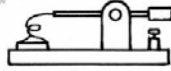


# Spark-Gap Times



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The Old Old Timers Club



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**\*\*\*Replaced Paul** Gerbracht SK8/13/2011

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Information contained in articles printed in Spark-Gap Times does not necessarily represent the views of the Old Old Timers Club or the officers or Directors of the Old Old Timers Club.

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Janice Lentz K4IJK

We honor these Silent Keys for their contribution to OOTC.

Earl E. Cline #0061 exW4PPZ  
Treasurer 1953-1958  
Secretary 1956-1957  
President 1959-1963

Raymond E. Meyers #0188 exW6MLZ  
Treasurer 1970-76 Secretary 1970-1978  
President 1979-1984

Leland E. Smith #1214 exW5KL  
President 1994-2004

L. F. "Ted" Heithecker #1263 exW5EJ  
President 1987-1990  
Secretary 1991-1993

ODD NUMBER DISTRICT DIRECTORS SERVE 2 YEARS 2011 & 2012

- |                                      |   |
|--------------------------------------|---|
| 1 CT, MA, ME, NH, RI, VT             | MORTON BARDFIELD, W1UQ, #3027   |
| 3 DC, DE, MD, PA                     | HENRY SCHULTZ, WI3U, #2717  |
|                                      | PAUL GERBRACHT, W3QPP, #2850, RETIRED AFTER 18 YEARS SERVICE TO OOTC. |
| 5 AR, LA, MS, NM, OK, TX             | CHARLES STANTON, W5LBU, #3409   |
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| 9 IL, IN, WI                         | JOE SCHROEDER, W9JUV, #2967   |

THESE EVEN NUMBER DISTRICT DIRECTORS SERVED UNTIL 1/1/2012. IF NO NOMINATIONS OR OFFER TO SERVE 2012 & 2013 RECEIVED, THE DIRECTORS BELOW WILL CONTINUE IN OFFICE.

- |                                       |  |
|---------------------------------------|--|
| 2 NJ-NY.                              | GUS LEVY, W2LAP, #4094.                  |
| 4 AL-FL-GA-KY-NC-SC-TN-VA-PUERTO RICO | DONALD TRAYES, WN3USA, #4544.            |
| 6 CA-HI.                              | LEE R. WICAL, KH6BZF, #4444              |
| 8 MI-OH-WV.                           | JOSEPH WEHNER, W8KNO, #4030.             |
| 0 CO-IA-KS-MN-MO-NE-ND-SD.            | <b>POSITION OPEN, PLS OFFER TO SERVE</b> |

OOTC ON THE AIR MEETINGS

EUROPEAN CHAPTER #5 CALL DL00TC

SSB 7:30 CE(S)T 3624 kHz, Tue, NCS DJ5ND, Willi Kreibohm SK, temporary NCS Guenter Pesch DJ2XB.

SSB 11:00 CE(S)T 7090 kHz, Tue, NCS DJ2XB, Guenter Pesch.

CW 17:30 UTC 3576,5 kHz, Tue, NCS DL1MEB, Karl Maerz.

CE(S)T = Central European (Summer) Time = UTC + 1(2).

Chapter #1 - New Orleans LA no report

Chapter #2 - CA - Tuesday, 1600 local 3918kHz. NCS W6HV, Troy Wideman.

Chapter #6 - Lansing, MI no report

Chapter #16 - AZ: Tuesday, 1600 local, 3913 kHz. NCS W7LGB, Lyle Brow

Chapter #82 - N.East TN & SW. VA. Sun, 9:00PM E. 145.110mHz. down shift Thursday, 1330 local, 7230 kHz. NCS K2VNM, Robert Kern

**OOTC get-to-gether Frequency 14047 kHz. Fridays, 1700 UTC**

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## A MESSAGE FROM THE PRESIDENT

We are finally seeing the new solar cycle show some real life! The bands are really active and I've been trying out 12 and 17 meters (although I don't have antennas for these bands). I decided to "tune" my center fed doublet (home brew feeder line) for these bands. I have been working DX with this antenna and running about 100 watts CW.

Have you tried out the new OOTC QSL cards available from "Cheap QSLs" <http://cheapqsls.com> ? I have been using them for my QSOs. They are quite nice and certainly affordable.

The OOTC Scholarship award was presented to Stephanie Schaefer, KC2NSA. See below. OOTC plans to continue providing a scholarship as long as funds from the trust account are available. Your donation would help to extend this fund.

**73, TROY**

August 24, 2011

Mr. Troy Wideman, W6HV  
President, OOTC  
230 Fremont Street  
Redlands, CA 92373-5078

To the Sponsors of the Old Old Timers' Club Scholarship:

Thank you for awarding me the Old Old Timers' Club Scholarship. This will greatly help me in pursuit of my Master's Degree in Special Education from the University of Scranton. By having my General Class Amateur Radio license, I have been able to participate in Field Days and other Amateur Radio events.

As a certified teacher, I would like to integrate Amateur Radio into future classrooms and future lesson plans. With this scholarship aid, it will help me pursue my dreams to become a teacher. Thank you for your generosity and your continued support of Amateur Radio. This scholarship award will certainly affect future generations of Amateur Radio operators!

Sincerely,



Stephanie Schaefer, KC2NSA  
10 Richard Road  
Binghamton, NY 13901  
(607) 648-3118

2449 Aurview Ct -  
Cincinnati, OH 45230  
Oct. 6, 2011

Dear Troy, W6HV,

Thank you so much for sending the May, 2011 issue of "Spark-Gap Times" listing my husband, Ken Bay W4UQ, who died on March 21, 2011, as a "Silent Key". He was a life-long Ham, having been issued his license in 1939 at age 13, in Memphis TN. at that time, he was the youngest operator in the State. He loved Ham Radio and his schedules for handling traffic on EAN several nights a week always had first priority in our family life. The enclosed contribution to OOTC is in his memory.

Good luck in all things.

yours truly,  
Jane Bay

**\*\*\*\*\* PLEASE NOTE THE FOLLOWING \*\*\*\*\***

Use [ootc@ootc.us](mailto:ootc@ootc.us) to send to HQ OOTC & Secretary

**DISCONTINUE USING OOTC@ME.COM**

**Executive Secretary, Bert W5JNK**

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**BY EARL E. BURDEN, RADIO MAN FIRST CLASS**

**U.S.S. LEXINGTON 1941-1942**

**ex-W9GRX (SK 9/3/2009) OOTC # 4333**

**LIGHT LIE THE SEA UPON THEE**

**The Sinking of the U.S.S. Lexington**

This is the story of my experience when I was attached to the U.S.S. Lexington and my thoughts of what happened during the battle of the Coral Sea. After three months at the radio school in Indianapolis, Indiana, I received my orders to report to the U.S.S. Lexington. The U.S.S. Lexington, known as the "Queen of the flat tops," was an aircraft carrier docked at San Diego, California.

I arrived at dockside, and had the first view of the tremendous ship. It was 888 ft. long, and to this day, I find it hard to believe the size. When I boarded at the hangar deck quarterdeck, the ship looked like "forever" inside. There were men and planes as far as the eye could see. To a 19 year old, who had not been on anything larger than a rowboat, it was hard to believe! The next morning, I was out of my bunk early, and I found my way up "topside." It was four decks up to the flight deck. I didn't believe something this large could move, but she did! For many years, the Lexington held the world record for having steamed from Long Beach, California to Pearl Harbor. The speed was about 34 knots.

The early days aboard took us to the Bremerton, Washington Navy Yard for some fittings of new guns. The eight-inch guns were removed, and 20 millimeter guns were installed. I heard that the soap dish in Captain Sherman's shower bounced out of its holder and broke every time the eight inchers were fired! Another memorable stop was in the San Francisco Bay area, passing beneath the Golden Gate Bridge and the San Francisco-Oakland

Bay Bridge. We anchored just south of the Bay Bridge. I remember the water current going by the shipside so fast it looked like a river. On a carrier, the highest point on the ship, where all operations are carried out, is called the island. It is located mid-ship, on the side of the flight deck, and forward of the large smoke stack. The island has the bridge, main radio, air operations, and the flag signals.

Once settled aboard, I was assigned the Fox Sked. All radio traffic and information for the larger ships in the Pacific Ocean area were sent out by radio station NPM, Pearl Harbor. Coded messages were composed of a heading, who the message was for, then the text which was made up of encoded five-letter groups sent twice. Some night watches I caught myself falling asleep on the first sent group and waking up to catch the second, always ending with a relatively good copy. After being on a midnight watch I would be relieved and go down below and fall into my bunk. After falling asleep, I would dream and wake up catching myself still hitting the typewriter keys in my sleep.

