering why I continue to go to Dayton year after year. I can't remember ever buying anything major, like a new radio or some other big-ticket item. My usual purchases are small enough that I can carry them home in the plastic sack they hand out with the Hamvention® programs. I guess I'm a "look, but don't buy" kind of attendee.

So, why do I still go?

Early in my ham career an OT by the name of Otto Geyer, W8EA (SK) and I used to talk about ham radio a lot. These conversations would swing from the technical to the philosophical and cover a wide range of topics.

Once, Otto in a philosophical mood told me:

"You know Ham Radio is a strange hobby, if you really think about it. We sit all alone in a room talking to someone else who could also be sitting all alone in his room."

I've often pondered what Otto said and over the years have come to agree with him. And maybe that's why I go to Dayton year after year.

Maybe all those years ago, my wife had it right. The important part of going to Dayton is the people you see and meet. It must have evolved over the years into how I see and feel about it now. If you really stop and think about it, all that "stuff" is worthless without people to operate it.

I always seem to come back from Dayton with my batteries charged up and ready to get on with my hobby. I guess it comes from rubbing elbows with all the rest of the people who "come into the light" at Dayton after spending a lot of time sitting alone in front of their radios talking to someone else who is doing the exact same thing. ■



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Capt. Boling in Hawaii for a two-day layover, was phone-patched via KH6AHQ to W6JZU whereby he spoke to his family: wife, Joyce, and their three children. July 17, he arrived at Wake Island where KW6CE provided the patch.



Dr. Robert "Smitty"
Smithwick, W6JZU/W6CS

Due to an oversight, permission to continue the flight to Guam had not been obtained from the U.S. Navy. That was rectified via Dr. Smithwick with Capt. Boling informing Beech Aircraft Co. in Wichita, Kansas and Beech requesting clearance from the authorities in Washington, D.C. Clearance granted and papers forwarded by "airline delivery;" Guam was the next destination. At this point in his flight "there was no further direct contact with him by

amateur radio." However, thanks to KG6FAF via a MARS sked with W6JZU, news of Capt. Boling's safe arrival was passed to his family.

On his approach to Manila he was escorted by "four Bonanzas, two Twin Bonanzas, and an F86 jet interceptor (flying gear and flaps down)." Greeting him on touchdown at the airport was a crowd of 5,000.

Great Circle East

Chicago Daily Tribune

July 28, 1958: *BREWER CHILLS BOLING'S GAS FOR RECORD HOP*

Prepared to leave torrid summertime Manila, Capt. Boling enlisted a brewery [San Miguel?] to chill 400 gallons of aviation gas to 15 degrees f. "This will let him get 30 more gallons in the tanks."

July 30, 1958: *Bad Weather Delays Start of Solo Sea Flight*

July 29 and a storm imposes a 24-hour delay of the flight's planned start.

July 31, 1958: *BOLING STARTS SOLO ACROSS PACIFIC TO U.S.*

A gathering of 50 persons watched Capt. Boling leave at the start of his solo record-making attempt. His departure from Manila was reported only minutes later thanks to KG6FAF and MARS to W6JZU.

August 1, 1958: *BOLING PASSES HALF WAY MARK ON PACIFIC HOP*

Flying the Great Circle Route on his return, Capt. Boling radioed as he passed Adak Island in the Aleutian

Island chain. If good weather prevailed he planned to continue on to Wichita, Kansas, home of the Beech Aircraft Co. At the Cold Bay, Alaska waypoint he turned south toward Seattle.

To monitor this return flight, "W6AEW, a United Airlines traffic dispatcher in San Francisco, contacted W6JZU with an offer to help with traffic via various KL7s at Pacific NW Airways stations from Japan to Seattle along the proposed flight path." W6JZU assisted by KL7FLA, located near the North Pole as part of an International Geophysical Year group, arranged skeds with "KL7AZN, Adak; KL7AWR, Kodiak; and KL7BYN, Anchorage." These stations reported Capt. Boling's progress to Smitty and he passed this information to the news services. In addition, these operators gathered weather and winds aloft information that was transmitted to Capt. Boling on "airways frequencies."

Also involved in this Great Circle Route group was K2OHB/KL7, located at Cold Bay where he worked for Northwest Air Lines. He "was able to pick up information from various sources and relay progress reports to W6JZU."

Boling "catnapped and used his plane's automatic pilot as much of the time as possible." To maintain his energy he consumed "dried fruits, canned fruit juice, cookies [Fig Newtons], [and had available] 14 gallons of water..." He also had aboard "...a small Bible given to him by his wife" in which he "...thumbed his favorite Proverbs, e.g., 'The eyes of the Lord are in every place.'"

August 2, 1958: *Lone Pilot Spans Pacific, Smashes Nonstop Records*

Encountering icing conditions over Cold Bay and lacking deicing gear, *The Philippine Bonanza* descended from 18,000 feet to 1,500 feet where icing was no longer a hazard. That maneuver, plus a rough running and backfiring engine "that corrected itself" over the Queen Charlotte Islands, British Columbia consumed enough additional fuel to eliminate Wichita as the final destination.

Arriving on what he called his last "eyedropper full of gas," Capt. Boling touched down at the Pendleton, Oregon airport where he was greeted by his wife, Joyce, and son, Kevin. Of the \$3,140 awarded him for the flight, \$1,000 was earmarked to the Seventh-day Adventists. (Another source indicated all \$3,140 was given to the church.)

Asked why he dared the hazardous undertaking Capt. Boling quipped, "Well, you get an idea and you find

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somebody to back you, and you're off." And, according to a *Time* magazine article, watching Odom's departure from Honolulu in 1949, "Boling resolved some day to better the mark."

