

VOLUME 53, NUMBER 1, SPARK-GAP TIMES
Spring, 2016

NEW domestic member \$26. (\$10 initiation + \$16 yearly sustaining fee).
NEW International member, \$28 (\$20 initiation + \$18 yearly sustaining fee).

Note that the Initiation fee is a one-time fee to new members. These fees include receiving the Spark-Gap Times via email or via the OOTC website.

Renewing USA members \$16 yearly, \$18 Canadian and foreign. These fees include receiving the Spark-Gap Times via email or via the OOTC website.

If you wish to receive the PRINT Spark Gap Times the additional fee is \$5.00 yearly for USA members, including Life Members, and \$7 yearly for Canadian and foreign members, including Life Members.

Life Membership dues: Under age 70-\$250.00. Ages 70-89 \$150.00. 90 and above—Free. Note that Life Membership dues do not include the print Spark-Gap Times. The \$6 yearly fee must still be paid for the print copy.

ELIGIBILITY REQUIREMENT. You are eligible if you had two-way wireless communication 40 (or more) years ago (eligible on Jan 1 of the 40th year) OOTC recognizes your first two-way communication by CB, Amateur, commercial or military operation. Provide proof if possible. If never ham licensed but had eligible 2-way communication, you may also join.

OOTC wishes to have extended information about each member, activities and background. This information becomes a permanent and important part of your record as a member of OOTC, making it possible for us to publish you life work and experiences. Information is saved in OOTC archives. We would a photograph. Send a biography and/or story suitable for publication in the Spark-Gap times on separate sheets of paper, or via email attachment to our Secretary.

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Introducing our new OOTC vice President, Fritz, WD8E

Congratulations to our new OOTC vice president, Francis “Fritz” Tender, WD8E. Fritz has a very impressive history of service to the Amateur Radio service, including:

- Newark Amateur Radio Association (NARA) Trustee, Newark OH
- Military Affiliate Radio System (MARS) Director Newark Air Force Base (NAFB) Newark OH
- Co-Founder, Past President, and Trustee of the Central Ohio Operators Klub Extra-Novice (COOKEN)
- Board of Directors (BoD) Hopewell FCU, Heath OH
- Founder and Past President Quarter Century Wireless Association (QCWA) Chapter 212 Columbus, OH
- ARRL Volunteer Examiner (VE)
- ARRL Amateur Radio Emergency Service (ARES)
- ARRL Assistant Section Manager (ASM) for Central Ohio

The following history is from Fritz's resume:

"Fritz was born in Washington, Pa where in 1967 he was licensed as WN3IDW, within a year he upgraded and became WA3IDW. Moving to Ohio in 1968 he was issued WB8HII and after upgrading to Extra in the mid 1980s he was issued WD8E, his current call.

As a member and trustee of the Newark Amateur Radio Association Fritz supported many community activities such as teaching Amateur classes at the local vocational school, ARRL Volunteer Examiner, provided communications for Special Olympics, high school band competitions, and community parades just to name a few.

In 1996 Fritz co-found the Central Ohio Operators Klub Extra-Novice (COOKEN) where he performed duties as president and trustee. While under his guidance COOKEN quickly became known as the club that “does things”.

Fritz retired in 2002 from the Department of Defense (DOD) where he worked for the Air Force, Navy, and Defense Logistics Agency. During his 34 year DOD career his duties ranged from Inertial Guidance Computer Repairman for the Minuteman I ICBM (USAF) to Program Manager for the NAVY where he oversaw projects in excess of fifty million dollars. While working for the Air Force he not only earned his master's degree but also was active in the USAF MARS program becoming the Newark Air Force Base MARS Director.

Retirement offered Fritz the opportunity to become more involved in the community. He became a volunteer curator at the Buckeye Lake Museum Buckeye Lake Ohio, and joined the board of directors of the Hopewell Federal Credit Union Heath OH. Learning of his eligibility for QCWA membership Fritz sought out a chapter but soon found that central Ohio had none. This motivated him to found QCWA MID-OHIO Chapter 212 where he served as president for twelve years before stepping aside December 31, 2015." Welcome aboard !!