Rear Admiral Aubrey Fitch was aboard for a short time. He needed a few of the ships company radiomen. I was placed on watch with his men. It was during that time that only one of the very few messages left the ship, aside from aircraft transmissions. Transmissions were kept to a minimum, as radio silence was the order of the day. I had the honor of sending that message. It happened that the distance and the time of day was just right for the transmitted signal I was operating on. The signal dropped right into radio NPM Pearl Harbor. Needless to say, the Admirals radiomen were a bit jealous of me. It is rare for messages to go off ship during wartime.

Another bit I remember was my year as a reserve was almost up. I was in my bunk, taking a nap, when the P.A. system alerted all hands that a national emergency situation was now in effect. That bit of news canceled my getting out at the end of my tour of duty. My only reaction was to turn over with the remark:

"guess I might as well stay right here."

Whenever we pulled into "Pearl," I would go ashore on liberty. If it was a weekday, I would go and visit an amateur radio friend, who ran a radio shop, in the Kamikae area, behind Diamond Head. Before the war started, I was taking flying lessons at the Honolulu airport. I never was able to finish after the war started.

Another weekly visit, Sundays included, was to my girlfriend who lived within walking distance of Pearl Harbor in army housing. I never missed having a meal there. Her mother was a very fine cook. Her dad was a top sergeant in the army and disliked the navy. I told him I was a navy reservist, which is different from the "regular" navy. He accepted that, so I continued seeing his daughter and continued having meals at their place.

Going around Diamond Head by bus was always a relief from busy downtown Honolulu, and especially from everyday navy life. The beautiful flowers seemed to be everywhere, always in bloom, no matter when I was able to make the trip. I have never seen anything like it in my travels around the world. I enjoyed hiking up above Kimake, a watershed area. "Keep out" signs didn't mean much to me then, but up there, it gave me a beautiful view overlooking Diamond Head and most of Honolulu, all the way out to Pearl Harbor.

Without a doubt, someone was looking over those of us on the "Lex" on December 7. We left Pearl Harbor on the 5th for Midway Island, with a group of Marine fighter planes aboard. I would not be here today, as well as thousands of other men, if we had been at our mooring at Ford Island in Pearl Harbor. On the fateful day of December 7, the Japanese planes were to hit the carriers first. They realized carriers were the main ships that could give them trouble. How true! The future proved them right to that assumption, during the Coral Sea and Midway battles.



When the message arrived notifying us that Pearl Harbor was attacked, we were ordered to return to Pearl Harbor immediately. On the first try to enter the harbor, a small, two-man Japanese sub was ahead of us in the channel. We made it on the second try. I think we finally got that sub. Pearl Harbor was in shambles! We never witnessed such destruction. Fires were still burning. The U.S.S. Utah was upside down. She was docked immediately astern where we normally docked. Most of the battle ships were either sunk or turned over at their moorings. Workers were attempting to cut through the hull of the U.S.S. Arizona with torches to get to men who were alive and trapped inside. Aircraft on Ford Island were still burning. It would take some time before any planes could use the runway there.

Today after all these years, it is difficult for me to say how I felt as we entered Pearl Harbor. I found it hard to believe that we had been caught off guard so badly. Knowing later that the enemy had maps showing the location or mooring sites for each carrier, I knew that I would not be here today because of a number of factors. First, my compartment was on the outboard side of the ship. The Japanese planes came into the ships from that direction. Second, the porthole from which I watched many flying fish skim the water surface, was only ten feet above. Everything, and I mean everything, would be against the "old Lexington" if we had been at our mooring. I also knew that things were very bad. You could not think differently when seeing our proud ships with such death and destruction heaped on them. The oil on the water was burning, and smoke rising from many jagged holes in the hulls. Aside from thanking the powers to be, or maybe luck, was the fact that we were still a fighting ship. We had to get our ship outside of "Pearl" as soon as possible in the event of another attack. Our navy was in trouble and our country was in trouble. Now all I could think of was that we had to get going and start fighting back. We loaded up with supplies, aircraft, and fuel plus munitions. We left Pearl Harbor heading for the South Pacific, and spent 56 days steaming, clear of any land. The Japanese were less likely to sight us and pass on any information about our size and location to their fleet.

We did not want the Japanese to know what few ships we had left. We also were unsure about the size and location of the Japanese forces in the South Pacific.

Things had improved considerably upon our re-entrance to Pearl Harbor. Various hulls were showing with their sides above water, or turned over completely depending on their size. The airfield was back in operation, and we were preparing to turn the tide on the Japanese. The Lexington was making ready to return to the South Pacific. This time, we were not afraid to show our strength. Our planners guessed that Noumea, New Guinea, and Australia would be their next attempt at conquest. Our fleet now had grown to a sizable force to be reckoned with. Cruisers, destroyers, and other aircraft carriers were now in the area. The destroyers, known as the "plane guards," always followed astern of the carriers during the operations. Any aircraft having trouble returning from a strike or missing the flight deck of the carrier would be covered by the "plane guards," who were there to rescue the pilots.

When May 5, 1942 came around, we were in the Coral Sea. We knew something was up when we spotted a Japanese Kawanishe flying patrol boat. It was promptly shot down. However, the Japanese were able to notify their base at Bougainville. They sent out two waves of Japanese "Betty" bombers to attack us. All were shot down by our fighters, one by our gunners on the Lexington.

There is one incident I have not been able to explain even to myself. Normally, when an attack is expected, especially in the hours before sunrise and sunset, general quarters is sounded. In this case, as I recall, GQ was not sounded. I was on the catwalk on the starboard side of the ships island, the nerve center. Coming right at us with intentions of crashing into the island was one of the "Betty" twin-engine bombers. I could see our 20 mm. tracer bullets going right into the aircraft. It got close enough that I could see the pilot. He was no doubt dead. With no one alive to control the

aircraft, it drifted back aft, not able to compensate for our forward speed. The Japanese plane missed the island and the smoke stack, clearing the flight decks over the aft end, crashing into the water off the port side. I remember thinking "There goes one Jap who will not bother us ever again." Also at the time I gave no thought of my situation, or the possibility of me being hit by that bomber.

We knew then that the Japanese were also in the Coral Sea. The allied code breakers were now able to read with reasonable confidence some of the Japanese Naval messages. A large Japanese fleet of 6 aircraft carriers were heading south into the Coral Sea to attack Port Moresby on the tip of New Guinea en route to Australia, their next major conquest. But we were ready for them! On May 6, the oiler, U.S.S. Neosha, was alongside, refueling and passing mail to us. She finished that evening. The U.S.S. Neosha and her escort, the destroyer U.S.S. Simms, left and proceeded south, never to be seen again. The Japanese found and sank both the very next day. On May 8, we were steaming approximately 200 miles south and east of New Guinea in the Coral Sea. On that day, our planes took off early, and headed for the known position of the Japanese fleet. Apparently, their planes lifted off their carriers at the same time to hit us. It was during this time Lt. Butch O'Hare won his medal of honor by destroying five Japanese aircraft, and damaging a sixth. It was these aircraft that were heading for our ships. The next day, I was on the fighter radio net during general quarters. What followed I will remember until my dying day. I heard something that made my hair stand on end. Our gunners, due to the first time under fire, were firing their 20 mm. and 50 cal. guns at anything in the air, including our planes. Our pilots were shouting into their microphones, "Hey, it's us, stop firing". At that early time, I think most of our gunners were slightly off in hitting their targets, a good thing for our pilots. My one regret was in not taking my log out of my typewriter and stuffing it into my pocket. It wasn't long before we felt a number of heavy shocks that went through the hull.

They were from torpedoes hitting. Fires were starting below, getting to our aircraft fuel and our ammunitions. It is still my opinion that if we would have been able to get into the shipyards for new fire fighting equipment, we could've saved the "Lex." But the time was taken up by other ships. We lost all power at the time, the engines stopped, and we were starting to list badly. Our radio equipment, having no power, was useless. I suggested to my supervisor that maybe I could go down to the lucky bag and take batteries out of personal portable radios. We could then get at least one bit of communication equipment going. I left main radio, going down the outside ladder that I had shined many months ago. Smoke was everywhere, it seemed. I crossed the flight deck to the port side and then down into one of the gun positions that ringed the flight deck. This was my first encounter with the injured and dead shipmates. The gun positions ringing the ship just below the flight deck took most of the gunfire from the attacking planes and bomb hits.

About this time word was circulating that we might have to abandon ship. Smoke was everywhere, especially out of the elevators. The list of the ship was increasing making it difficult to walk in a straight line. It didn't seem possible that we were going to have to leave our home of many months, for some of us years, but it became more apparent as the minutes wore on.