The Philippine Bonanza was displayed at the National Business Aircraft Association annual meeting and forum held September 22-24, 1958 in Philadelphia, Pennsylvania.

Following this flight Capt. Boling returned to United Airlines where his career was "marked by many inaugural flights, appearances in media campaigns, and his position of chief pilot for the 747." Capt. Marion Livingston "Pat" Boling died 21 July 2004.

"Those were the best hours of my life. Everyone likes to see his plans come true." Capt. Pat Boling, August 1958.

Thank You

In researching this article I was privileged to correspond with Robert "Smitty" Smithwick, W6CS, coauthor of the *QST* article cited above. Smitty most graciously commented on and added details to this story. In addition, he sent me a copy of the certificate Capt. Boling presented to him and the other amateur radio operators who contributed to the success of his flight.

NEW WORLD DISTANCE RECORD FOR LIGHT PLANES, Capt. Pat Boling, certificate awarded to Dr. Robert C. Smithwick, W6JZU

To Dr. Robert C. Smithwick

Operator of Amateur radio Station W6JZU in appreciation of the valuable service rendered in providing radio communications for Captain Pat Boling. The flight of "The Philippine Bonanza" N35U established the world's non-stop, non-refueled distance record for single-engine airplanes on July 30-August 1, 1958, from Manila to Pendleton, time 45 hours and 43 minutes, distance 7090 miles. In addition, the flight from the USA to the Philippines through the Central Pacific was the first time this had been done in a light plane.

3-10-59 [signed] M.J. Boling

Distance

Total Distance Actually Flown: 7,090 Miles

Official Great Circle Route Distance: 6,856.32 Miles

Over Water: 6,555 Miles

Over Land: 535 Miles

Extra Distance Possible (on remaining fuel): 253 Miles

Total Value of Gas and Oil Used: \$139.85

Total Time: 45:43 Hours

Performance

Takeoff Weight: 4964 Pounds

Normal Bonanza Gross Weight: 2900 Pounds

Average Ground Speed (actual distance): 155 MPH

Average Gallons Per Hour (actual distance): 8.55 GPH

Total Gas Carried: 402 Gallons

Total Gas Used: 391 Gallons

Total Gas Remaining: 11 Gallons

It takes a BEECHCRAFT to beat a BEECHCRAFT!

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Photo - Page 1 Capt. Odom's *Waikiki Beech*. Source: National Air and Space Museum, Smithsonian Institution

Ham History

DICK SYLVAN, W9CBT



HAMMARLUND HQ-100



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Howard instructed Dick how to mount and use a milliammeter in his Johnson Matchbox (“MB”).

Howard made a gift of a phone patch to Dick. Dick often got up between 1 am to 4 am and worked stations in Singapore, Philippines, Japan, Iwo Jima, Okinawa, Australia and New Zealand. He ran phone patches for U.S. military personnel so they could talk to their families. Dick got great satisfaction helping the troops. He had to finish and clean up to make the school bus at 7:30 am.

In the final letter we have, Howard writes Dick on May, 13, 1958 and asks, “Have you given up Radio for “GIRLS?” He says he has not heard Dick on the air and urges him to “get on the ball” and chase DX. Typically, high school age boys gave up ham radio to chase girls instead of DX. We do not know if YL Novices chased boys in lieu of ham radio. The Novice Historical Society Website, www.Novicehistory.org, has only a handful of YL Novice stories. These YL stories are either about SKs (stories submitted by their OMs) or they were beyond their high school years as Novices. We are looking for more YL Novice stories.

Dick did give up ham radio to chase a girl, Doris, whom he met in high school and is still married to! While giving up ham radio to chase girls is typical, it does not have to be the end of one’s ham radio career. Many hams return after a period of several years or decades. They are more likely to come back if they had successful experiences as a Novice and strong and positive elmers like Howard.

Of the 275 (and counting) Novice stories entrusted by hams all over the U.S. to the Novice Historical Society’s Website most were in their early teenage years when they discovered ham radio. They had a sense of wonderment about radio communication, wanted to know how it worked and then use what they learned to communicate with far away places. Their curiosity was directed at elmers who would open up a whole new world for them. Those elmers were more than tech support advisors, the role many elmers now play. Elmers were guides to the exciting world of ham radio.

Future issues of the *K9YA Telegraph* will feature my series of articles on honoring silent keys. While the series is applicable to all SKs, it is especially relevant to elmers. ■

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K9YA Telegraph Photo Contest



K9YA Telegraph subscribers are invited to participate in our first ever photo contest! You may submit photos of anything related to ham radio. Submissions may be either digital or print format. Large, high resolution digital images are preferred. Photographic print submissions will be scanned and returned as long as you provide an SASE.

Entries will be accepted until September 30, 2011. Submissions should include your name, callsign, and information about the image. Up to five images may be submitted per individual. The submitter must be the photographer and own all rights to the image.

Entries may be sent to contest@k9ya.org or mailed to K9YA via their callbook address. Photographs must have never been previously published. By submitting your entry, you grant *K9YA Telegraph* and Robert F. Heytow Memorial Radio Club permission to publish your images as it sees fit, for any non-commercial use. It is our intent to publish winning photographs in a 2012 calendar, to be sold at our cost.

The first prize winner will receive an autographed copy of *HI HI — A Collection of Ham Radio Cartoons* by Dick Sylvan, W9CBT.

Winners will be determined by *K9YA Telegraph* staff. Contest will be overseen by the prestigious law firm of Dewey, Cheatum and Howe. All decisions are final. Celebrity voices impersonated.

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