Troy, W6HV OOTC President

OOTC NEWS

Readers will notice that the number of new members this issue **outnumbers** the number of Silent Keys. This is because OOTC had a booth at the Dayton Hamvention this year. We picked up 11 new members at the show, plus several more who picked up material from the booth and mailed it later. We also had three of the four officers of the OOTC meet at Dayton. The below picture is, from left to right, secretary WB4FDT, Phil, our new Vice-president WD8E, Fritz, and Treasurer W8KNO, Joe, at the booth. This is the first time that 3 officers had gotten together. Other OOTC members who came by the booth included, N4MM, W4SQE, W9DSR, K9IKZ, WB4ZDU and K1CW.

In February the secretary sent all OOTC members a membership notice giving members a chance to pay the sustaining fee, provide email addresses, new addresses etc. It had occurred to me that most of our membership receives the SGT via Email, or receives it from our web site, and never receives any written communication from the Secretary. It would also be easier for your secretary to have all sustaining members have their membership expire on the same day, rather than throughout the year. Nearly half of the membership responded to the notice in some way, including a number of SK responses from families of members who had passed several years previously. Many thanks!

We need a new Director from the Fifth District. Our former Director, Charles Stanton, W5LBU, is unable to perform his duties. If interested write the OOTC President or our secretary.



W1UBM-Norma Jean Guile Kornacki writes:

I received the OOTC membership update form. I am enclosing a check to include the mailing of the SGT and dues. To update you, I will be receiving my 65 year certificate from QCWA this year. I was licensed in 1951 at the age of 17 and in High School. Not very active at present, but I have an updated station and do get on locally for chats. I was the first YL in South Eastern Connecticut at the time and the local ham club had to update their membership requirements to include his/her as if it had never had a female member before. My OM , Walt, W1YOC (SK) and I met when he was in college and was waiting for his call to be assigned. He received it in 1953. He saw my picture in QST in the YLRL column at the time. Although we went to the same high school one year apart, our paths never crossed.

There are 84 years of continuous ham licensing in my family. My Dad, Woody, W1EBO (SK) licensed 1932, myself, 1951, OM Walt, W1YOC (SK) 1953, Son Jim, KG7E, 1993, Daughter-in-law Laurie, W7LBK 2008, and Granddaughter Leah, W1YOC (has grandfather's call), 2015!.

NEW MEMBERS

#4663, Ronald Mertz, K2POW, Arkulte, NY, first two way wireless 1965, first ham license 1977 as WA2TUD. Lt Col USAF.

#4664, Jan Parker, WA0LST, Kearney, NE First two way wireless 1959, ham since 1965. First licensed as WN0LST. Owned a communications contracting company which constructed high power broadcast stations, and tower maintenance and construction. Still runs a tower business. Active CAP member.

#4666, Cedric “Gene” Pearson, AA8MI, Perrysburg, OH, First two-way communication in 1962. First licensed as N8PCX in 1991. (see more in this issue)

#4667 Richard Sealock, N6GY, Rohnert Park, CA, First two-way wireless in 1970, ham license since 1990. First licensed as WB6QIV. Retired 37 years as a senior communications technician. Active in REACT, RACES and Skywarn. Dad is K6CMS. Member Redwood Empire DX Association, and Northern California Contest Club. ARRL VE.

#4668, Ken Scodova, KE8UR, Elyria, OH . First licensed as WN8CKX in 1971, commercial license in 1969.

#4669, Lee Barrett, K7NM, West Point, UT. First licensed in 1965 as WN0LXM. Other calls; WA7HDD, WB2UKO, PA9PA, VP2MLB. Vice President, Research and development, Fresenius Medical Care.

#4670, Jay Schwartz, WB8SBI, Huntington Woods, MI. First licensed in 1974 as WN8SBI.

#4671, R. James Wennblom, K0HW, Elk Point, SD. Licensed in 1961 as WN0ARZ, later Wa0ARZ and ON9CFK.

#4772, Bruce Streger, WB2ADF, Farmington NY First licensed in 1962.

#4673, Vincent Weal, K4JC, Grant-Valkaria, FL. First 2-way radio experience in 1976, first ham licensed in 1978 as KA3ALC. Assistant Section Manager of the South Florida section, a Volunteer examiner, and holds 8BDXCC, 5BWAS, WAZ, WPX and many other awards.

#4674, Robert Littler, W9DSR, Aurora, IL, First licensed as WN5PSH in 1966.

#4675, David Gent, W5QZ, College Station, TX. First licensed in 1969 as WN5ZRB.

#4676, Larry Horne, N2NY, Lancaster, PA Licensed in 1951 as KN2ABA. Operated from W1ZZI at St. Marks School in Southboro, MA , 1951-5 and as 3A2BC Monaco in 1953. Also operates from Bethany Beach, DE and Sea Island, GA.