Not able to get into the lucky bag for those batteries that I had started out to get, I joined quite a number of shipmates enjoying the free ice cream from the geedunk bar. Couldn't let that go to waste. Helmets, cups and anything that would hold the ice cream were being used to hold the cool stuff.

Just about then, a number of very heavy explosions sealed the Lex's fate. The word to abandon ship was passed by mouth and portable speakers. There was no time for me to go back up to the radio shack. Being back near the stern, I jumped into the nets that were just below the flight deck

. These nets were normally used for the flight crew to dive or jump into if a plane got out of control, so into the net I jumped. There were a number of knotted lines that could be thrown over the side of the nets. These lines reached to the water down below some 50 feet. I grabbed one line and swung over the edge to start down 50 feet to the water. I was almost to the water when I stopped. What was that in the water, a shark, no, it was one of the ships propeller blades, now stopped. But it sure gave me a scare. It was thought later that the sharks were scared off by the explosions. We figured the heavy explosions scared most of the sea life away. Good thing, with so many of us in the water. About that time, other men were coming down the same line I was on. I had to continue the rest of the way down into the warm Coral Sea waters. My next thought when in the water was that I better move clear of the hull. The ship was listing away from me, but I felt if it were to capsize, I did not want to be anywhere near her.

At first, I tried to swim away from the hull, but the wind was pushing the hull in my direction. I would have to get around the stern, which I did as fast as I could, then swim in a windward direction. The ship was then moving away from me, as I swam out and away. All this time, explosions were rocking the ship. Pieces of the flight deck were flying up and away from the hull. I figured the next best thing was to keep swimming as fast as I could, to keep clear of the falling pieces of deck that might come in my direction. Many others were with me in my swim.

A number of the officer mess men were close by and very scared. While I was concerned, I also knew we had a good chance of being picked up before dark. But those poor fellows started yelling to a ship that was quite far away. "Here we are, come and get us!" I told them to save their breath. The ships knew we were there, and couldn't help but see us in the water. One of the ships, which turned out to be the U.S.S. Minneapolis, was slowly moving our way. For a short time, I noticed a destroyer was also coming our way. Believe me, I didn't want to get on one of those, being a small ship, they were rolling most of the time, even in small seas.

continued on page 16



4" Dia. Jacket patch see page 3



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*"Bolo" from FIJI  
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3D2A  
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PACIFIC DXer's

Eddie, VK4AN, 2011, Spark-Gap Times, Vol. 49, No. 1, Jan. 2012, Page 14. Photo by Eddie, VK4AN, 2011. Photo by Eddie, VK4AN, 2011.



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SAMUEL H. BEVERAGE W1MGP, #2261 JOINED OOTC 11/3/1980  
SEE HIS CONTRIBUTION PAGE 11 SEPTEMBER 2011 SPARK-GAP TIMES

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I didn't want to get sea sick, so I was happy to see it move in a different direction.

During this time, the old "Lex" was drifting downwind away from us. She was burning furiously. Explosions occurred every now and then. I had a hard time looking at her being in such bad shape. But there was nothing we could do to save her. Our main problem now was to save our selves. Time seemed to stand still, just floating there as we were. Staying in a large group was more important than breaking up and taking off by your self, so every effort was made to stay together. I can't say how long I was in the water: 3, 4, 5 hours. How could you tell in these conditions? It was starting to get dark as the sun had set. Now all this time, the U.S.S. Minneapolis had been moving in slowly to our position, picking up men as she moved along. It was not long when she was right alongside our group. We climbed Jacob's ladders and netting which was thrown over the side for us to get aboard. Thankfully, we had been plucked from the waters.

Later, I stood on deck on the U.S.S. Minneapolis for what seemed like a long time. It was quite dark by then, and I knew the glow in the distance was my ship burning. There were explosions still occurring. A couple of very heavy ones, which I later found out, were from torpedoes launched into the Lex's hull by our own destroyers. The Lex was still afloat when I suppose the enemy last saw her. Anyway, those who were still able to fly and get away from our aircraft. We did not want to let the enemy know that she was so badly damaged, so we sunk her ourselves. She might have gone down sooner or later-better sooner under the circumstances.

Following those last explosions, and the dying of the glow in the distance, I then knew that the old Lex was gone. "Gone to the deep." Words later that were quite appropriate. "Light lie the sea upon thee." Slowly, I made my way below deck. The next problem was to find a place to sleep, with so many survivors aboard. Figures came out later that showed we had lost around 300 men, including the air arm. When you consider that we had 3,000 men



on board, it was a small loss. That loss didn't seem to bother me, nor did I let myself think about it. I guess you just put it in the back of your mind. Later on the U.S.S. Deft, a minesweeper, one of our crew passed away. I was one of four crew members to assist in committing his body to the deep. That bothered me more than the Lexington sinking. Funny how you think at times like that.

As a sideline, after a short leave at home, when I received my new orders, I signed into Treasure Island in San Francisco Bay. I was issued a knapsack, rifle, and a shovel. What now? It turned out we were heading back into the South Pacific. The New Hebrides Islands on the eastern side of the Coral Sea where the Lexington went down. We were on the move, and any place we were sent was always a step towards Japan. And as they say, "You know the rest of the story" W9GRX (SK 9/3/2009) OOTC # 4333

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**MEMORIAL FOR DUNCAN KREAMER W1GAY**  
VICE PRESIDENT 1987-90, PRESIDENT 1991-92. #1782 SK 10/9/2010

The family of Duncan Kreamer has donated, in his memory, his entire amateur radio station to deserving member Bruce Williams N7CXJ #4564.

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**The Rules Say** by John B Johnston, W3BE

**Q.** I have been under the impression that we were allowed to engage in only two-way communications. We all know, however, there are broadcasting operations on our most popular ham bands. Is it now permissible for an amateur station to broadcast?

**A.** Nope, no broadcasting. Section 97.113(b) says that an amateur station shall not engage in any form of broadcasting. Section 97.3(a)(10) defines **broadcasting** in the context of amateur radio as transmissions intended for reception by the general public, either direct or delayed.

Section 97.111(b), however, authorizes an amateur station to transmit certain types of **one-way communications**. Paragraph (6) therein expressly authorizes one-way transmissions necessary to disseminate information bulletins and Section 97.3(a)(26) defines an **information bulletin** as a message directed only to amateur operators consisting solely of subject matter of direct interest to the amateur service.

BE informed No. 31 Hamslanguage recommends such one-way information bulletin transmissions be called **hamcasting**.

**Q. At a recent club meeting, someone asked about a "Quiet Zone" near FCC monitoring stations. We all thought there was no such quiet zone. It turns out, however, that is not correct. Section 97.13(b) says that a station within 1600 m (1 mile) of an FCC monitoring facility must protect that facility from harmful interference. Where are those quiet zones?**

**A.** Read Section 97.121(b) for the geographical coordinates of the protected FCC field installations. They are referenced to North American Datum 1983 (NAD83):

**Allegan, Michigan, 42°36'20.1" N. Latitude, 85°57'20.1" W. Longitude**  
**Belfast, Maine, 44°26'42.3" N. Latitude, 69°04'56.1" W. Longitude**  
**Canandaigua, New York, 42°54'48.2" N. Latitude, 77°15'57.9" W. Longitude**  
**Douglas, Arizona, 31°30'02.3" N. Latitude, 109°39'14.3" W. Longitude**  
**Ferndale, Washington, 48°57'20.4" N. Latitude, 122°33'17.6" W. Longitude**  
**Grand Island, Nebraska, 40°55'21.0" N. Latitude, 98°25'43.2" W. Longitude**  
**Kenai, Alaska, 60°43'26.0" N. Latitude, 151°20'15.0" W. Longitude**  
**Kingsville, Texas, 27°26'30.1" N. Latitude, 97°53'01.0" W. Longitude**  
**Laurel, Maryland, 39°09'54.4" N. Latitude, 76°49'15.9" W. Longitude**  
**Livermore, California, 37°43'29.7" N. Latitude, 121°45'15.8" W. Longitude**  
**Powder Springs, Georgia, 33°51'44.4" N. Latitude, 84°43'25.8" W. Longitude**  
**Santa Isabel, Puerto Rico, 18°00'18.9" N. Latitude, 66°22'30.6" W. Longitude**  
**Vero Beach, Florida, 27°36'22.1" N. Latitude, 80°38'05.2" W. Longitude**  
**Waipahu, Hawaii, 21°22'33.6" N. Latitude, 157°59'44.1" W. Longitude.**

For other quiet zones, read BE Informed No. 59 QUIET ZONES DIRECTORY.