#4677, John “Doc” Bechtoldt, WB9FHL, O'Fallon, IL. Licensed in 1970 as N9FHL

#4678, Pete Varounis, NL7XM, Easton, PA. Commercial radio 1970, first licensed in 1982 as KB4AXD. Pete is a QCWA National Director, and the official QCWA call sign historian. Pete also assigns custom call signs (unofficial, of course) used in the Tim Allen TV Comedy, “Last Man Standing”, He also runs a 50.075 3-watt beacon and is a life member ARRL and QCWA.

#4666, new member Cedric Pearson AA8MI writes;

I have been fascinated by wireless hardware, propagation and DX communications since boyhood. It began in the mid-1950's when I experienced curiosity over the innards of the AM radios and also discovered that I could hear distant domestic MW AM stations after sunset which I could not hear during the day. I began keeping a log of what I heard. In 1957 I saved up enough money (\$17A) to order a Knight Kit Space Spanner from Allied Radio in Chicago. Mr. William Haywood, K4ATG mentored me in building the kit. It was finished in March, 1958 , the peak of Solar cycle 19,m and I immediately became an avid listener to hams on 20 meters and to international SW broadcasting stations.

Over the decades I graduated to better and better receivers. The National NC-60, and Hallicrafters SX-110, and in the 1980's I purchased several R390A military surplus HF receivers. I also purchased an HP signal generator to re-align their RF and IF circuits and I refurbished them cosmetically.

In the late 1980's I learned about the QRP movement in amateur radio and decided that I

must finally pursue my ham ticket and join the QRP CW fraternity. I made my first amateur contact on August 27, 1991 as a general class ham running 400 mW on 14.060 Mhz from a \$30 Ramsey electronics crystal controlled, 4 transistor transmitter kit into a sloping 20 meter half wave dipole up 25 feet. At the other end was VE7GAJ on Vancouver Island. As of this writing I have confirmed 159 DXCC entities using 5 watts or less CW and simple wire antennas. I also have ARRL WAS endorsed for QRP, CW and 20 meters, all accomplished with 400 mW.

In the 1980's I also became a student of the history of wireless inventors and inventions, and of the history of broadcasting and amateur radio. I have accumulated a modest library on these subjects.

During the 1990's I had CW QSO's with seven amateurs who were first licensed in the 1920's, Leo Servary, W4FRL, Carl Wiehe, W8MFP, Prose Walker, W4BW, Alvin Unruh, W9AWP, Dick Travers, VE3MFJ, Francis Walton, W9ACU, and Dick McNutt, W8CAT. The QSL's from these pioneers in amateur wireless are among my most prized possessions. So while I am clearly not a wireless pioneer myself, I have great respect for those who were, and I am moved by some of the same passions that moved them. Cedric Pearson, AA8MI #4666.

SILENT KEYS

#1954, Robert Raymond, W0GQN, Aurora, CO. Licensed in 1931 as W9GQN. (SK 2010)

#2439 Dr. Maurice Sasson, 103, W2JAJ, St. Lucie, FL. Licensed as W2JAJ in 1935. Born in Turkey, he emigrated to the United States and attended medical schools in New York and England. He was an Internal Medicine doctor for 45 years in the Bronx and was on the staff of Pelham Bay Hospital. He was a life member of OOTC since 1983.

#2499, Virgil Barta, W7HTF, 95, Lake Oswego, OR. Licensed in 1939 as W7HTF. Served in Europe during WWII as a radar operations officer with the Army, receiving the Bronze Star and the Purple Heart. His career in graphic arts and sciences included positions with the Rochester Institute of Technology and the Stanford Research Institute. He was an expert in the field of securities protection and fraud prevention, and worked with banks, specialty paper and ink companies and security printing companies. Many of the security features that he created are still in use today. He was a life member of OOTC.

#3109, W. Marlan Smith, 97, W9NQC, Indianapolis, IN, Licensed in 1932 as W9NQC, Chairman of the Board of LaGange Bank and 60-year Kiwanis member. (SK 2013).

#3354 Dave Bell, 84, W6AQ. First licensed in 1951 as W8GUE. Dave was an Award-winning Hollywood producer. An ARRL Life Member and a former chair of the ARRL Public Relations Committee, Bell directed Amateur Radio Today and produced several other ham radio-related promotional videos and films, starting with The Ham's Wide World, a TV documentary filmed in black and white.