**Q. If my station is in one of those FCC monitoring quiet zones, what must I do?**

**A.** Contact your FCC District Director to verify that your station does not interfere with its monitoring work. Section 97.13(b) says that failure to protect a FCC monitoring facility from harmful interference could result in imposition of operating restrictions upon the amateur station by a District Director pursuant to Section 97.121, Restricted operation.

**Q. Where are the District Directors?**

**A.** They are at 16 FCC District Offices:

**Atlanta, GA; Boston, MA; Chicago, IL; Columbia, MD; Dallas, TX; Denver, CO; Detroit, MI; Kansas City, MO; Los Angeles, CA; New Orleans, LA; New York, NY; Philadelphia, PA; San Diego, CA; San Francisco, CA; Seattle, WA; and Tampa, FL.**

**BE Informed!** Have a question about the amateur service rules?

Visit <http://www.w3BEInformed.org>; and

e-mail [john@johnston.net](mailto:john@johnston.net).

**PAGE 19 VOL. 49 NUMBER 1 ALL OOTC OFFICERS JAN 2012**

Notice: Call letters shown were calls they used, subject to reissue since then.

**PRESIDENT**

1947-1949 IRVING VERMILYA \***W1ZE**  
 1950-1952 GEORGE STERLING \*\***W1AE**  
 1953-1955 IRVING VERMILYA \***W1ZE**  
 1956-1958 WATSON GREENE W1CPI  
 1959-1963 EARL CLINE SR \*\*\***W4PPZ**  
 1964-1967 BERT OSBORNE W4MF  
 1968-1969 RAYMOND F GUY W4AZ  
 1970-1976 ANDREW SHAFER W8TE  
 1977-1978 FRED ELSER W6FB/KH6CZ  
 1979-1984 RAY MEYERS W6MLZ  
 1985-1986 LEWIS SIEK K4NE  
 1987-1990 L. F. HEITHECKER W5EJ  
 1991-1992 DUNCAN KREAMER(SK) W1GAY  
 1993 HARRY GARTSMAN W6ATC  
 1994-2004 LELAND SMITH (SK-in-office) W5KL  
 2004-2005 DUNCAN KREAMER W1GAY  
 2006-**NOW** TROY WIDEMAN W6HV

**VICE PRESIDENT**

1947-1952 ROLAND BOURNE \*\*\*\***W1ANA**  
 1953-1958 CHARLES ELLSWORTH \*\*\*\*\***W1TU**  
 1959-1961 LAWRENCE DUNN W2CLAW2LP  
 1962-1964 MERRILL BEAM K2BX  
 1965-1967 PERLEY B DUNN W6WPF  
 1968 FRED ELSER W6FB/KH6CZ  
 1969 EDWARD RASER W2ZI  
 Assistant BERT GAMBLE W5ZC  
 1970-1971 WILLIAM GOULD III K2NP  
 1972-1976 FRED ELSER W6FB/KH6CZ  
 1977-1979 GEORGE ELDRED W9SG  
 1980-1984 LEWIS SIEK K4NE  
 1985-1986 HOBART JOHNSON W3AC  
 1987-1990 DUNCAN KREAMER W1GAY  
 1991-2005 HARRISON MOORE W2JQS  
 2006-**NOW** JOSEPH SCHROEDER W9JUV

**TREASURER**

1947-1852 HUBERT INGALLS W1NQ  
 1953-1958 EARL CLINE SR \*\*\***W4PPZ**  
 1959-1964 EARL WILLIAMS W2EG  
 1965-1966 EUNICE THOMPSON W1MPP  
 1967-1968 T. FRANK SMITH W5VA  
 1969 BERT GAMBLE W5ZC  
 1970-1976 RAY MEYERS W6MLZ  
 Assistant LEE MANN K6KP  
 1977-1978 RAY MEYERS W6MLZ  
 1979-1986 A. J. GIRONDA W2JE  
 1987-1991 BERT AYERS W6CL  
 1992-1993 WESLEY RANGLES W4COW

**TREASURER(continued)**

1993-2008 LEE KNIRKO W9MOL  
 2008-**NOW** JOSEPH WEHNER W8KNO

**EXECUTIVE SECRETARY**

1947-1953 HUBERT INGALLS(founder)W1NQ  
 1954-1956 FRED MULLER (SK-in-office) W4ZL  
 1956-1957 EARL CLINE SR \*\*\***W4PPZ**  
 1958 RICHARD KLEINBERGER W2AEC  
 1959-1964 EARL WILLIAMS W2EG  
 1965-1967 EUNICE THOMPSON \*\*\*\*\***W1MPP**  
 1968 T. FRANK SMITH W5VA  
 1969 BERT GAMBLE W5ZC  
 1970-1978 RAY MEYERS W6MLZ  
 1979-1986 A. J. GIRONDA W2JE  
 1987-1988 BERT AYERS W6CL  
 1989-1990 WESLEY RANGLES W4COW  
 1991-1993 TED HEITHECKER (SK-in-office) W5EJ  
 1994-2007 MILBERT WELLS W5JNK  
 2008 WILLIAM CARTER W6AJ  
 2009-**NOW** MILBERT WELLS W5JNK

\***W1ZE** Operator at old "CC", the Marconi station at South Wellfleet, Cape Cod, MA.

\*\* **W1AE** FCC Commissioner during his term as OOTC President.

\*\*\* **W4PPZ** Originator of OOTC newsletter Blabbermouth, later renamed Spark-Gap Times.

\*\*\*\* **W1ANA** designed OOTC certificate still used today. He was top executive at Maxim Silencer Co. and close associate of Hiram Percy Maxim, the founder of ARRL.

\*\*\*\*\* **W1TU** One of the three wireless operators who handled all the traffic on the Titanic sinking while he was with the Canadian Marconi Company in Newfoundland. Also received a Presidential commendation for the handling of radio traffic on the NC-4 transatlantic flight. He sponsored Marconi's daughter as the Old Old Timers Club first honorary member.

\*\*\*\*\* **W1MPP** The first woman broadcaster in the United States, and no doubt the world.

**#0026 K2AE Henry Broughton** made radio contact across the stage, assistant to Nikola Tesla, the Chicago Worlds Fair, 1893.

This report compiled from the best records found. If better info known, advise editor ootc@ootc.us.

**REQUEST FOR OLD QSL'S**

For many years, I have been engaged in amateur radio history for DARC-Archives here in Hamburg, Germany. In our collection, there are also some German QSL-Cards from the thirties of the past century. During this time, Germany held the prefix D4. Unfortunately, we do not yet have the following QSLs: D4JAX, expedition call sign from the famous captain Graf (Count) Felix von Luckner called "sea devil" from the years 1937/38 and D4BWJ, Rudolf Rapcke, one of the German radio pioneers since the twenties. Has anyone in his collection a QSL mentioned above? We would be very glad to get a copy. Thanks in advance.

Vy 73 from Gerhard Hoyer, DJ1GE, Palmerstrasse 5, 20535 Hamburg, Germany, Mail:  
dj1ge@alice-dsl.net.

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**NEW MEMBER ARTHUR A. ALTARAC, WA2KXE, #4601**

Born May 28, 1951, Long Beach, NY. Spouse Amy. WN2BNL-1969. Life member ARRL, QCWA, 10-10 #61755. President 1986-1987 Long Island Mobile Amateur Radio Club. Member of Great South Bay Amateur Radio Club, Bergen Amateur Radio Association(BARA), AMSAT, Old Timers Club, Old Old Timers Club(OOTC), Associated Radio Amateurs of Long Beach(CA), Westchester Emergency Communications Association, 5 Towns Radio Club (K2MQW-Long Beach, NY) (now defunct), Long Island Radio & TV Historical Society. wa2kxe@aol.com

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**FROM JIM CRAWFORD, K5YC, #4585**

I got interested in radio as a small boy listening to the AM table radio we had. I would tune the dial up and down looking for a distant station. Dad had a store where he sold tube radios and TVs. Back then was black and white only. Not many people had TV in those days and the local people would come by dad's store on Saturday afternoon to watch westerns and comedy shows.

Later on, color TV came out. What a headache! Some of the new sets were not very stable as to color settings. I remember going with dad on service calls to readjust the color for customers. Crosley, RCA, Admiral, Motorola, Philco, and others were big names back then. A new thing called CB came along. I finally persuaded dad to help me get one of those new mystery things. He didn't think I needed one. I sure was in heaven if I even heard someone on those old receivers. Broad as a barn, as the saying goes. AM only. CB had moved to the 27 MHz spot, knocking out one of the ham bands.

The government had a study and said this band was of little use and would not reach very far. How wrong they were! CB boomed and in the 70's all broke loose with mass confusion on any channel. People talking local and skip. I wanted something better.

When I was about 12 years old, several of the old time hams and good friends introduced me to ham radio. You can imagine how my eyes sparkled as a youngster. Back then to hear someone on the other side of the world using a room full of homebrew equipment reaching nearly to the ceiling was the "cat's meow" as they say.

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I just had to find out more and get involved in this newfound hobby. Sam-N5AF#4363, Jay-W5DN, Walter-K5Z0B and others prepared me with study material for a novice license. Morse code was a challenge at first, but I made up my mind to learn it. At this time I was still in grade school, so had to do studying at night after homework and mom and dad had gone to bed. Allied Radio Chicago, IL was big on kits and ham gear back then.

I sold the old CB and with the money ordered a "space-spanner" 3-tube receive kit. Now I was on my way. I would spend 30 minutes several nights a week listening to what code I could pick out on the radio. Sam, N5AF, drilled me on the technical side of ham radio. Jay, W5DN, helped with code. Before long I could copy code pretty well.

I thought might as well try a test. I got 2 of 1he old generals to give me the test. Back then they had to order test material from the FCC. Seemed like it took forever, but material finally came in. I took the test and passed the written part. Now code test. Boy was I nervous but was able to copy at 8 wpm, more than the 5 wpm I needed. Waiting on new license to come in. I now built my first CW transmitter with the help of Jay and others. I think I had more solder on me than the project. It was a small tube rig. Jay came to my rescue and helped fix all my mistakes. Next I put up a long wire antenna. Really didn't know what SWR was, but it worked when Jay fired up my little CW rig and made a contact. I don't know who was more excited, Jay or me.

Finally one day mom came in my room all excited. She had an official letter marked FCC very important! What is this and what is going on, was on her mind. Was I in trouble? I slowly opened the letter and lo and behold I saw my new ham call-WN5EMN. I quickly explained the situation to her.

Since that time I have really enjoyed ham radio and made many memorable QSOs. I am now an extra class ham with the 20 wpm certificate. My wife after hearing me on that noisy thing, with kids all grown-up, and much persuasion on my part, decided to join me in this wonderful hobby. Her call is KD5IHZ. She and I both enjoy weak signal work on the 6, 2, and 432 bands.

Through the years I have had many different sets, some homebrew, others bought. Still enjoy building different types of antennas and experimenting on some project. Nearly all my ham years I have used low power and enjoyed it. Never running more than 150 watts. Most of the time I run QRP. People ask me why QRP, why not have an amp. Well, for one find it very exciting. Brings some of the excitement back as I had as a young lad making contacts around the world with my small CW rig. QRP grows on you. Being able to bust a big pile-up on a DX station with all the high power stations calling gives you a wonderful sense of accomplishment.

QRP is a challenge for sure, but one that is well worth it. With patience and a good antenna you too can be making contacts with QRP. I have many awards that I have earned using low power, WAS, DXCC, contests, and many more. QRP operation is one area of ham radio that kits are still available. You can even build a transmitter or receiver yourself out of a hand full of parts. Exciting to get something to work that you built. To me ham radio is still an exciting hobby after all the 45 years I have been licensed.

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**NEW MEMBER KEN TAYLOR, K7NIB, #4602**

Born June 10, 1936, Pasadena, CA. Spouse Joyce, 6 children. WN6NIB-1951, W6NIB, KD6MZ, KV6T, W7NIB. [kwTaylor@charter.net](mailto:kwTaylor@charter.net)

**NEW MEMBER DAVID G. "SPIKE" BOYD, K9MX, #4603**

Born May 25, 1947, Columbus, OH. Widower (Carol) 4 Children. WN0AOO-1961, WA0AOO, WA9GBW, WA9IVS, DA2JS. U. S. Army 1969-1992 Lt. Col. First licensed when my Scoutmaster introduced me to amateur radio. Took Novice classes at World Radio Laboratories in Council Bluffs, Iowa. Got my extra ticket about 1974 and the K9MX call about 1976. Took all my exams when the FCC administered them and took them all in Chicago, IL. [k9mx@verizon.net](mailto:k9mx@verizon.net)

**REPORTED SILENT KEYS**

REPORT A OOTC member "SILENT KEY" TO OOTC 3191 DARVANY DR. DALLAS, TX 75220-1611 or [ootc@ootc.us](mailto:ootc@ootc.us)  
CALLS LISTED HERE MAY HAVE BEEN REISSUED.

| NAME<br>BIRTH                     | MBR#<br>1 <sup>ST</sup> WIRELESS | CALL<br>SK FROM                   | SK DATE                         | NAME<br>BIRTH                       | MBR#<br>1 <sup>ST</sup> WIRELESS | CALL<br>SK FROM       | SK DATE                          |
|-----------------------------------|----------------------------------|-----------------------------------|---------------------------------|-------------------------------------|----------------------------------|-----------------------|----------------------------------|
| WILLIAM E. REVIS<br>10/23/1924    | 3236<br>MIL-1942                 | KF5BL<br>WD5JYI-1978              | 7/28/2011<br>BRANIFF RET.CLUB   | ROBERT W. PETERS<br>2/11/1943       | 4210<br>KN1JNN-1958              | W1PE<br>QCWA.ORG      | 7/26/2011                        |
| LUDWIG GRUENBERGER<br>1/8/1921    | 2929<br>MIL-1935                 | DL6KQ<br>DL3HE-1950               | 8/1/2010<br>GÜNTERR PESCH DJ2XB | JAMES P. STODOLKA<br>12/5/1920      | 2343<br>W9TIV-1934               | W0TIV<br>VE3JX #4483  | 7/31/2011                        |
| G. PAUL GERBRACHT<br>7/7/1922     | 2850<br>W3QPP-1950               | W3QPP<br>WI3U, HANK SCHULTZ #2850 | 8/13/2011                       | WILLY DENGLER<br>8/11/1927          | 3161<br>MIL-1945                 | DL3WX<br>DL3WX-1949   | 8/18/2011<br>GÜNTERR PESCH DJ2XB |
| DAVID A. LAMBERT<br>5/19/1939     | 4504<br>WN1JSD-1968              | WA1JSD<br>SSDI                    | 5/29/2011                       | WILLIAM A. DENNIS<br>10/5/1924      | 4531<br>MIL-1945                 | W1WA<br>W1THC-1947    | NOT ON SSDI<br>QST 10/2011       |
| RUSSELL C. COILE<br>3/11/1917     | 3376<br>K6FVH-1932               | K6FVH<br>SSDI                     | 6/4/2011                        | LISCUM DIVEN<br>9/19/1918           | 4173<br>W2HHF-1934               | W7IR<br>SSDI          | 5/17/2011                        |
| ELBRIDGE B. CHARLTON<br>10/6/1923 | 2418<br>MIL-1943                 | W5MD<br>W5WQX-1950                | 4/8/2011<br>SSDI                | ROBERT E. ROSS<br>4/15/1917         | 4356<br>MIL-1946                 | KA3AVB<br>KA3AVB-1979 | 4/15/2011<br>SSDI                |
| RALPH L. SMITH<br>12/20/1931      | 2905<br>W0LDF-1950               | W0LDF<br>SSDI                     | 9/21/2009                       | GERALD L JOHNSON<br>5/15/1925       | 2747<br>MIL-1943                 | KE0KI<br>W6VKY-1946   | 10/1/2011<br>MRS. HELEN JOHNSON  |
| WILBUR D. FULTON<br>4/17/1918     | 3364<br>W4CGY-1933               | W2SE<br>SSDI                      | 9/2/2011                        | JAMES LOREN NICHOLSON<br>12/28/1925 | 3064<br>MIL-1943                 | K6TLN<br>K6TLN-1957   | 9/19/2011<br>SSDI                |
| JOHN K. BIRCH<br>4/5/1924         | 3747<br>W8SEN-1938               | W3JB<br>SSDI                      | 10/3/2011                       |                                     |                                  |                       |                                  |

**NEW MEMBERS**

| NEW MEMBER<br>BIRTH            | CALL<br>1 <sup>ST</sup> WIRELESS | #    | REFERRAL    | NEW MEMBER<br>BIRTH        | CALL<br>1 <sup>ST</sup> WIRELESS | #    | REFERRAL  |
|--------------------------------|----------------------------------|------|-------------|----------------------------|----------------------------------|------|-----------|
| KENNETH W. TAYLOR<br>6/10/1936 | K7NIB<br>WN6NIB-1951             | 4602 | AE7CG #4038 | DAVID G. BOYD<br>5/25/1947 | K9MX<br>WN0AOO-1961              | 4603 | SECRETARY |