Bell also produced The World of Amateur Radio, This is Ham Radio, and Moving Up to Amateur Radio. He directed the Amateur Radio Today video in 2002. The short presentation about emergency preparedness was narrated by former CBS Evening News anchor Walter Cronkite, KB2GSD (SK), written by Alan Kaul, W6RCL, and produced by Bill Pasternak, WA6ITF (SK) and Bill Baker, W1BKR. Bell and Pasternak also created The DIY Magic of Amateur Radio in 2011, and he co-produced The ARRL Goes to Washington, also voiced by Cronkite. Working on his own, Bell filmed videos for the World Radiosport Team Championship (WRTC) events in 2000 in Slovenia (The Ham Radio Olympics) and in 2002 in Finland.

#3475 Kenneth McKee Jr, 84, W3RFQ, Odenton, MD. First licensed in 1954 as W0UUW. Career Airforce. Also licensed as KA2KM (Japan), KR6KM (Okinawa), DL5KM and W5RFQ. He worked as a real estate agent for 20 years after retiring. He was active in the Chesapeake Chapter of QCWA (#20) and was a sorter for the W3 QSL bureau.

#3567 Angelo Diamantoni, 83, W8ERN, Brighton, MI. First licensed in 1949 as W8ERN. Joined OOTC in 1991.

#3600 William Penhallegon, 84, W4STX, Clearwater, FL. First licensed in 1956 as KN9CTD and later as K9CTD and K3BXD. He worked for Florida Power corporation. He was a life member of ARRL and QCWA.

#3767, W. Ernest "Ernie" Bosselman, 92, W1DO, Falmouth, MA, licensed in 1946 as D4AHQ, was in the Army Signal Corps during WWII. Retired from Gibson Engineering company. A member of the Greater Hartford Amateur Radio Association, the Falmouth Amateur Radio Association, and the Yankee chapter of QCWA, (SK September 2015).

#3895 James Golden, 81, K6LM, Sunnyvale, CA, licensed in 1950 as W1SSX. Served in the USAF, graduated with a degree in Frequency Engineering and worked for Lockheed.

#4436 Charles "Chuck" Dean, W4NHQ, St Petersburg, FL. Licensed in 1961 as KN1QQX, later K1QQX. Retired truant officer for Pinellas County school system in Florida. US Navy veteran.

#4490 Arthur "Sandy" Sandstrom, 81, N5ATI, Flower Mound, TX. Licensed in 1959 as KL7FLM and also held WL7FCE. Sandy spend 20 years in the Army and Air Force in Alaska, where he often lived and hunted with the native Eskimos. He would later write many short stories about his Alaskan experiences. After retiring from the military, he worked with the presidential security detail, and later worked as an industrial security specialist, and as a federal investigator. (SK August 2015)

#4501 William "Bill" Neely, 96, W5NFN, St James, MO. Licensed in 1948 as W5NFN, US Army WWII and Korea veteran, retired as Captain.

#4574, Richard O'Brien, 99, NJ2J, Sleepy Hollow NY, Licensed in 1936 as W6OEU, well known in the field of Broadcasting, he was a long-time engineer for CBS in New York City, and retired as Director of Engineering for CBS. He received an Emmy for his "contributions to broadcasting". He was a Life Member of OOTC. (SK March, 2012)

The Building of a Communication Ship

#3073 Paul Schinnerer, AB6TB

In 1957 I was employed as an electronic technician by Todd shipyard. A communication ship was being built for the US Navy. Actually it was a conversion of a merchant ship already launched. Due to my previous experience in the Navy and many other electronic jobs, I was well qualified for this project and became involved in all the communication equipment being installed. This was a huge project and I only played a small part in it.

The 1st year took place in a large warehouse, with 5 other men, checking out each unit, radio, transmitter, radar etc. Every day something was on my work bench to be checked out which required a few days to finish, firing it up, measuring circuits and filling out a performance report. Then a Navy inspector was called over to pass it. It seemed like this would never end. I bought a new '58 Corvette so I would have a nice car to drive to work. Racing other cars on the way home was fun.

While I was occupied in the warehouse, work was progressing on the ship. The equipment that we checked out was being installed shipboard. Several trips on board allowed me to observe the progress. There was a lot of welding going on. You had to be careful with your eyes. An unexpected flash could be harmful. Pipes were being wrapped with asbestos. That kind of work didn't appeal to me. The warehouse was so much better and safe.