**BIRTHDAYS January, February, March, April 2012.**  
**Notice: Report member SKs to ootc@ootc.us or 3191 Darvany Dr. Dallas, TX**  
**75220-1611. Some calls listed may have been reissued.**

|                            |                         |                            |                           |
|----------------------------|-------------------------|----------------------------|---------------------------|
| Jan-01 BIRT G3NR           | Jan-09 HOWELL W4SOD     | Jan-21 LAMBERT W8IXD       | Jan-31 FRASIER K2ANJ      |
| Jan-01 LISTING PA0JAL      | Jan-09 CHILDS K6IPM     | Jan-21 RUSSELL N2HY        | Jan-31 GLAZE K4SUS        |
| Jan-01 STEIN KC6T          | Jan-09 INVERGO N4MUJ    | Jan-22 LUCCHI W6NVN        | Feb-01 DOLESE W5KEB       |
| Jan-01 MINSKY W2BJ         | Jan-10 HERZOG DK8ZZ     | Jan-22 SIZEMORE SR W6ADO   | Feb-01 SCHRAM K9KUV       |
| Jan-01 BUTROVICH III W5UWB | Jan-10 SIFF WA4BUE      | Jan-22 IVERSON K0EWU       | Feb-01 FLANAGAN W2KRM     |
| Jan-01 HOWARD JR K4RKN     | Jan-10 AARON WA2IEI     | Jan-22 DOBKINS W5LCM       | Feb-02 GARTSMAN W6ATC     |
| Jan-01 KOT W6CJO           | Jan-11 BELL W6AQ        | Jan-23 MARSHALL JR W1FJI   | Feb-02 HERZER DL7DO       |
| Jan-01 GIURGUI Y06EX       | Jan-11 MC CORMACK K1PLX | Jan-23 YOUNG K4KJP         | Feb-02 BELRUP SM7COS      |
| Jan-02 LOTT W6VIB          | Jan-11 ERWIN W5PUT      | Jan-23 SMITH W6RZA         | Feb-02 MORGAN W4VAB       |
| Jan-02 WARD K1DW           | Jan-11 LEACH III K4OMZ  | Jan-23 RICHARDSON K6MHE    | Feb-03 STEPHENS W4AET     |
| Jan-02 SNIDER K0BGL        | Jan-11 MILLER K3ARN     | Jan-23 ROUMAN W8OWN        | Feb-03 MOORE W5DXP        |
| Jan-03 SVEC JR WA4BKW      | Jan-11 COHEN N6PK       | Jan-24 POUNDERS W5NJS      | Feb-03 STOWE W4HOZ        |
| Jan-03 RAUSCH WA0VKC       | Jan-12 EVELAND W6QM     | Jan-24 WALDSCHMIDT W9WA    | Feb-04 BOYD K6DZY         |
| Jan-04 GRISCH HB9ER        | Jan-12 EDWARDS VE7BRX   | Jan-25 GILL W9RMP          | Feb-04 HARTLEY K4WSB      |
| Jan-04 BIRD WS7R           | Jan-12 TOZIER JR W1GAX  | Jan-25 SALEM W8VLD         | Feb-04 DIRIC K5CSK        |
| Jan-04 LITTLEWOOD K4HF     | Jan-12 O LEARY K0YCN    | Jan-25 NARATIL W3BNR       | Feb-05 WEISS K6VU         |
| Jan-04 KOONCE W3GOU        | Jan-13 SCHROEDER W9JUV  | Jan-26 KNAPP W4UTO         | Feb-05 BARNETT SR W5UJA   |
| Jan-04 NUTT JR W6PN        | Jan-13 MC KEE JR W3RFQ  | Jan-26 WRATCHFORD JR W8OVO | Feb-05 GUIMONT JR WB6LLO  |
| Jan-05 HIGGINS W7ES        | Jan-13 BERRY JR K8UGL   | Jan-26 DOERRIE K5IS        | Feb-06 LIVINGSTONE N6FIS  |
| Jan-05 HOLLOWAY K4EQ       | Jan-13 LEVENSON W2FKN   | Jan-26 WALKER K5CFW        | Feb-06 BENNETT III KF4UTH |
| Jan-05 NIPPER W4AGN        | Jan-14 GRANDISON K6WS   | Jan-27 HOLLOWAY W9VBJ      | Feb-06 SCHWEIZER JR W2CF  |
| Jan-06 SANDERSON KD0YZ     | Jan-15 SEVER W8IM       | Jan-27 STRAUCH W5VBX       | Feb-06 NEELY W5NFN        |
| Jan-06 PATTERSON W6RYX     | Jan-15 POLITI W1NU      | Jan-27 GARRETT NU2P        | Feb-07 HILL N6DZQ         |
| Jan-06 FINN K0HLA          | Jan-16 CHANCE W3UC      | Jan-27 BLAKE N4DB          | Feb-07 SIMPSON WA4SLF     |
| Jan-06 CRAWFORD WB3KDB     | Jan-17 LEAKE W4BCI      | Jan-27 LEWIS W7IWE         | Feb-07 SOIFER W2RS        |
| Jan-06 RANDALL W1ZE        | Jan-17 GOLDBERG KD2IN   | Jan-27 HESS K9MDK          | Feb-07 BRANDENBURG W0QNI  |
| Jan-06 SUNDERMAN JR K4XTC  | Jan-17 HISSERICH AF0F   | Jan-27 SHARP JR W8WWG      | Feb-07 GUDAS N7TP         |
| Jan-06 ZANONI AH6WA        | Jan-17 MILLER VE7KC     | Jan-27 MALLON WA4GCH       | Feb-07 BARGELLINI WA3KNN  |
| Jan-07 SKINNER W9QXR       | Jan-18 AITON W6HAG      | Jan-28 FRANK W1SOV         | Feb-07 WILKERSON WD6FDD   |
| Jan-07 THOMPSON W5RFM      | Jan-18 WORTMAN W6KTP    | Jan-28 RHODES K5OQ         | Feb-07 GAGNON N6MA        |
| Jan-07 LOWE K4QF           | Jan-18 PILAFIAN W4SQG   | Jan-28 WENZEL W2GF         | Feb-08 BARTA W7HTF        |
| Jan-07 HAMLET JR W4ZW      | Jan-18 TUCKER N6TK      | Jan-28 RING JR N1EA        | Feb-08 HILL W5HX          |
| Jan-08 WILLIS W6LPJ        | Jan-18 ERWAY K2TAE      | Jan-29 WONSON AE4AU        | Feb-08 NOTT K5YNR         |
| Jan-08 GÖSCHLBERGER OE2JG  | Jan-18 WHEELER W9QR     | Jan-30 RYAN W7KEZ          | Feb-09 HELD K6QS          |
| Jan-08 BLAIR AC4YP         | Jan-18 YEAGER KB0MTY    | Jan-30 COLEMAN K6VW        | Feb-09 TAFFET W2ERJ       |
| Jan-08 STANTON W5LBU       | Jan-18 NIELSEN K2GRO    | Jan-31 TAX KA2YFX          | Feb-10 YELLEN W2EDA       |
| Jan-08 FRANKE DL2AYJ       | Jan-19 WELLS W5ZUT      | Jan-31 HOUGH W6HZM         | Feb-10 WILLIAMS JR W4TY   |
| Jan-09 ENGLERT DL1SX       | Jan-21 BOTELHO W3NNA    | Jan-31 WILSON K6LRN        | Feb-11 SAGER KA1BAB       |