A gigantic tripod, for the radar antennas, was built on land, looked to be about 50 feet high and about 200 feet wide. Upon its completion, "Herman the German" one of the 3 WWII giant floating cranes, brought over from Germany, was used to pick up the tripod and set it on the deck of the ship. I remember standing there and watching the operation.

The crane operator, in his control cage, was up about 30 feet. The crane went way up to a length of 205'. Cables were attached to the tripod and it was lifted up off the ground. "Herman" moved through the water over to the ship and lowered it down onto the deck of the ship. After some trial and error and finally in the correct position, welders began welding it on.

The crane (YD 171) is still alive; it was sold in 1994, moved to Panama and re-named the Titan.

After all the equipment was in place I began working on board. There was a large compartment where operators sat side by side, 3 feet apart, at a long workbench, 30 feet long. On the bench in front of each man was a device and a telephone that was used to dial up any unit, receiver, radar. A large display board showed which piece of equipment was in use.

There were hundreds and hundreds of cables and thousands of wires that needed to be connected to make everything work. Each cable was about 4" diameter and contained 50 pairs of wires. There was a cable room 8' X 8' where the cables terminated in cabinets. We had a 3

man crew, each shift, who worked making the connections to terminal strips in each cabinet.

There were 3 crews as we worked 24 hours around the clock. I worked on the day shift in the cabinet to the left, another man worked in the cabinet to my right and the 3rd guy was to his right. Each cable took me about 4 hours to complete. I would pull up the cable from the bottom of the cabinet measure it for the correct length and cut it off. Then I would cut off the sheath leaving about 3 feet of wire to connect to the terminal strip. Next was the removal of the goop and rat poison that surrounded the wires. This was quite messy and finally I would strip off enough insulation to wrap the wire around the terminal and solder it. We did not talk to each other to avoid any mistakes.

After connecting wires, it was time for lunch. Many weeks later the wiring in the cabinets was complete. The other ends of the cables were being connected by other workers to the equipment. We estimated there were 39,000, connections in the whole system.

There were 8 transmitters on board. They were 6 feet high and had drawers that rolled out for access in servicing. Each had a switch that disconnected it, for safety, when the drawer was opened. The connecting cable had a spiral metal wrapping for support. There were 56 vacuum tubes in the RFO unit and you could vary the frequency in 10 kc.(khz)steps. I was impressed with the quality of the construction.

One of the transmitters was my project. It needed to be turned on, tuned up and checked out. To make the measurements for the performance report the power needed to be on. This made it necessary to disable the interlock switch and could be dangerous. The palm of my left hand was resting at the top of the front panel with fingers pointing over a drawer that was pulled out. A finger got hit with 3000 volts and it threw me over in the corner.

I was Okay but a little shaken up. There was a blister forming on my finger and palm of my hand. The voltage only went through my finger to the palm of my hand, which was grounded, that saved me or I might not be here. Needless to say, I didn't work for the rest of the day.

Every one began working "over-time" to speed up the progress. I started working Saturdays, which took away from my own projects, but the money was great. This helped pay for the Corvette; the balance due would soon be paid off.

Two more months and we were ready. We came to work one morning and were told that we were going out on a sea trial. No one had a chance to inform their relatives that they might not be home that evening. It was okay with me as I wasn't married and was living alone.

Some of the workers, including myself, were up on the bridge standing behind the helmsman, and watched as he steered the ship out of the harbor. There was a fishing fleet right in front of us. We plowed right through. Looking way down there we could see fists shaking, as we cleared the harbor and were out in the open sea.

The ship was now moving along at a fast rate, about 3/4 top speed. This pace was maintained for ten hours, then suddenly the engines were reversed at the same speed. Everything shook for a moment, and then returned to normal. No damage was observed. This was a shakedown cruise to observe how the ship performed. The radios and transmitters had already been tested. There were motor driven roller inductors at the base of each transmitter antenna.

You could push buttons and watch the SWR meter as you tuned.

By now it was obvious that the ship would not be returning until the next day. Some guys were taking showers but could find no towels!

The following morning the ship was on the way back. A few hours passed before we saw 2 tug boats that came alongside, one at each end of the ship. As we pulled in to our berth the tugs moved us very slowly over to the dock. The gangway went down, we disembarked and finally went home.