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|                              |                          |                         |                             |
|------------------------------|--------------------------|-------------------------|-----------------------------|
| Feb-11 KEPNER W6SQQ          | Feb-23 SOCHOR N9SW       | Mar-08 GOLDWASSER W4RD  | Mar-21 PICKERING KJ9N       |
| Feb-12 ROSENBAUM KB9DNV      | Feb-23 TAYLOR KS5A       | Mar-08 JONES NM4R       | Mar-21 HOESTENBACH SR W5EGS |
| Feb-12 GARLAND K5WSX         | Feb-24 REUSENS OA4AV     | Mar-09 TRUSSELL W7BQ    | Mar-21 BRATTON K5RA         |
| Feb-12 BURKHEAD K4TC         | Feb-24 HOLTJE W2TQS      | Mar-10 PHELPS W8TP      | Mar-22 SOKOL W9JXN          |
| Feb-13 WEBER K5IU            | Feb-24 BURROWS W9JWJ     | Mar-10 GOODWIN JR K5RG  | Mar-22 PFEIFFER DJ9AL       |
| Feb-13 CARTER W6AJ           | Feb-25 HEINRICH DL1BT    | Mar-10 RICHARDSON N8CE  | Mar-23 CARNETT N5PEN        |
| Feb-14 STRAIN W9MIU          | Feb-25 MCKEE W5JIF       | Mar-11 KAMPS DL9YP      | Mar-23 DEAS JR K6VLH        |
| Feb-14 GRANTHAM W6BCN        | Feb-25 CIPOLLETTI WB2SPP | Mar-11 COILE K6FVH      | Mar-23 STEINBERG K9IKZ      |
| Feb-14 BIGELOW JR W3AAA      | Feb-26 KING F5TZ         | Mar-11 PERKINS WA7SNY   | Mar-23 MC NULTY K0EFV       |
| Feb-15 MC BRIDE W4DGJ        | Feb-26 SANTOSKI K9UTQ    | Mar-12 FORSYTHE C6ANU   | Mar-23 MEYER N5JM           |
| Feb-15 MC GAVRAN JR W5PNY    | Feb-27 RAYMOND W0GQN     | Mar-12 BACON K4NTS      | Mar-23 DUNKELBERGER W6MKA   |
| Feb-15 SKLOOT K1NY           | Feb-27 FORD W6HFV        | Mar-12 HRUZA KB0OKU     | Mar-24 TREMBLY W5VWZ        |
| Feb-15 BRATZ WA5JUM          | Feb-27 KIDDER W1DOK      | Mar-12 KOEHNA DJ2VZ     | Mar-24 PINGREE W1ZD         |
| Feb-16 SWAFFORD W4HU         | Feb-27 RUSCHMEYER W0JKY  | Mar-12 DIAMANTONI W8ERN | Mar-25 BAILEY W7SDE         |
| Feb-16 PHILLIPS W7KG         | Feb-27 MC PHERON K8IJD   | Mar-12 HENDERSON W5UZV  | Mar-25 PAGELS K9AAL         |
| Feb-16 LOVAASEN K0MFB        | Feb-28 SNELGROVE C6ADY   | Mar-12 ROBINSON K1QAR   | Mar-25 DEELEY K4WWL         |
| Feb-16 COLBORNE N1GC         | Feb-28 JOHNS WB0LBL      | Mar-13 GRABEL N2FLR     | Mar-26 ROTH N0LAG           |
| Feb-16 FISH KX1W             | Feb-29 CLABO K9ASL       | Mar-13 PHELPS W6LLP     | Mar-26 BLOW W4QMO           |
| Feb-17 MANLEY KH6B           | Mar-01 WEHNER W8KNO      | Mar-14 PAUL W6THU       | Mar-26 TOLLER N4US          |
| Feb-17 ROULLARD K6GTP        | Mar-01 SMITH K3SIS       | Mar-14 BETHEL K4CT      | Mar-26 RISING K6THQ         |
| Feb-17 JACQUINOT K2DL        | Mar-01 MILLER W0IKT      | Mar-15 EDWARDS W6MCV    | Mar-26 REINHART K9PLM       |
| Feb-18 STEWART K6HV          | Mar-01 SOZANSKI WA1HHK   | Mar-15 HICKAM N3RSD     | Mar-26 PARTRIDGE K2QBZ      |
| Feb-18 THOMPSON W7JT         | Mar-02 PHELPS KF6RXB     | Mar-15 BRAY W1GRS       | Mar-27 KILLORAN W7PP        |
| Feb-19 HALL K6HSN            | Mar-02 SIEGEL W2ST       | Mar-16 BROOKS II W4UMC  | Mar-27 LANEY III K4BAI      |
| Feb-19 BENDER W3SYY          | Mar-02 HACK JR NM1K      | Mar-16 WILHELM W7UUK    | Mar-27 JONES VK3BG          |
| Feb-19 HOLLADAY K4VMO        | Mar-03 MC CONNELL W6DPD  | Mar-17 DASO K4ZA        | Mar-28 BENNOEHR DL1NP       |
| Feb-19 LAW WB4NLU            | Mar-03 NOLAN G3KWK       | Mar-17 JOHNSTON K0FNR   | Mar-28 OSTBY K7ZW           |
| Feb-19 LEVANDOWSKI JR WB2LQF | Mar-03 CALLAHAN WA2NZA   | Mar-17 HEARN K4PMT      | Mar-28 DOTY JR W7ACD        |
| Feb-20 ALBISTON W1RCA        | Mar-04 CHAPMAN W8HKR     | Mar-18 RUSSELL K8RSU    | Mar-28 WEISS NH7Y           |
| Feb-20 WONSON AC4KA          | Mar-04 HOUGH W7GK        | Mar-18 WHIPPLE AA4CV    | Mar-28 HEILMAN SR WJ3W      |
| Feb-20 MC CULLEY K0RJS       | Mar-04 DOE JR W1GQU      | Mar-18 LEMBCKE DL1ZC    | Mar-29 WILDMAN ZS6AD        |
| Feb-20 RAVENS JR K1QLG       | Mar-04 CAMPBELL K4IJA    | Mar-18 BUCHANAN W1TXU   | Mar-29 OAKLEY W7AB          |
| Feb-20 HUFF W6JL             | Mar-05 WOODS W7TW        | Mar-18 PACE N7DD        | Mar-31 SHOTTS W6MEB         |
| Feb-20 DEVILLON K4ZRP        | Mar-05 WHITTEN K0PFX     | Mar-19 KIRBY N3AAZ      | Mar-31 EPSTEIN K8IA         |
| Feb-20 SMITH AK4RS           | Mar-05 TIMBLIN K7HF      | Mar-20 REYES DU1OR      | Mar-31 MOYNAHAN K3EE        |
| Feb-21 MAC MILLAN W2FGY      | Mar-06 WILLIAMS N5RUZ    | Mar-20 GRÄTZER HB9JAI   | Mar-31 SCHWENGER DJ3WE      |
| Feb-21 TEUFEL K7VHV          | Mar-06 GIBSON W3DJ       | Mar-20 ANDERSON JR KU6Y | Mar-31 SWINNEY W8CNJ        |
| Feb-22 MORRISON W6NFH        | Mar-07 NIX N4UAO         | Mar-20 GROB JR NN8R     | Apr-01 ISSLER DL3SA         |
| Feb-22 RECK DM2AXO           | Mar-07 CLARK W3ZMN       | Mar-20 NEWSOME W0HXL    | Apr-01 BONIFACE KT2O        |
| Feb-22 HILLS W6QEE           | Mar-07 STROUT SR W2YC    | Mar-20 KLUSMAN WA8KAZ   | Apr-01 ROBINSON KC4PZO      |
| Feb-22 SHEPARD KK5KW         | Mar-07 BARROLL W7OP      | Mar-20 SHORB W3FSA      | Apr-01 HARLEM W1EBI         |
| Feb-22 COONEY K1TU           | Mar-07 ARNHOLT K9RXK     | Mar-21 MARTEK NZ8X      | Apr-02 CHRISTMANN DF7IL     |
| Feb-22 EVANS KC2ICX          | Mar-07 BROWN W9HBF       | Mar-21 AKINS AB4HR      | Apr-02 DOUGLAS K4YSF        |
| Feb-22 WOLFSON DJ0QN         | Mar-07 HOLLABAUGH W6TMU  | Mar-21 HOPKINS K1GIR    | Apr-02 NEAL N5AF            |
| Feb-23 BOUDREAU W5FKX        | Mar-08 WEAVER W0PTU      | Mar-21 ENSANIAN K13U    | Apr-02 SHERIDAN W3LES       |



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5Apr-03 MC COY AA0SH  
Apr-04 GERSHON W3GSI  
Apr-04 BROWN N7DGZ  
Apr-04 SIELKE W2AGN  
Apr-05 SCHENKL OE9SLH  
Apr-05 BIRCH W3JB  
Apr-05 BUDD W5BEN  
Apr-06 CONNER JR AB5LF  
Apr-06 CUTCHIN JR W3ETT  
Apr-07 PROPOST K4PTU  
Apr-08 MUSSATT W9EBY  
Apr-08 HOSHIKO W9CJW  
Apr-08 GOLDEN K6LM  
Apr-08 HOFFMAN W8MHH  
Apr-09 MÜLLER DL3QY  
Apr-09 MAAS KT5X  
Apr-09 MORTON W1NDH  
Apr-09 MINICHELLO W1BC  
Apr-09 ELMORE N5OP  
Apr-11 ONNIGIAN W6QEU  
Apr-11 MINKE III N6JM  
Apr-11 MASLIN N3EA  
Apr-11 HOLADA K9GLJ  
Apr-11 BECKER K9MM

Apr-11 SHELTON K5OK  
Apr-12 SPENCER K7MD  
Apr-12 DUNHAM W1LCA  
Apr-12 BEYT W5ZR  
Apr-12 DEVRIES W7UG  
Apr-12 STINGER W8GFA  
Apr-12 RANCOURT K1ANX  
Apr-13 EVERETT W1ALE  
Apr-14 BEACH W2LN  
Apr-14 GIESE DL2RVD  
Apr-14 MENEFEA AA7QJ  
Apr-14 PETERS K6HDE  
Apr-14 REMPE K9LJR  
Apr-14 GABRIELSON W7QEK  
Apr-15 WOMACK W6GG  
Apr-15 DANNALS W2HD  
Apr-15 LILJEGREN W4GAL  
Apr-15 MARSTALL K7SM  
Apr-15 HOTCHKISS W7CNL  
SK Apr-15 ROSS KA3AVB  
Apr-15 JANATA DL7LX  
Apr-16 MICHEL W9OP  
Apr-17 FULTON W2SE SK9/2/2011  
Apr-17 KORNACKI W1UBM

Apr-17 HYMAN W2CSS  
Apr-17 HYMAN W1ZQ  
Apr-17 KAPLAN W1AEL  
Apr-18 VALENTINE G0NQZ  
Apr-18 SPAULDING JR W7JON  
Apr-18 HARVEY AA3QR  
Apr-19 TERREL 8CBE  
Apr-19 PÖSTGES DL6VL  
Apr-19 SOULE W7MAL  
Apr-20 YUTER W2NBT  
Apr-20 BRUNKE  
Apr-20 BRANDON K5JYD  
Apr-20 WATSON W1NV  
Apr-21 BARBER W1PRT  
Apr-21 ACKERMAN W3GYK  
Apr-22 GIFFORD WA3EXX  
Apr-22 BERTEL DJ3BE  
Apr-22 RINALDI W1CNY  
Apr-22 SUMNER K1ZZ  
Apr-23 LEMANEK W8OWL  
Apr-23 ANDERSEN W7DD  
Apr-23 OHLSON K7UAL  
Apr-24 HORENSTEIN K2PH  
Apr-25 SMITH JR W4YE

Apr-25 BUUS W2OD  
Apr-25 WAGGONER W0WLL  
Apr-25 PETERSON N7BXX  
Apr-25 MANN W1KX  
Apr-26 SMITH W1BML  
Apr-27 MAJOR VU2MD  
Apr-27 TABOR KB7QG  
Apr-27 MERRILL W1QMK  
Apr-28 BUDD W7RWB  
Apr-28 NICHOLAS W7RBF  
Apr-28 PENNEYS N9GG  
Apr-28 HAYES VE3JX  
Apr-29 CHEN BV2A  
Apr-29 REMINGTON W9MYZ  
Apr-29 COTE KD8BD  
Apr-29 CHECK W8GC  
Apr-29 CAMPBELL W5QNF  
Apr-29 SAGER WB4FDT  
Apr-29 EURE KS4RT  
Apr-30 SCHINNERER AB6TB  
Apr-30 KINDT W9EFL  
Apr-30 WILSON K0JW



**Eunice R. Thompson**  
**SK May1982 Member #167.**  
**EX-W1MPP**  
**Spark Operator 1920 "1CDP"**  
**Born 10/5//1898**  
**Joined OOTC 3/11/1962**  
**Treasurer 1965-1968.**  
**Secretary 1965-1967**

**"My first spark transmitter was later demolished by lightning, it was remotely controlled a half mile from shack. I won a foot sending contest in the 50s, HI! "**

**QLF – I am sending with my left foot.**

**OOTC BADGE 1/16" X 2" X 3"**

(see sample on page 14)

White background and either BLACK or RED logo and lettering. Beveled edge gives either a black or red border. Send this order blank or a copy of it with check, money order, or U. S. currency to: OOTC INC.

3191 Darvany Dr.  
Dallas, TX 75220-1611

PUT MY MEMBER NUMBER UNDER THE CALL LETTERS. YES \_\_\_\_\_ NO \_\_\_\_\_  
(IF YOU DO NOT CHOOSE, THE MEMBER NUMBER WILL BE OMITTED)

CHOOSE RED OR BLACK LETTERING

(If you do not

WHITE WITH BLACK LETTERING \_\_\_\_\_

WHITE WITH RED LETTERING \_\_\_\_\_

BADGE WITH LOCKING SAFETY PIN BACK (\$8.50) \_\_\_\_\_  
(The pin sent may be either safety pin back or clutch pin back)

BADGE WITH PLASTIC POCKET CLIP (\$10.50) \_\_\_\_\_

BADGE WITH MAGNETIC BARS (\$9.50) \_\_\_\_\_  
(NO HOLES IN SHIRT OR BLOUSE)

BADGE WITH BOLO CLIP AND TIE (\$9.50) \_\_\_\_\_

CHOOSE TIE COLOR

BLACK \_\_\_\_\_ RED \_\_\_\_\_ BLUE \_\_\_\_\_ BROWN \_\_\_\_\_

(If you do not choose, black tie will be ordered)

---

PRINT YOUR CALL LETTERS

---

PRINT HOW YOU WANT YOUR NAME TO APPEAR

---

PRINT WHAT YOU WANT HERE, CITY & STATE, OR ?  
(If you want nothing here, say "nothing here")

## OLD OLD TIMERS CLUB INC.

APPLICATION FOR MEMBERSHIP, MAIL TO OOTC INC.  
3191 Darvany Dr., Dallas TX, 75220-1611.

PH: 214-628-0223 E-mail: ootc@ootc.us Web site: http://ootc.us

**(PLEASE PRINT ALL ITEMS CLEARLY)**

Name \_\_\_\_\_

Present call \_\_\_\_\_ Address \_\_\_\_\_

PHONE \_\_\_\_\_ E-mail \_\_\_\_\_

1st 2-way HAM wireless(Year) \_\_\_\_\_ Nickname/Handle \_\_\_\_\_

My first amateur call was \_\_\_\_\_ Other calls \_\_\_\_\_

If not HAM, first 2-way wireless Commercial Radio (  ) Military Radio (  )

CB (  ) Year \_\_\_\_\_ Describe it \_\_\_\_\_

Date of Birth \_\_\_\_\_ Birthplace \_\_\_\_\_

**PAGE 28 VOL. 49 NUMBER 1 SPARK-GAP TIMES JAN 2012**

New domestic member \$26. \$10 Initiation + \$16 1 year sustaining fee. International member \$28. \$10 initiation + \$18 1 year sustaining fee. LIFETIME \$10 initiation plus: Under age 75 \$250., 75 to 79 \$200., 80 to 84 \$150., 85 to 89 \$100., 90 to 94 \$50., 95 or over FREE, send application.. Funds must be acceptable at a U.S. Bank.

**To maintain your support send \$16. U.S. or \$18. international to OOTC INC. 3191 Darvany Dr. Dallas TX 75220-1611.**

Mailing of Spark-Gap Times to members not supporting OOTC with dues is discontinued after 3 months delinquent. Delivery of Spark-Gap Times can continue via email PDF attachment. Members may request Spark-Gap Times by E-MAIL PDF attachment by sending request to ootc@ootc.us or to OOTC 3191 Darvany Dr. Dallas, TX 75220. INTERNATIONAL MEMBERS NOTE: Please remit American Express money order or check drawn on a U.S. Bank if a branch of a U. S. bank accessible, or U.S. currency. NO foreign bank checks accepted.

ELIGIBILITY REQUIREMENT. You are eligible If you had two-way wireless communication 40 (or more) years ago (eligible on January 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 join as an Associate Member. If you get ham license later, send HQ your call letters and you will be a full member.

OOTC wishes to have extended information about each member, activities and background. The information becomes a permanent and important part of your record as a member of OOTC, making it possible for us to write of your life work and experiences. We would appreciate a photograph, B&W or color. Send a biography and/or any story suitable for publication in Spark Gap Times on separate sheet(s) of paper. Unless you advise otherwise, filing this application gives us permission to publish your membership in Spark Gap Times.

First name of spouse \_\_\_\_\_ CALL? \_\_\_\_\_ # children \_\_\_\_\_

Military Branch \_\_\_\_\_ service from \_\_\_\_\_

to \_\_\_\_\_, Rank \_\_\_\_\_ I heard about OOTC from \_\_\_\_\_

I am sponsored by \_\_\_\_\_ or Secretary will sponsor.

Your Signature \_\_\_\_\_

Last 4 digits your Social Security # \_\_\_\_\_ (Helps for SK identification)