A few more weeks of work to fix any problems and the job was finished. I never learned the name of the ship after it was commissioned as a naval vessel or where it served. (Editor's note: I tried to find the name of the ship but was unable to do so. Perhaps because the ship was being converted to a Navy ship, its not on the list of ships built by the Todd company).

THE DAY THE FCC CAME TO VISIT

#3190 Buck Shell, W4AXH

(This is a reprint from a 2007 SGT. Its been long enough to enjoy it again! It has been edited slightly)

I am now 77 (now 85) years old and the day the FCC knocked at my door seems a long, long time ago. I grew up in a small town in Virginia, called Crewe, with a population of just over 2000, not counting the dogs and chickens that ran loose most of the time. Crewe was a railroad town located halfway between Norfolk and Roanoke. Usually the trains were loaded with coal from Roanoke going east, and end empty hopper cars going west.

As a young lad of ten years old and WWII going on, there was not too much to do in the afternoon after school and I soon became good friends with the local radio repair man, Slim, who seemed to fix most any radio of that day. Most every afternoon I was there in his shop watching him do his thing with the radios.

One day, Slim had an old transmitter he was going to throw away and he asked me if I wanted it. I could not get home fast enough to get my little wagon to carry that transmitter. It was all I could do to get the transmitter up a flight of stairs to my bedroom and that is when the fun started. I did not know what this transmitter was, but I found it produced a dead spot just outside of the broadcast band below 550 KHZ when I turned it on. I soon learned not to energize a switch that was labeled HI volt. There was a tube in there that really glowed bright blue with that switch was turned on. One day I noticed a microphone at Slims shop and asked if I could borrow it, and back to the house I went.

I plugged the mike into the transmitter (I later found out that it was an RCA plus) and it was a good fit. My little AM radio on the table was on, and when I said 'HELLO" into the mike, I jumped back at what came out of that little radio....My bedroom was never the same after that. Mom would never come into my bedroom again because she said she was afraid of all those wires I had in there, so she just tossed my clean clothes on my bed.

My sister had a 45 rpm record player that also had a RCA plug and I quickly found my transmitter would play music too. On the back of the transmitter was a wing nut marked ANT, so I took a long piece of lamp cord and threw it down to the roof of my moms kitchen and I spread the wire around the roof. I named my radio station WWR for "World's Worst Radio". Soon all the girls in high school were listening to my station and they all just loved when a song was dedicated to them as they listened down the low end of the broadcast band.

Then the day came, there was a knock on the door and Mom opened. Two men were on the front porch. One of them turned to me and said “Are you buck Shell? Yes I replied. They said they were from the Federal Communications Commission and they wanted to see my station. One agent was a Mr Banks, and the other a Mr. Bennett. As I showed them the way, the whole time I thought I would be put in jail. The town of Crewe never had a 14-year old in jail, but there always a first time, I thought. The two agents just shook their heads in disbelief at what they saw. One of them said “Don't ever turn this thing on again. This is against the law and you can be fined and put away for this!

I said I had done nothing wrong, but the men said “You got on the air, and broadcast all up and down the east coast of the United States without a license”. If you want to get on the air, get your ham radio license. Well, that ended the World's Worst Radio Station”. Now it was a long time before I got back on the air—I started thinking more about girls then radio.

After high school I joined the US Navy and got sent to radio School in Norfolk. When I got out of the school, my morse code speed was 23 wpm At age 19 I went to the FCC in Norfolk to take my Novice exam. I was in my Navy whites and those sparks on my left arm meant I was a radioman in Uncle Sam's Navy. The examiner was none other than Mr. Banks, the agent who had visited me years before. I reminded him of his trip to Crewe, and he smiled and remembered that “you are that kid with the piece of junk for a station”, and we had a good laugh.

I took the Novice test and thought that was it. Then Mr. Banks handed me the General class test and said you already passed the code test for Novice and General Class, being a US Navy radioman, so tget started. After that He said I had passed the General and when are you coming back for the Advanced exam. I said that that will have to wait awhile. So that's how I got into radio. Today, I have an Extra Class license, a radiotelephone First Class license and am retired from the Federal Aviation Administration as a electronic Technician, and also retired from the Rural Electric Cooperative as an Electronic Technician.

IC Charles E Shell, USN (RET.) 10 Lakecrest Ct SW Roanoke, VA 24018-1727	W 4 A X H	FM 06.5 MECKLENBURG COUNTY
		